

Transport  
for NSW

# Chester Hill Station Upgrade

Review of Environmental Factors  
Objective Reference A65576195

August 2024



[transport.nsw.gov.au](https://transport.nsw.gov.au)

# Acknowledgement of Country

Transport for NSW acknowledges the Cabrogal people, the traditional custodians of the land on which the Chester Hill Station Upgrade is proposed.

We pay our respects to their Elders past and present and celebrate the diversity of Aboriginal people and their ongoing cultures and connections to the lands and waters of NSW.

Many of the transport routes we use today – from rail lines, to roads, to water crossings – follow the traditional Songlines, trade routes and ceremonial paths in Country that our nation's First Peoples followed for tens of thousands of years.

Transport for NSW is committed to honouring Aboriginal peoples' cultural and spiritual connections to the land, waters and seas and their rich contribution to society.

# Connecting with Country Statement

Transport for NSW have engaged Artefact Heritage to develop a Connecting with Country Framework to inform design development and to carry out Aboriginal stakeholder engagement for the Chester Hill Station Upgrade.

The Chester Hill Station Upgrade aims to:

- respect the rights of Aboriginal peoples to Indigenous cultural intellectual property and support the right of Country to be cared for
- prioritise Aboriginal people's relationship to Country and their cultural protocols through education and enterprise by and for Aboriginal people
- prioritise financial and economic benefits to the Country where we are working, and by extension to the Traditional Custodians of that Country
- share tangible and intangible benefits with the Country where we are working, and by extension the Traditional Custodians of that Country, including current and future generations
- respect the diversity of Aboriginal cultures, but would prioritise the local, place-specific cultural identity of the Country we're working on
- prioritise recognition and responsibility of Aboriginal people, supporting capacity building across Aboriginal and non-Aboriginal communities, and across government project teams
- support Aboriginal people to continue their practices of managing land, water and air through their ongoing reciprocal relationships with Country.





**Prepared by Aurecon Australasia Pty Ltd and Transport for NSW.**

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# Executive summary

## The Proposal

Transport for NSW ('Transport') proposes to improve accessibility by upgrading Chester Hill Station (the Proposal).

This Proposal is being delivered as part of the Safe Accessible Transport program, a NSW Government initiative which aims to make public transport safe, inclusive and easy to use for all passengers, especially people with disability, older people, people with prams or luggage and others who may be experiencing mobility problems. The program will upgrade stations and wharves to achieve Disability Standards for Accessible Public Transport (DSAPT) compliance and improve amenity, access and safety, acknowledging the important role these locations have to the communities they serve.

Key features of the Proposal (refer to Figure E-1) include:

- construction of an elevated walkway at the existing station entrance from Chester Hill Road overbridge to provide access to the platform via a new lift and new stairs
- changes to canopies at the station including:
  - replacement of the existing platform canopies
  - provision of a new canopy west of the platform building
  - replacement of existing street-level canopies along Chester Hill Road at the overbridge, the approach to the station entrance, and bus stops
- provision of one new accessible parking space and a new accessible kiss and ride space with seating on Chester Hill Road (west)
- relocation of the taxi rank to Wellington Road with a new footpath through Nugent Park south and a new shelter and seating
- upgrades to both bus stops on Chester Hill Road including shelter and seating
- provision of additional bicycle parking in Nugent Park north and south
- regrading and resurfacing of localised areas on the platform and installation of tactile ground surface indicators (TGSIs)
- modifications to the existing station building, including the provision of a new unisex ambulant and a family accessible toilet and a new storage room
- ancillary work including station power supply upgrade, protection and relocation of services and utilities, handrails and fencing, new ticketing facilities including additional Opal card readers, improvement to station communication systems (including CCTV cameras) help points and a public phone, landscaping and wayfinding signage.

Most work required for the Proposal would be carried during standard daytime construction hours, however some work may need to occur outside standard hours including during the night, which would include approximately four rail possession periods. These are scheduled closures that would occur regardless of the Proposal when part of the rail network is temporarily closed and trains are not operating. Access would generally be maintained along Chester Hill Road and to the station except during rail possession periods. In addition, there would be periods with temporary lane closures on local roads and three weekends of temporary full road closures of Chester Hill Road to facilitate the delivery of plant, equipment and materials and construction near roads. This would result in minor detours for motorists, pedestrians and cyclists to maintain safety around construction activities.

Construction is expected to commence in early 2025 and would take approximately 18 months to complete.

This Proposal has been developed in accordance with Transport's Sustainability Plan and the Environment and Sustainability Policy. Avoiding and minimising adverse environmental impact, and realising environmental benefits and sustainability opportunities are key objectives of this Proposal.

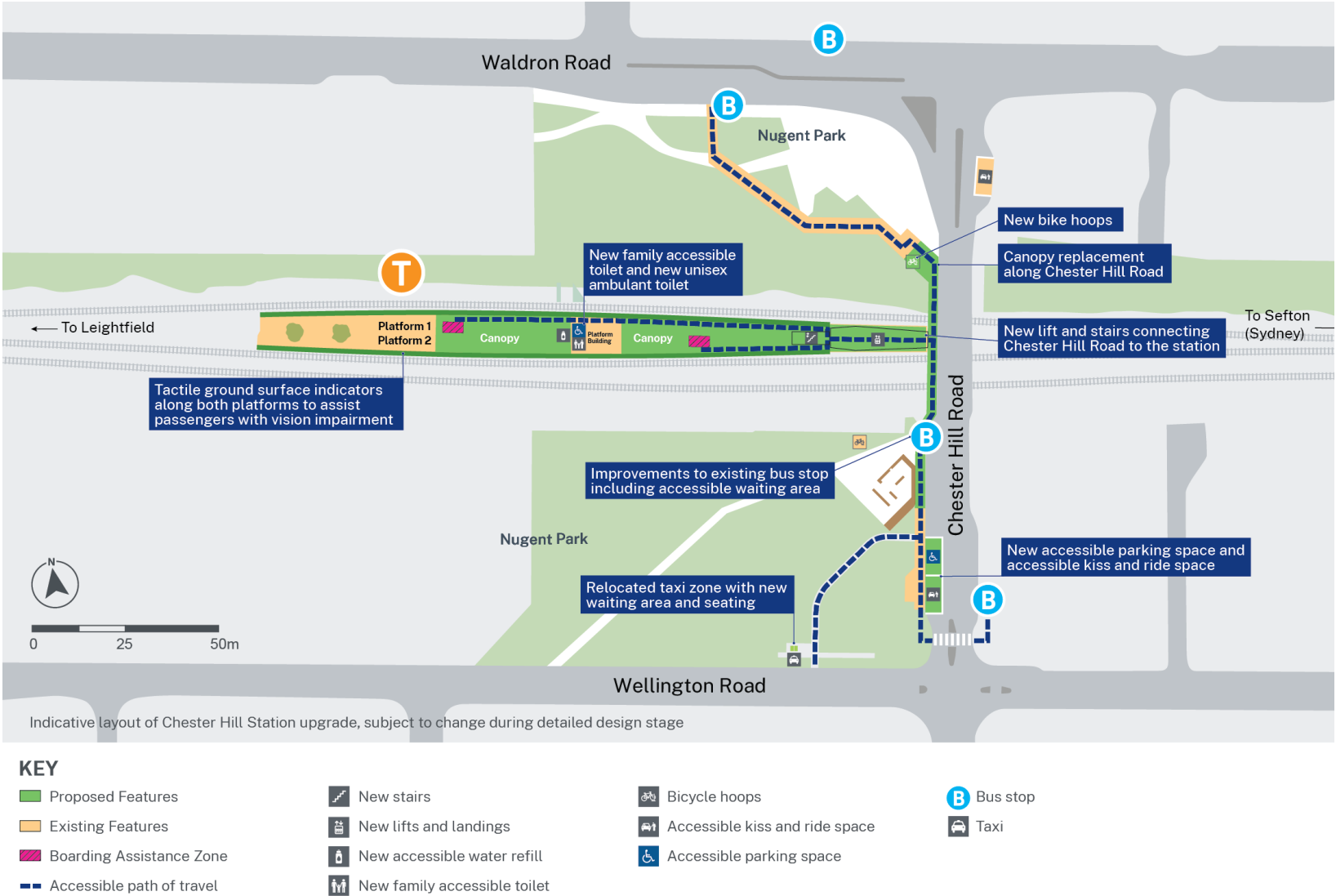


Figure E-1: Key features of the Proposal (indicative only, subject to detailed design)



## Need for the Proposal

The Proposal would make sure that Chester Hill Station would meet legislative requirements under the *Disability Discrimination Act 1992* (DDA) and the DSAPT.

The Proposal is designed to drive a stronger customer experience outcome, with improvements made to amenity, access and safety. The Proposal aims to deliver improved connectivity between modes including greater opportunities for active transport, encourage greater public transport use by providing safe and welcoming spaces, and better integration of interchanges within the communities they serve.

## Proposal objectives

The Safe Accessible Transport program aims to make public transport safe, inclusive and easy to use for all passengers, especially people with disability, older people, people with prams or luggage and others who may be experiencing mobility problems.

The program will upgrade stations and wharves to achieve DSAPT compliance, improving amenity, access and safety and acknowledging the important role these locations have to the communities they serve.

## Options considered

Options for improving access to Chester Hill Station were developed and assessed through an integrated urban design-led approach. The options analysis process considered different design options against the development criteria, which included urban design considerations, heritage requirements, ease of construction, potential environmental impacts, value for money and safety. Options considered included:

- Option 1: construction of a new elevated walkway at Chester Hill Road with new stairs and a new lift leading to the platform.
- Option 2: provision of a new elevated walkway crossing both sides of the railway line, with access to the station established from Nugent Park north and south (moving the main access to the station away from Chester Hill Road).

Option 1 was identified as the preferred option due to its advantages over Option 2 in terms of DDA compliance, multi-modal transport connectivity, connection to the surrounding urban area and vegetation preservation.

The preferred option was then analysed as part of an options validation workshop and sub-options included:

- Sub-option 1A: construction of a new elevated walkway with new stairs and a new lift leading to the platform. The new lift would be positioned in the centre of the elevated walkway with the new stairs behind the lift.
- Sub-option 1B: construction of a new elevated walkway that would retain the existing stairs and position a new lift behind the existing stair location. The existing stairs would be upgraded to provide compliant handrails and TGSIs.

Sub-option 1A was assessed as the preferred sub-option due to its advantages in terms of DDA compliance, consideration of heritage features, customer experience and urban design considerations.

## Statutory and planning framework

The Proposal is for rail infrastructure facilities, as defined in Division 15 Subdivision 1 of *State Environmental Planning Policy (Transport and Infrastructure) 2021* (SEPP (Transport and Infrastructure)), comprising upgrades to a railway station, station platform and areas in a station complex that commuters use to get access to the platform, public amenities for commuters and associated public transport facilities for railway stations, and is to be carried out by Transport for NSW. It can therefore be assessed under Division 5.1 of the *Environmental Planning and Assessment Act 1979* (EP&A Act). Development consent from Council is not required.

The Proposal would involve work on Chester Hill Road, Waldron Road and Wellington Road, which are local roads under the control of City of Canterbury Bankstown Council. Road Occupancy Licence(s) would be obtained from the relevant roads authority for road work and any temporary road closures where required in accordance with section 138 of the *Roads Act 1993*.

The Proposal is not likely to have a significant impact on matters of national environmental significance nor the environment of Commonwealth land within the meaning of the *Environment Protection and Biodiversity Conservation Act 1999* (Commonwealth). A referral to the Australian Department of Climate Change, Energy, the Environment and Water is not required.

## Community and stakeholder consultation

Further community consultation activities for the Proposal would be undertaken during the public display period of this REF with the public invited to submit feedback to help Transport understand what is important to customers and the community. The REF would be displayed for a period of four weeks.

Further information about these specific consultation activities is included in Section 5 of this REF.

During the display period a Project Infoline (1800 684 490) and email address ([projects@transport.nsw.gov.au](mailto:projects@transport.nsw.gov.au)) would also be available for members of the public to make enquiries.

In accordance with the requirements of the SEPP (Transport and Infrastructure), consultation is required with local Councils and/or public authorities in certain circumstances, including where Council managed infrastructure is affected. Consultation has been undertaken with Sydney Trains, Transport and the City of Canterbury Bankstown Council during the development of design options and the preferred option. Consultation with these stakeholders would continue through the detailed design and construction of the Proposal.

Transport would review and assess all feedback received during the public display period, prior to determining whether or not to proceed with the Proposal.

Should the Proposal proceed to construction, the community would be kept informed prior to and during the construction period.

## Environmental impacts

The main environmental impacts of the Proposal are outlined in the following sections.

## Traffic and transport

### Construction

Rail services would not be impacted by construction of the Proposal as existing planned rail possession periods (when the rail network would be shut down and the station closed) would be utilised for construction activities that require access to the rail corridor. However, there would be the following temporary traffic, parking and pedestrian impacts during construction:

- Up to 70 construction vehicle trips per day are expected outside of rail possession periods and up to 130 construction vehicle trips per day are expected during rail possession periods. These would have minimal impact on local traffic during construction due to the limited extent of work and the low volume of additional vehicle trips compared to existing traffic volumes.
- Temporary detours would be required as a result of three temporary, full weekend closures of Chester Hill Road and some mid-week temporary partial road closures on Chester Hill Road, Waldron Road and Wellington Road to facilitate construction work. During these closures, it is anticipated that traffic flow would decrease slightly and travel times for vehicles would have a minor increase. Appropriate detour routes and/or other traffic management arrangements would be implemented when these roads are temporarily closed.
- Although parking immediately surrounding the Proposal area is constrained, impacts to parking from construction workers are anticipated to be low throughout the construction period, as sufficient on-street parking is available on nearby local roads. Construction workers would be encouraged to leave on-street parking close to the station for customers, and would also be encouraged to carpool or use the public transport system to travel to the station, so that impacts to parking are reduced.
- The bus stop on the western side of Chester Hill Road (Nugent Park, Chester Hill Road) would be relocated (10 to 15 metres south) for the duration of construction to allow for vehicular access to the site compound in Nugent Park south. In addition, bus stops on Chester Hill Road, including the already relocated bus stop on the western side of Chester Hill Road, would be temporarily relocated during temporary road closure periods to facilitate bus stop work, including during the three full weekend closures of Chester Hill Road. Bus services would not be significantly impacted by construction of the Proposal as access to bus services would be maintained and any changes to access would be adequately signposted. The taxi rank on Chester Hill Road would also be relocated to Wellington Road during construction.
- Some disruption to pedestrian access to the station would occur during various construction stages of the Proposal, in particular during some stages of work along Chester Hill Road and in Nugent Park north and south. An alternative station access route would be provided during these periods. The worst case impact may occur during compound establishment and Chester Hill Road south canopy work, if pedestrians travelling from the south of the station were required to take a detour via the eastern side of Chester Hill Road and cross the signalised pedestrian crossing at the Chester Hill Road / Waldron Road intersection to reach the station entrance from Nugent Park north. This may cause a slight increase in travel time of around five minutes, however implementing this diversion would be avoided wherever possible and if required would be limited to very short periods of time. Overall impacts to pedestrians as a result of construction work are anticipated to be minimal.

### Operation

During operation, the Proposal would improve accessibility for pedestrians and customers including people with a disability or lower mobility, carers with prams and those travelling with luggage. The Proposal would improve station accessibility from the road network and transport interchange facilities through the construction of the new elevated walkway and lift, the addition of the accessible parking space and kiss and ride space, accessibility upgrades at bus stops, and the regrading of footpaths to improve accessibility.



## Urban design, landscape and visual amenity

### Construction

Construction of the proposal would result in a temporary reduction in the urban and landscape character of the station and its surrounds and temporary visual impacts for several receivers, including customers and nearby residents. The presence of construction activities would result in moderate adverse urban and landscape character impacts within both the rail corridor and the surrounding area, including along Chester Hill Road and in Nugent Park south. The greatest visual impacts would be experienced by users of Nugent Park south, nearby apartment residents, businesses on Chester Hill Road and customers waiting on the platform. To minimise visual impacts, work areas would be appropriately screened and maintained free from graffiti and unauthorised advertising.

### Operation

During operation, the Proposal would result in low beneficial landscape character and visual impacts due to the improved station entry, reduced visual prominence of new canopies, and the use of transparent materials such as glass where required to provide improved lighting and visual separation of new structures from the heritage station building. Opportunities to maximise the urban design and form of the Proposal would be implemented during detailed design through the development of an Urban Design and Landscape Plan.

## Noise and vibration

### Construction

Construction noise impacts are predicted to be the highest when noise intensive equipment is in use and work is near sensitive receivers. During standard daytime hours, the highest impacts are predicted during the removal of the existing stairs and canopies and during work at station interchange facilities. These activities would require the use of jackhammers and concrete saws. The highest impacts are predicted at residential receivers to the south of Chester Hill Station, with reduced impacts predicted to the north due to commercial buildings shielding residential receivers.

Night-time construction work would be required for approximately four weekend rail possession periods and would result in impact when noise intensive equipment is in use. One residential receiver located to the south of the station (immediately adjacent to work areas) is predicted to be subject to 'highly intrusive' impacts (being a greater than a 25 decibel exceedance of the Proposal's adopted construction noise criteria) during the removal of stairs and canopies. 'Moderately intrusive' night-time impacts (being a 16 – 25 decibel exceedance of the Proposal's construction noise criteria) are predicted at residential receivers within around 150 metres to 200 metres of the Proposal area. The sleep disturbance screening criterion is likely to be exceeded where 'moderately intrusive' and 'highly intrusive' night-time impacts have been predicted when night-time work occurs near residential receivers.

Additional mitigation measures would be implemented for potentially affected sensitive receivers throughout construction, subject to confirmation during detailed design.

One commercial receiver to the east of the station on Chester Hill Road is likely to be within the minimum working distance for cosmetic damage (being 20 metres for a vibratory roller). Construction mitigation measures would be implemented to minimise these impacts. Property condition surveys would be undertaken. Additionally, various receivers around the station are within the human comfort minimum working distance (being 100 metres for a vibratory roller). Occupants of these buildings may be able to perceive vibration impacts at times when vibration intensive equipment is in use. Where impacts are perceptible, they would likely only be apparent for relatively short durations when vibration intensive equipment is in use.

### Operation

The Proposal is not anticipated to result in operational noise and vibration impacts as the new station infrastructure, such as the new lift and stairs, are not anticipated to generate additional noise and vibration.

### **Non-Aboriginal heritage**

Chester Hill Railway Station Group is listed on the Transport Asset Holding Entity (TAHE) Section 170 Heritage and Conservation Register (#4801050). Chester Hill Railway Station Group is historically significant at a local level as a station associated with its 1920s island platform building which retains characteristic features of this type of station building and 1920s overbridge with stairs leading down to the platform (which have been altered).

Alterations such as the removal of the existing stairs, construction of the new elevated walkway and lift, new canopies and alterations to heritage fabric within the station building would result in adverse impacts on the Chester Hill Railway Station Group. However, these construction activities are deemed necessary to allow for improved accessibility at Chester Hill Station and the improved use of the station by all customers. New work would be designed with consideration of the architectural style and heritage elements of the station and materials and finishes would be selected, where possible, to minimise visual heritage impacts.

### **Socio-economic**

#### Construction

During construction, there would be minor, temporary impacts to customers, pedestrians, nearby residential receivers and motorists. These impacts would be due to temporary disruptions to pedestrian and traffic flow, delivery of plant and equipment, temporary amenity impacts caused by noisy work (including at night), visual impacts of site hoarding and generation of dust during excavations. The potential temporary closure of areas of Nugent Park south to pedestrians and the community because of the establishment of the site compound and Proposal work would result in short-term moderate impacts for park users and nearby residents. Businesses along Chester Hill Road and Waldron Road may experience disruptions as a result of amenity impacts and temporary detour routes required during road closure periods.

#### Operation

The Proposal would result in socio-economic benefits to customers using the station and to the broader community as it would improve access to the station for all customers through installation of the new elevated walkway and lift, platform regrading, upgrades to the station interchange facilities and improved customer amenity and safety at the station. The Proposal is therefore likely to encourage a broader range of customers to use the station, including people with a disability or lower mobility, carers, parents with prams and those travelling with luggage.

### **Biodiversity**

The Proposal would likely result in the removal of two trees along the platform however, opportunities would be explored to retain the existing platform trees during detailed design. Should the trees require removal they would be replaced with eight trees in accordance with Transport's *Tree and Hollow Replacement Guidelines* (Transport, 2023d). Any replacement tree planting would be carried out in the local area.

## Justification and conclusion

This REF has been prepared having regard to sections 5.5 and 5.7 of the EP&A Act, and section 171 of the EP&A Regulation, to ensure that Transport takes into account to the fullest extent possible, all matters affecting or likely to affect the environment as a result of the Proposal.

The detailed design of the Proposal would also be designed in accordance with the *Transport Sustainable Design Guidelines – Version 4.0* (Transport, 2017) taking into account the principles of ecologically sustainable development (ESD).

Should the Proposal proceed, any potential associated adverse impacts would be appropriately managed in accordance with the mitigation measures outlined in this REF, and the Conditions of Approval imposed in the Determination Report. This would ensure the Proposal is delivered to maximise benefit to the community and minimise any adverse impacts on the environment and the community.

In considering the overall potential impacts and proposed mitigation measures outlined in this REF, the Proposal is unlikely to significantly affect the environment including critical habitat or threatened species, populations, ecological communities or their habitats.

## Display of the review of environmental factors

This REF is on display for comment between 2 September and 29 September 2024. You can access the document in the following ways:

### Internet

The documents are available as pdf files on the Transport for NSW website at:  
<https://www.transport.nsw.gov.au/projects/current-projects/chester-hill-station-upgrade>

### Printed copies

Transport does not issue printed copies of REF and supporting documents to static locations (i.e. Council and libraries) to improve sustainability outcomes.

### Copies by request

Printed and electronic copies are available by contacting the Project Infoline on 1800 684 490, noting that there may be a charge for hard copies or USB.

### Community drop-in sessions

- Tuesday 10 September, Chester Square Shopping Centre, 12pm to 2pm
- Thursday 19 September, Chester Hill Library and Knowledge Centre, 5pm to 7pm.

## How can I make a submission?

To make a submission about this Proposal can be submitted via:

A feedback form via the project webpage <https://www.transport.nsw.gov.au/projects/current-projects/chester-hill-station-upgrade>

In person at a community drop-in information session (details listed above)

Email: [projects@transport.nsw.gov.au](mailto:projects@transport.nsw.gov.au)

Mail: Contact the below listed telephone number for a mailing address, if required.

Telephone: 1800 684 490



Submissions must be received by Sunday 29 September 2024. Submissions will be managed in accordance with the [\*Transport for NSW Privacy Statement\*](#). A copy can be made available upon request.

## What happens next?

Transport will collate and consider the submissions received during public display of the REF.

After this consideration, Transport will determine whether or not the Proposal should proceed as proposed and will inform the community and stakeholders of this decision.

If the Proposal is determined to proceed, Transport would continue to consult with the community and stakeholders prior to and during construction.

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# 1. Introduction

This chapter introduces the Proposal and provides context for the environmental assessment. In introducing the Proposal, the objectives and project development history are detailed and the purpose of the report provided.

## 1.1 Proposal identification

Transport for NSW (Transport) proposes to provide accessibility upgrades to Chester Hill Station (the station) as part of the Safe Accessible Transport program (the Proposal). Chester Hill Station is on the Sydney Trains T3 Bankstown Line, located in the Canterbury Bankstown Local Government Area (LGA).

The Safe Accessible Transport program is a NSW Government initiative announced in February 2024. The program aims to make public transport safe, inclusive and easy to use for all passengers, especially people with a disability, older people, people with prams or luggage and others who may be experiencing mobility problems. The Proposal would improve the accessibility of the station in line with the requirements of the Commonwealth *Disability Discrimination Act 1992* (DDA) and the *Disability Standards for Accessible Public Transport 2002* (DSAPT).

Key features of the Proposal include:

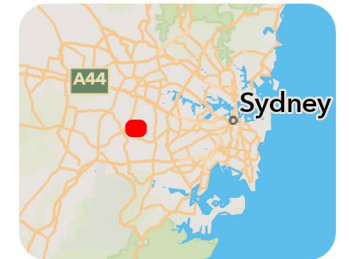
- construction of an elevated walkway at the existing station entrance from Chester Hill Road overbridge to provide access to the platform via a new lift and new stairs
- changes to canopies at the station including:
  - replacement of the existing platform canopies
  - provision of a new canopy west of the platform building
  - replacement of existing street-level canopies along Chester Hill Road at the overbridge, the approach to the station entrance, and bus stops
- provision of one new accessible parking space and a new accessible kiss and ride space with seating on Chester Hill Road (west)
- relocation of the taxi rank to Wellington Road with a new footpath through Nugent Park south and a new shelter and seating
- upgrades to both bus stops on Chester Hill Road including shelter and seating
- provision of additional bicycle parking in Nugent Park north and south
- regrading and resurfacing of localised areas on the platform and installation of tactile ground surface indicators (TGSIs)
- modifications to the existing station building, including the provision of a new unisex ambulant and a family accessible toilet and a new storage room
- ancillary work including station power supply upgrade, protection and relocation of services and utilities, handrails and fencing, new ticketing facilities including additional Opal card readers, improvement to station communication systems (including CCTV cameras) help points and a public phone, landscaping and wayfinding signage.

The location of the Proposal is shown in Figure 1-1 and an overview of the Proposal is provided in Figure 3-1. Chapter 3 describes the Proposal in more detail.

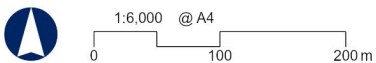




- Proposal area
- Vehicle access path
- Railway
- Site compound
- Train Station
- Watercourse



Source: Aurecon, TNSW, NSW Spatial Services (DCS), ESRI



Projection: GDA2020 MGA Zone 56

## Safe Accessible Transport program - Chester Hill Review of Environmental Factors

Figure 1-1: Location of the Proposal



## 1.2 Purpose of the report

This review of environmental factors (REF) has been prepared by Aurecon Australasia Pty Ltd on behalf of Transport. For the purposes of these works, Transport is the proponent and determining authority under Division 5.1 of the *Environmental Planning and Assessment Act 1979 (NSW)* (EP&A Act).

The purpose of the REF is to describe the Proposal, to document the likely impacts of the Proposal on the environment, and to detail mitigation measures to be implemented.

The description of the proposed work and assessment of associated environmental impacts has been undertaken in the context of section 171 and 171A of the Environmental Planning and Assessment Regulation 2021, the factors in *Guidelines for Division 5.1 assessments* (DPE, 2022), the *Biodiversity Conservation Act, 2016* (BC Act), the *Fisheries Management Act 1994* (FM Act), and the Australian Government's *Environment Protection and Biodiversity Conservation Act 1999 (Commonwealth)* (EPBC Act).

In doing so, the REF helps to fulfil the requirements of:

- Section 5.5 of the EP&A Act including that Transport examine and take into account, to the fullest extent possible, all matters affecting or likely to affect the environment by reason of the activity.

The findings of the REF would be considered when assessing:

- whether the Proposal is likely to have a significant impact on the environment and therefore the necessity for an environmental impact statement to be prepared and approval sought from the Minister for Planning under Division 5.2 of the EP&A Act
- the significance of any impact on threatened species as defined by the BC Act and/or FM Act, in section 1.7 of the EP&A Act and therefore the requirement for a Species Impact Statement or a Biodiversity Development Assessment Report
- the significance of any impact on nationally-listed biodiversity matters under the EPBC Act, including whether there is a real possibility that the activity may threaten long-term survival of these matters, and if offsets are required and able to be secured
- the potential for the Proposal to significantly impact any other matters of national environmental significance or Commonwealth land and the need to make a referral to the Australian Department of Climate Change, Energy, the Environment and Water for a decision by the Commonwealth Minister for the Environment on whether assessment and approval is required under the EPBC Act.



## 2. Need and options considered

This chapter describes the need for the Proposal in terms of its strategic setting and operational need. It identifies the various options considered and the selection of the preferred option for the Proposal.

### 2.1 Strategic need for the Proposal

Improving transport customer experience is the focus of the NSW Government's transport initiatives. Transport interchanges and train stations are the important gateways to the transport system and as such play a critical role in shaping the customer's experience and perception of public transport.

The Proposal forms part of the Safe Accessible Transport program. This program is designed to drive a stronger customer experience outcome, with improvements made to amenity, access and safety. The Proposal aims to deliver improved connectivity between modes including greater opportunities for active transport, encourage greater public transport use by providing safe and welcoming spaces, and better integration of interchanges within the communities they serve.

Transport is a significant agent of equality and a driver of social and economic activity; accessible transport enables people with disability to participate fully in their community and the economy. A safe, equitable and integrated transport network is important in enabling people across the state to travel safely and confidently to work, appointments, holidays, events, and to visit friends and family.

There are several initiatives underway across the state, focused on ensuring we deliver accessible services to all passengers, regardless of a person's accessibility needs, socio-economic circumstance, or location.

We are making public transport options safer and more accessible by upgrading stations and wharves, improving the built environment through the installation of more lifts, widening platforms and improving signage and wayfinding. Improving safety particularly for women, girls and gender diverse peoples is also a key aim of the program including improving lighting and active and passive surveillance at transport hubs. The modernisation of the network also helps bring ageing infrastructure in line with legislative requirements, making transport services easier to use for everyone.

Our approach to achieving equal access to our network is underpinned by legislation.

The purpose of the Commonwealth *Disability Discrimination Act 1992* (DDA) is to eliminate discrimination against people with a disability in a variety of areas such as employment, services and education. As Transport provides public transport services, we are required to upgrade the public transport network to remove discrimination in accessing public transport on the basis of disability. The Disability Standards for Accessible Public Transport set out minimum accessibility requirements for public transport providers and ensure that people with disability have equivalent access to public transport services.

The Safe Accessible Transport program will contribute towards the NSW Government's investment in addressing public transport stations, wharves and stops that do not currently meet the requirements of the DSAPT.

Table 2-1 provides an overview of NSW Government policies and strategies relevant to the Proposal.

Table 2-1 Key NSW Government policies and strategies applicable to the Proposal

Policy / strategy	Overview	How the Proposal aligns
<b>Future Transport Strategy</b> (Transport, 2022a)	<i>Future Transport</i> is an update of NSW's <i>Future Transport 2056</i> and NSW's <i>Long Term Transport Master Plan</i> . It is a suite of strategies and plans for transport to provide an integrated vision for the state. <i>Future Transport</i> identifies 14 strategic directions to guide transport investment in Greater Sydney. These outcomes include transport providing convenient access, supporting attractive places and providing 30-minute access for customers to their nearest centre by public transport.	The Proposal aligns with the Future Transport Strategy by providing accessible services for people who find it difficult to access public transport services. The upgrades to Chester Hill Station would improve accessibility and safety for the network, allowing for greater choice for customers with mobility constraints. Greater accessibility would also mean better connections to places and opportunities for employment, education, business and recreation. Accessible transport (such as that provided by the Proposal) enables people with disability to participate fully in their community and economy. The financial benefits of the Proposal are consistent with the financial sustainability objectives outlined in the Future Transport Strategy. The Proposal also contributes to the vision to reduce social inequality, with input sought from key stakeholders including local people with disability, Aboriginal and Torres Strait Islander people and women and girls from the local community. Finally, through the design and planning approval process, the Proposal design has been refined and would continue to be refined to minimise impacts to the environment and promote the environmental sustainability outcomes of the Future Transport Strategy.
<b>NSW Disability Inclusion Action Plan (2021-2025)</b> (NSW Government, 2021)	The <i>NSW Disability Inclusion Plan 2021-2025</i> was developed by the NSW Government and seeks to provide actions to support making mainstream services and community facilities accessible for people with a disability. The plan provides four focus areas for all of Government. Relating to public transport is Focus Area 2 which seeks to create liveable communities. This Focus Area actions an increase in the availability and accessibility of public and private transport options for people with disability.	The Proposal has been developed with consideration of the objectives of this plan and seeks to provide equitable access to Chester Hill Station. Improved access to Chester Hill Station, through Proposal features such as the new lift and accessible footpaths, as well as improvements to the customer experience at the station for customers with mobility constraints including people with a disability, through the implementation of new hearing loops, upgraded signage and wayfinding and improved accessibility to station toilets, would contribute to Focus Area 2 in this plan.

Policy / strategy	Overview	How the Proposal aligns
<b>A Metropolis of Three Cities - Greater Sydney Region Plan</b> (Greater Sydney Commission, 2018a)	The <i>Greater Sydney Region Plan</i> is the NSW Government's 40-year land use plan for Sydney. It establishes a vision for a metropolis of three cities – the Eastern Harbour City, Central River City and Western Parkland City.  One of the 10 directions of the framework is a well-connected city, by developing a more accessible and walkable city, through optimising existing infrastructure where possible.	The Proposal would enable equitable access to services and employment via the Sydney Trains network as well as social and cultural opportunities through investment in transport. The proposed upgrades to Chester Hill Station would promote public transport movements, walking and cycling, which contribute to the character and identity of the area and create a more accessible and walkable city.
<b>South District Plan</b> (Greater Sydney Commission, 2018b)	The South District Plan has been prepared to align with the visions and objectives of the Greater Sydney Region Plan. The South District includes Canterbury Bankstown Council and the suburb of Chester Hill. Providing services and social infrastructure to meet people's changing needs forms Planning Priority S3 under the plan.	Planning priority S3 outlines the need to provide safe, accessible and inclusive public transport to improve the liveability of communities and to encourage people to lead physically active and socially connected lives. The Proposal is aligned with this planning priority as it provides upgrades to public transport to improve accessibility, inclusion and safety. The accessible design of the Proposal would encourage physical and social activity for a greater cross-section of the community.
<b>Staying Ahead: State Infrastructure Strategy 2022-2042</b> (Infrastructure NSW, 2022)	The State Infrastructure Strategy 2022-2042 makes recommendations for each of NSW's key infrastructure sectors including transport.  The strategy notes the importance of infrastructure development in boosting economy-wide productivity and competitiveness.	The Proposal would contribute to equitable access to services and employment via the Sydney Trains network through the proposed upgrades to Chester Hill Station. This would contribute to economic productivity of the wider region.
<b>Connective City 2036: City of Canterbury Bankstown Local Strategic Planning Statement</b> (City of Canterbury Bankstown, 2020)	Connective City 2036 is the 20-year plan for the City of Canterbury Bankstown to guide renewal and growth. It includes strategic initiatives to ensure a successful and prosperous city over the medium to long term. Connective City 2036 outlines a movement and place plan with a focus on improved public transport and spaces for pedestrians. This includes universal access and inclusion to a full range of services, including public and active transport, for all people regardless of age or ability.  Additionally, Connective City 2036 acknowledges plans for	The Proposal would contribute to improved public transport access within the Canterbury Bankstown LGA, which aligns with the movement and place plan. The Proposal would allow for an improved public transport experience for all customers as a result of the new lift and stairs, station building upgrades and improvements to CCTV cameras, hearing induction loops and station PA systems at Chester Hill Station. Improvements to access and interchange facilities at Chester Hill Station, including the provision of accessible parking and kiss and ride facilities, footpath regrading, additional bicycle parking and improved bus stop accessibility, would improve the place and movement function of Chester Hill Road.

Policy / strategy	Overview	How the Proposal aligns
	streets within Chester Hill, among other suburbs, to become 'vibrant streets that balance place and movement functions'.	
<b>CBCity 2036: City of Canterbury Bankstown Community Strategic Plan</b> (City of Canterbury Bankstown, 2023)	CBCity 2036 includes seven 'destinations' for the City of Canterbury Bankstown, including 'Moving & Integrated', with the aim of an accessible city with great local destinations and many options to get there. Under this 'destination', Council aims to provide well maintained, safe and integrated transport networks with improved movement around the city for all people and equitable and accessible parking.	The Proposal would contribute to the accessible and integrated city aimed for in CBCity 2036 through improved accessibility for all customers at Chester Hill Station, allowing for customers to access the integrated transport network regardless of mobility or accessibility needs. The provision of lift access and improvements to wayfinding and the accessibility of facilities within Chester Hill Station would improve the usability of the station for all customers, and improvements to bus stop, parking and taxi rank facilities outside of the station would allow for improved movement around the city, as is outlined in CBCity 2036.

## 2.2 Limitations of existing infrastructure

Access to Chester Hill Station does not currently align with requirements under the DDA or DSAPT. Existing infrastructure at the station poses safety and accessibility issues, including:

- station entry, which is currently only possible via the existing stairs from Chester Hill Road, limiting the ability for people with a disability, older people, people with prams or luggage and others who may be experiencing mobility problems to access the station
- the grade of the existing platform and footpaths surrounding the station entry, which presents difficulties for those with accessibility needs
- the station building toilet which is inaccessible to those using a wheelchair due to the existing step, as well as a lack of other accessible features, such as correct height features and grab bars
- the lack of accessible parking, accessible kiss and ride spaces and accessible paths from bus stops to the station entry, meaning customers with mobility issues are required to park further away and travel on potentially uneven ground or steep slopes to access the station and its facilities
- the lack of allocated wheelchair seating areas, BAZ location or wheelchair allocated parking spaces on the platform.

The Proposal would aim to address these limitations and improve accessibility through providing a new lift, platform and footpath regrading, and reconfiguration of the station building to provide unisex ambulant and family accessible toilets.

## 2.3 Proposal objectives and development criteria

### 2.3.1 Objectives of the Safe Accessible Transport program

The Safe Accessible Transport program aims to make public transport safe, inclusive and easy to use for all passengers, especially people with disability, older people, people with prams or luggage and others who may be experiencing mobility problems.

The program will upgrade stations and wharves to achieve DSAPT compliance, improving amenity, access and safety and acknowledging the important role these locations have to the communities they serve.

The delivery of upgrades as part of the Safe Accessible Transport program aims to provide a range of benefits as outlined in Table 2-2.

Table 2-2 Objectives of the Safe Accessible Transport program

Category	Objectives
Accessible services	<ul style="list-style-type: none"> <li>upgrades should achieve compliance to provide public transport that is accessible for all passengers</li> </ul>
Successful places	<ul style="list-style-type: none"> <li>complement and integrate with existing and future communities with consideration given to future land use, and supporting economic and place-making objectives in centres.</li> </ul>
Efficient Improved connectivity for passengers	<ul style="list-style-type: none"> <li>provide improvements to multi-modal connectivity to give passengers options, including active transport options</li> <li>replace car trips to destinations and centres with public and active transport modes</li> </ul>
Adaptability	<ul style="list-style-type: none"> <li>support the future needs of customers and consider emerging transport trends, growth and technologies</li> <li>plan and design infrastructure that is resilient and able to adapt to future uses and scenarios</li> </ul>
Sustainability	<ul style="list-style-type: none"> <li>deliver upgrades which make adaptive reuse of existing assets to reduce the projects carbon footprint</li> <li>construction methodologies and engineering solutions that drive a reduction of GHG emissions, energy usage and innovation</li> <li>limit environmental impacts and contribute to the NSW Government's aspirational target to achieve net-zero emissions by 2050</li> <li>maximise the construction phase benefits to the local economy by using local businesses and engaging a workforce that reflects the local social demographic of the area</li> </ul>



### 2.3.2 Proposal objectives

The objectives of the Proposal include:

- provide a station that is accessible to people with a disability, older people, people with prams or luggage and others who may be experiencing mobility problems
- improve customer experience (weather protection, better interchange facilities and visual appearance)
- minimise pedestrian conflict and crowding points
- improve integration with surrounding precinct
- improve customer safety
- improve wayfinding in and around the station
- respond to the heritage values of the site
- improve customer amenity
- maintain/create cross corridor access/pedestrian links to Chester Hill Road (including bus stops) and to the relocated taxi rank on Wellington Road.

### 2.3.3 Sustainability objectives

The NSW Government aspires to provide a world class sustainable transport system that meets customer expectations and optimises the economic development of NSW. Transport is a key enabler of economic and social activity.

Consistent with the Future Transport Strategy, Transport is committed to managing impacts on the environment and operating in an environmentally sustainable manner. These commitments are set out in the Transport [Environment and Sustainability Policy \(Transport, 2020\)](#) and the [Net Zero and Climate Change Policy \(Transport, 2023a\)](#).

Sustainability objectives for the Proposal have been developed to align to Transport's sustainability policies, plans and guidelines to respond to material sustainability issues and opportunities.

The sustainability objectives for the Proposal align with Transport's Sustainability Plan objectives, which are to:

- respond to climate change
- protect and enhance biodiversity
- improve environmental outcomes
- procure responsibly
- partner with communities
- respect culture and heritage
- align spend and impact
- empower customers to make sustainable choices.

Chapter 8 provides details of sustainability issues, opportunities and initiatives for the Proposal.

### 2.3.4 Development criteria

The development criteria for the Proposal include:

- urban design considerations
- heritage requirements
- constructability and key risks
- geotechnical considerations
- potential environmental impacts
- value for money
- safety.

### 2.3.5 Urban design objectives

Urban design objectives for the Proposal are to:

- develop an integrated design that fits with the existing visual qualities, ecology and character of Chester Hill Station
- minimise impacts to the integrity of heritage sites, significant trees and cultural values of the community within the Proposal area
- contribute to the functionality of public spaces and enhance local and regional connectivity.

These urban design objectives have been developed with consideration for objectives of the *'Around the Tracks' - Urban design for heavy and light rail* (Transport, 2016) to:

- create liveable, sustainable and productive precincts
- create places for people
- optimise investment in heavy and light rail.

## 2.4 Options considered

### 2.4.1 Methodology for selection of preferred option

Options for improving access to Chester Hill Station were developed and assessed through an integrated urban design-led approach. The options analysis process considered different design options against the development criteria outlined in Section 2.3.4. A design critique approach was adopted to validate whether the preferred option for Chester Hill Station should be progressed through to the concept design stage. A design critique is a multi-disciplinary group review of the options and design to provide feedback on if the design objectives have been achieved. This review considered compliance with the client requirements, opportunities for innovation and adequate management of risks.

Following validation of the preferred option through the design critique approach, the lift and stair arrangement as part of the preferred option was then analysed as part of an options validation workshop.

## 2.4.2 Identified options

The NSW Government has identified the need for improving the accessibility of transport interchanges, train stations and commuter car parks across NSW as a priority under the Safe Accessible Transport program.

Two main options for new access to Chester Hill Station were identified alongside a 'do nothing' option. These are as follows:

- 'Do nothing' option: under a 'do-nothing' option, existing access to Chester Hill Station would remain the same with no change to the station access arrangement, interchange facilities and station building layout
- Option 1: construction of a new elevated walkway at Chester Hill Road with new stairs and a new lift leading to the platform. The new stairs and lift would be positioned adjacent to each other. The existing stairs would need to be removed and temporary access to the station would be required.
- Option 2: provision of a new elevated walkway crossing both sides of the railway line, with access to the station established from Nugent Park north and south (moving the main access to the station away from Chester Hill Road).

Sub-options were also identified as variations of main Option 1 to provide improved access to Chester Hill Station as outlined below:

- Sub-option 1A: construction of a new elevated walkway with new stairs and a new lift leading to the platform. The new lift would be positioned in the centre of the elevated walkway with the new stairs behind the lift.
- Sub-option 1B: construction of a new elevated walkway that would retain the existing stairs and position a new lift behind the existing stair location. The existing stairs would be upgraded to provide compliant handrails and TGSIs.

## 2.4.3 Analysis of options

### 'Do nothing' option

The 'do nothing' option was not considered a feasible alternative as it would be inconsistent with the legislative requirements of the DDA and NSW Government objectives for improving the accessibility of transport interchanges, train stations and commuter car parks across NSW as a priority under the Safe Accessible Transport program.

### Option 1

This option scored well for DDA compliance, consideration of heritage features and operational customer experience. Sub-options were developed under this option based on different arrangements of the stairs and lift. Analysis of the sub-options alongside this main option is as follows:

- Main Option 1 (stair arrangement side by side): this option scored well for DDA compliance, consideration of heritage features and operational customer experience, however scored lower than the two sub-options for customer experience during construction, urban design considerations and constructability.
- Sub-option 1A (lift positioned in front of new stairs): this option scored highly for DDA compliance, consideration of heritage features, customer experience during construction and operation, operation and maintenance consideration and urban design considerations.
- Sub-option 1B (new lift positioned behind existing stairs): this option scored well for constructability, operation and maintenance, consideration of heritage features, customer experience during construction and urban design considerations, however scored lower than Option 1A for DDA compliance and customer experience during operation.

## Option 2

This option scored similarly to the main Option 1 for consideration of heritage features and operational customer experience, however scored lower than the main Option 1 for DDA compliance, multi-modal transport connectivity, amenity impacts and biodiversity impacts.

## 2.5 Preferred option

The preferred main option (Option 1) is for the construction of a new elevated walkway at the existing station entry point and provision of stair and lift access from the elevated walkway to the platform. Option 1 was identified as the preferred option due to its advantages over Option 2 in terms of DDA compliance, multi-modal transport connectivity, connection to the surrounding urban area and vegetation preservation.

As part of this preferred option, sub-option 1A, which involves the new lift being positioned in the centre of the new elevated walkway and the new stairs being positioned behind the lift, has been assessed as the preferred sub-option due to its advantages in terms of DDA compliance, consideration of heritage features, customer experience and urban design considerations.

## 2.6 Design refinements

Following the selection of Option 1A as the preferred option, the following design refinements have been carried out:

- addition of the accessible path from Chester Hill Road to the relocated taxi rank on Wellington Road
- the proposed new accessible parking space was relocated closer to the station entry (next to the bus stop) to allow easier access to the station for users of the parking space
- provision of a new canopy over the bus stop on the eastern side of Chester Hill Road.

## 3. Description of the Proposal

This chapter describes the Proposal and provides descriptions of existing conditions, the design parameters including major design features, the construction method and associated infrastructure and activities.

### 3.1 The Proposal

Transport proposes to provide accessibility upgrades to Chester Hill Station as part of the Safe Accessible Transport program. The Proposal would improve accessibility of the station in line with the requirements of the Commonwealth *Disability Discrimination Act 1992* (DDA) and the *Disability Standards for Accessible Public Transport 2002* (DSAPT). The Proposal is shown in Figure 3-1.

Key features of the Proposal include:

- construction of an elevated walkway at the existing station entrance from the Chester Hill Road overbridge to provide access to the platform via a new lift and new stairs
- changes to canopies at the station including:
  - replacement of the existing platform canopies
  - provision of a new canopy west of the platform building
  - replacement of existing street-level canopies along Chester Hill Road at the overbridge, the approach to the station entrance, and bus stops
- provision of one new accessible parking space and a new accessible kiss and ride space with seating on Chester Hill Road (west)
- relocation of the taxi rank to Wellington Road with a new footpath through Nugent Park south and a new shelter and seating
- upgrades to both bus stops on Chester Hill Road including shelter and seating
- provision of additional bicycle parking in Nugent Park north and south
- regrading and resurfacing of localised areas on the platform and installation of tactile ground surface indicators (TGSIs)
- modifications to the existing station building, including the provision of a new unisex ambulant and a family accessible toilet and a new station storage room
- ancillary work, including station power supply upgrade, protection and relocation of services and utilities, handrails and fencing, new ticketing facilities including additional Opal card readers, improvement to station communication systems (including CCTV cameras, help points and a public phone), landscaping and wayfinding signage.

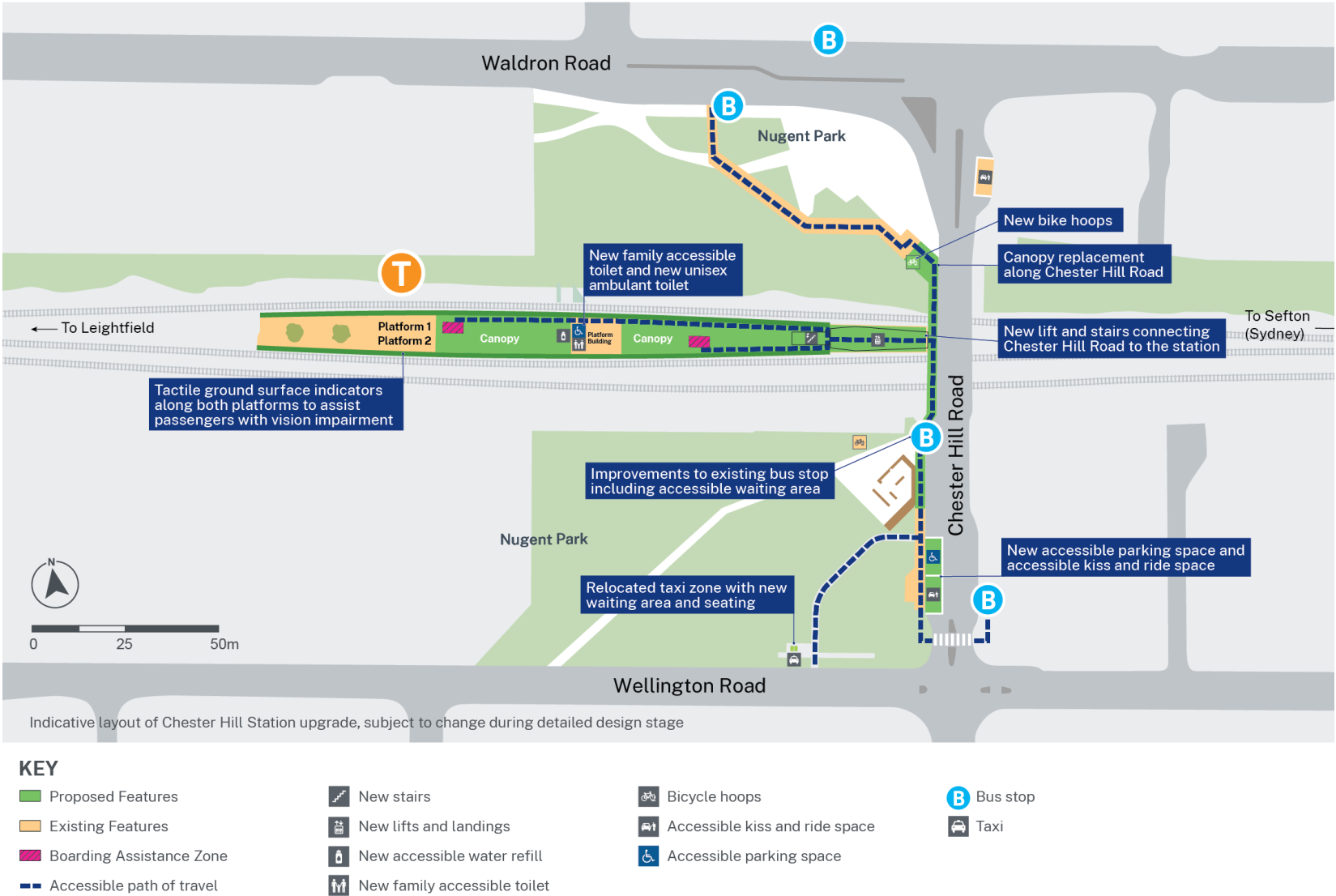


Figure 3-1: Key features of the Proposal (indicative only, subject to detailed design)



### 3.1.1 Station entry work

The upgrade of the existing station entry would involve:

- removal of the existing stairs linking the Chester Hill Road overbridge to the platform
- installation of a foundation (around 16 metres long adjacent to the existing platform) for the station entry and lift shaft
- construction of a new elevated walkway with canopy and protection and anti-throw screens
- construction of a new 17 person lift from the new elevated walkway to the platforms
- construction of new stairs to the platform from the elevated walkway, including canopy and protection and anti-throw screens.

To maintain existing pedestrian access to the station during the upgrade of the existing station entry, temporary access would be constructed to continue to provide access to the station platforms. Temporary access would be established at the existing station entrance. The design and staging of the temporary access would be determined during the detailed design phase of the Proposal.

### 3.1.2 Station access and interchange facilities

Modifications to the station access and interchange facilities would include:

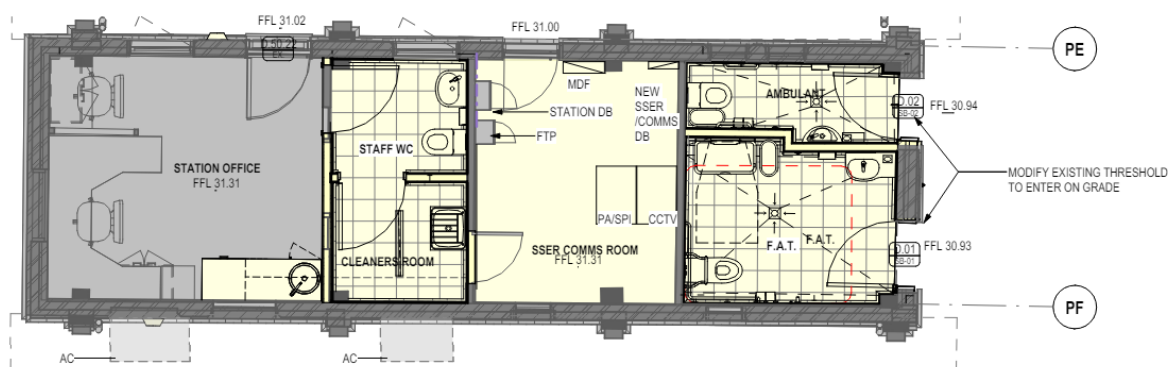
- provision of a new accessible parking space and a kiss and ride facility on Chester Hill Road including seating
- kerb adjustments along Chester Hill Road
- relocation of the taxi rank on Chester Hill Road to Wellington Road including seating and a shelter
- changes to footpaths, including:
  - regrading of footpaths along the station side of Chester Hill Road
  - the provision of a new footpath through Nugent Park south
  - kerb ramp for access to the relocated taxi rank on Wellington Road
  - localised regrading and resurfacing as required to achieve accessibility
  - regrading at bus stops
- upgrades to existing bus stops including:
  - TGSIs, seating, shelter and canopy upgrades to the Chester Hill Road bus stops
  - TGSIs and a new post at the Waldron Road bus stop
- provision of five new bicycle hoops in Nugent Park north and south
- removal of existing canopies and installation of new canopies on Chester Hill Road
- landscaping.

### 3.1.3 Platform and station building work

Modifications would be required to the station building to improve accessibility while also minimising impacts to existing heritage fabric. Station building modifications would include:

- upgrades to provide one unisex ambulant toilet and one unisex family accessible toilet (to replace the existing single unisex toilet). This would include:
  - removal and relocation of the internal wall, removal of the existing tiles and fittings and removal of existing partition walls
  - removal of the existing slab and removal of the external step, relocation of cleaners' storage and equipment to new cleaners room, and replacement of doors, tiles and trim to match existing heritage features
- reconfiguration of the existing storage room to provide a new shared services equipment room.

Modifications to the station building are shown in Figure 3-2.



**Figure 3-2 Proposed station building layout (indicative only, subject to detailed design)**

Further modifications to the platform surrounding the station building would include:

- regrading and resurfacing of the platform
- new TGSIs (including along the length of both platform edges)
- installation of new DDA compliant seating
- provision of a new canopy west of the station building to the boarding assistance zones.

### 3.1.4 Ancillary work

The ancillary work required as part of the Proposal would include:

- upgraded signage and wayfinding
- adjustments to lighting, electrical and utility services, including relocation of lighting where needed and adjustments to electrical and utility work along the platform and Chester Hill Road (including trenching work as needed)
- earthing and bonding of electrical equipment and new or modified structures
- upgrade to the station power supply, including the installation of a new isolation transformer
- improvements to CCTV to increase safety and security
- relocation of public announcement (PA) speakers
- new hearing induction loops along the platform
- adjustments to station furniture, including the locations of seating, Opal card readers, bins and the existing Telstra public payphone
- new stormwater drainage connections from new canopies to the existing stormwater system.

### 3.1.5 Landscaping work, materials and finishes

Materials and finishes for the Proposal would be selected based on the criteria of durability, low maintenance and cost effectiveness, to accord with heritage requirements, to minimise visual impacts, to integrate within the context of the place and to be aesthetically pleasing.

Availability and constructability are also important criteria to ensure that materials are readily available and the structure can be built with ease and efficiency. Materials would also be selected for their application based on their suitability for meeting design requirements.

Each of the upgraded or new facilities would be constructed from a range of different materials, with a different palette for each architectural element. Subject to detailed design, the Proposal would include the following:

- lift shafts – precast concrete and glass
- elevated walkway – concrete base with lightweight screens, architectural treatment and metal roof sheeting
- platform stairs – concrete with lightweight screens and steel canopy
- platform canopies – steel frame and cement cladding.

The design would be submitted to Transport's Design Review Panel at various stages for comment before being accepted by Transport. An Urban Design and Landscape Plan (UDLP) would also be prepared by the Contractor prior to finalisation of detailed design for endorsement by Transport.

Indicative photomontages showing the features of the Proposal are included in the discussion of the anticipated visual impacts of the Proposal (refer to Section 6.2.3).

## 3.2 Design

### 3.2.1 Design criteria

The Proposal would be designed having regard to the following:

- Disability Standards for Accessible Public Transport 2002 (issued under the Commonwealth *Disability Discrimination Act 1992*)
- National Construction Code
- relevant Australian Standards
- Asset Management Branch Standards
- Sydney Trains standards
- Transport Sustainable Design Guidelines – Version 4.0 (Transport, 2017)
- Crime Prevention Through Environmental Design (CPTED) principles
- other Transport policies and guidelines
- Council standards or guidance documents where relevant.

### 3.2.2 Engineering constraints

There are a number of constraints which have influenced the design development of the Proposal, these include:

**Existing structures:** the placement and integrity of existing structures needed to be considered during the development of the design – these structures included the existing stairs, the platform, the station building, the existing canopies on the platform and along Chester Hill Road, and the Chester Hill Road overbridge.

**Heritage requirements:** Chester Hill Railway Station Group is listed on the TAHE Section 170 Heritage and Conservation Register (4801050). The station has local significance as a station which represents the significant reconstruction of the original Lidcombe-Regents Park line and its extension to Cabramatta. Heritage considerations have been incorporated into the Proposal's design (refer to Section 3.2.3).

**Sydney Trains' requirements:** modifications for existing structures and new structures within the rail corridor must be designed and constructed with consideration of train impact loads, structural clearances to the track, and safe working provisions.

**Construction access:** for specific construction activities, such as construction of the new accessible parking space and kiss and ride facility, upgrades to bus stops and the relocation of the taxi rank, construction access would require traffic control on Chester Hill Road. It should also be noted that Chester Hill Station is located immediately adjacent to a bridge that carries Chester Hill Road over the railway line, which presents limitations in craning plant and equipment down to the platform from the roadway. Large items of plant and equipment would be delivered to the platform using either a high-rail bogie axle slewing tilt tray or a crane.

**Public access:** during construction, access to Chester Hill Station would be maintained via temporary access stairs, except during rail possessions when no trains would be running. These stairs would be installed at the existing station entrance location.

**Utilities:** A Dial Before You Dig (DBYD) search has identified a number of utilities in the vicinity of the proposed work including:

- Ausgrid
- Australian Rail Track Corporation NSW
- Jemena
- NBN
- Optus
- Sydney Trains
- Sydney Water
- Telstra.

Some utilities are expected to be required to be relocated or protected, subject to confirmation as part of an underground service search.

### 3.2.3 Consideration of heritage in design

Heritage considerations would be incorporated into the Proposal's design as follows:

- The new elevated walkway, stairs, lift and raised stair canopy have been designed to allow for direct sightlines to the heritage station building.
- Transparent materials have been used throughout the design to retain the visual prominence of the heritage station building, including glass in the lift and lightweight screens along the new elevated walkway and stairs.
- The platform canopy has been designed to provide a more sympathetic relationship to the heritage building through materials and finishes that align with the brick of the heritage station building.
- Proposed upgrades to the heritage station building itself have minimised heritage impacts where possible, including through minimising structural changes to the building and through the use of doors and trim that would be painted to replicate the existing heritage features.

### 3.2.4 Sustainability in design

The NSW Government aspires to provide a world class sustainable transport system that meets customer expectations and optimises the economic development of NSW. Transport is a key enabler of economic and social activity.

The Proposal has been developed and would be delivered in accordance with Transport's Sustainability Plan including Transport's vision - that every journey is people and planet positive.

#### Circular economy

In 2018-19 the construction sector was the second largest waste generator, generating 12.7 million tonnes of waste accounting for 16.8% of Australia's waste. Transport project delivery not only generates large amounts of construction waste but also consumes large amounts of raw materials.

A circular economy approach means shifting away from a 'take, make, use and dispose' approach to one that better values resources. This means using materials efficiently and keeping products and materials in use for as long as possible. Three key principles underpin a circular economy approach:

- designing out waste and pollution
- keeping products and materials in use
- regenerating natural systems.

The construction of the Proposal is anticipated to use large amounts of materials including but not limited to:

- concrete
- steel
- aluminium
- paint.

During operation the main circular economy impacts would relate to material use and disposal as a result of maintenance.

#### Response to circular design strategies

Adopting a circular economy approach results in economic, social and environmental benefits including reduction of emissions. Throughout the development of detailed design, the Proposal would look to embed the circular design strategies outlined in Table 3-1.

Table 3-1: Circular design strategies

Circular design strategies	Definition	Proposal strategies
Design to maximise materials circularity and enable disassembly	Design using materials, products and connection systems that allow for easy re-use and recycling of materials, products and components at end of life. Design to allow an assembled structure or product to be taken apart without destroying its constituent materials or components.	Alterations made to the station building would involve minor demolition. Opportunities for the reuse of materials and the use of materials with a high recycled content would be investigated during detailed design.
Design for materials efficiency	Materials efficiency means 'doing more with less' – this involves design and construction methods that use lower amounts of materials and reduce waste.	<p>The Proposal would involve the use of sustainable materials, including:</p> <ul style="list-style-type: none"> <li>• cement with a higher recycled material content</li> <li>• steel sourced from a steelmaker that is a current member of the World Steel Climate Action Programme</li> <li>• recycled steel where practical.</li> </ul> <p>The Proposal would aim to reduce material volumes where possible in accordance with the requirements of the <i>Transport Sustainable Design Guidelines Version 4.0</i> (Transport, 2017).</p>



Circular design strategies	Definition	Proposal strategies
Design for best practice operational waste management	Design to ensure that waste and recycling storage and collection systems maximise re-use and recycling and allow for ease of access by both users and waste service providers.	The bin on Chester Hill Road would be relocated based on the locations of new accessible seating. This would allow for improved waste management practices for all users of the station.
Re-use existing assets or materials	Incorporate existing structures, products and materials on the project site into the new development.	The reuse of bricks sourced from the interior demolition of the station building would be investigated during detailed design.
Select products with recycled content	Preference products that contain recycled content to keep materials circulating within the economy.	Recycled steel would be used where possible and cement with a higher proportion of recycled content would be used for the Proposal.
Incorporate green infrastructure	Incorporate the network of green spaces, natural systems and semi-natural systems—including waterways, bushland, tree canopy, green walls and roofs, green ground cover, parks and open spaces—that support sustainable communities.	The Proposal would result in the removal of two trees on the platform. Offset calculations have determined that eight replacement trees would be required to be planted in the local area. Opportunities would be explored to retain the two platform trees during detailed design.

Sustainability issues and opportunities for the Proposal are discussed in Section 8.

### 3.3 Construction activities

#### 3.3.1 Work methodology

The construction methodology would be further developed during the detailed design of the Proposal by the nominated Contractor in consultation with Transport.

The proposed construction activities for the Proposal are identified in Table 3-2. This staging is indicative and is based on the current concept design and may change once the detailed design methodology is finalised. The staging is also dependent on the Contractor's preferred methodology, program and sequencing of work. The staging and activities are often concurrent to increase efficiency and reduce impact on the community and construction timeframes.

Table 3-2 Indicative construction staging for key activities

Stage	Activities
Site establishment and enabling work	<ul style="list-style-type: none"> <li>relocation of the taxi rank on Chester Hill Road to Wellington Road and temporary relocation of the bus stop (Nugent Park, Chester Hill Road) 10 to 15 metres south</li> <li>establishment of the site compound, including: <ul style="list-style-type: none"> <li>potential removal of 10 metres of existing canopies on Chester Hill Road and removal of paving and seating to provide a new 10 metre wide level access surface to the site compound (to be confirmed during detailed design)</li> <li>erection of fencing, site office, amenities and plant and material storage areas</li> </ul> </li> <li>carry out validation of site investigations and the location of utility services</li> <li>relocation of services and utilities as needed, and running, testing and commissioning of temporary service routes</li> <li>installation of construction barriers, lighting and hoardings</li> </ul>
Decommissioning work	<ul style="list-style-type: none"> <li>installation of temporary access stairs at the existing station entrance and subsequent decommissioning of the existing stairs</li> <li>decommissioning of existing canopies at street level near the existing station entrance and at platform level</li> <li>decommissioning of light poles at platform levels as required</li> </ul>
Substructure work	<ul style="list-style-type: none"> <li>piling work to support the new elevated walkway and lift shaft and excavations for platform canopy footings</li> <li>installation of a foundation (around 16 metres long adjacent to the existing platform) for the new elevated walkway and lift shaft (foundation would be fenced off and inaccessible to the public)</li> <li>construction of a concrete column to support the new elevated walkway</li> <li>construction of supports for the new stairs</li> </ul>
New elevated walkway, stairs and lift	<ul style="list-style-type: none"> <li>construction of the new elevated walkway, including installation of the structural pier and horizontal beams</li> <li>installation of the new lift, including: <ul style="list-style-type: none"> <li>formwork and reinforcement for lift pit and walls</li> <li>steelwork for lift shaft and canopy roofing</li> <li>lift car and motor</li> <li>cladding and glazing for the lift shaft</li> <li>lift finishing work, including mechanical and glass lift elements at street level</li> </ul> </li> <li>installation of new stairs and connection to the new elevated walkway</li> <li>installation of lightweight screens along the new elevated walkway and stairs</li> <li>installation of canopies</li> </ul>

Stage	Activities
Platform work	<ul style="list-style-type: none"> <li>temporary removal/reinstatement of platform furniture</li> <li>regrading of the platform, including installation of TGSIs to provide compliant accessible paths throughout the station</li> <li>installation of new canopies, including extended canopies to the boarding assistance zone</li> <li>resurfacing of other areas of the platform where impacted by construction activities, including services trenching work</li> </ul>
Station building modifications	<ul style="list-style-type: none"> <li>installation of a temporary toilet on the platform</li> <li>removal and relocation of the existing internal wall between the existing unisex toilet and cleaners' room</li> <li>removal of the existing tiles and fittings and removal of existing partition walls</li> <li>removal of the existing slab and removal of external step to align floor level with platform level</li> <li>installation of new dividing wall to create the family accessible toilet and ambulant toilet</li> <li>waterproofing and replacement of doors, tiles and trim to match existing heritage features</li> <li>installation of new fittings and fixtures</li> <li>relocation of cleaners' storage and equipment to new cleaners' room (in existing staff room)</li> <li>reconfiguration of the existing storage room and staff toilet to provide a new shared services equipment room and separate staff toilet</li> </ul>
Station access and interchange facilities work	<ul style="list-style-type: none"> <li>installation of new canopies along Chester Hill Road and at bus stops</li> <li>construction of the accessible parking space and kiss and ride space on Chester Hill Road</li> <li>kerb adjustments and footpath regrading work along Chester Hill Road to allow for DDA compliant access to the new parking space and kiss and ride space</li> <li>footpath regrading work and installation of TGSIs at the bus stop at Nugent Park, Chester Hill Road</li> <li>relocation of the taxi rank from Chester Hill Road to Wellington Road and construction of the accessible footpath to this location through Nugent Park south</li> <li>installation of bicycle hoops (three in Nugent Park north and two in Nugent Park south)</li> </ul>
Electrical upgrades	<ul style="list-style-type: none"> <li>earthing and bonding of electrical equipment and new or modified structures</li> <li>removal of the existing isolation transformer on the eastern side of the Chester Hill Road overbridge</li> <li>installation of a new isolation transformer behind the rail corridor fence on the eastern side of Chester Hill Road</li> </ul>

Stage	Activities
	<ul style="list-style-type: none"> <li>trenching work for new cable routes</li> <li>installation of a new metering board for the new isolation transformer at the rail corridor fence (due to this fence restricting access to the new isolation transformer location)</li> <li>installation of a new switchboard under the new stairs</li> <li>electrical work for the new lift</li> <li>installation of new lighting, including at the station entrance, at the new lift landing, along the new stairs, on new platform canopies and new canopies on Chester Hill Road, in the reconfigured toilets in the station building and along the new path through Nugent Park south towards the relocated taxi rank</li> </ul>
Finishing work	<ul style="list-style-type: none"> <li>removal of any temporary supports for the new elevated walkway</li> <li>installation of new utilities, including new cable routes, drainage infrastructure and cables for hearing induction loops and CCTV cameras</li> <li>installation of placemaking enhancements</li> <li>reinstallation of platform furniture, including vending machines and Opal card poles</li> <li>commissioning of new assets, including the new lift</li> <li>landscaping along the platform and installation of fencing near the new elevated walkway foundation to restrict public access</li> <li>installation of signage and wayfinding</li> <li>removal of temporary access stairs</li> </ul>
Site demobilisation	<ul style="list-style-type: none"> <li>verify that all finishing work has been completed</li> <li>remove temporary safety barriers, lighting and hoarding</li> <li>removal of the site office, temporary amenities and plant and equipment storage areas</li> <li>reinstatement of the park to the areas of site compound and vehicular access (including the reinstatement of canopies, the paved area and seating)</li> </ul>

### 3.3.2 Construction workforce

The number and type of workers would vary throughout the different stages of construction but would include workers such as:

- plant and machinery operators
- traffic controllers
- labourers
- utilities servicers
- tradespeople
- project and site managers.

Outside rail possession periods, an average of 20 construction workforce staff are estimated to work on the Proposal per day. During rail possession periods, around 50 construction workers are expected to work on the Proposal during peak periods.

Final details of the workforce required for the Proposal would be identified during detailed design by the Contractor.

### 3.3.3 Construction hours and duration

Subject to approval, construction activities are expected to commence in early 2025 and take around 18 months to complete. Timeframes are subject to detailed design and final construction methodology.

The majority of work required for the Proposal would be undertaken during standard construction hours, which are defined by the (NSW) Environment Protection Authority (EPA) as follows:

- 7.00 am to 6.00 pm Monday to Friday
- 8.00 am to 1.00 pm Saturdays
- no work on Sundays or public holidays.

Certain work may need to occur outside standard hours and would include night work and work during routine rail possessions which are scheduled closures that would occur regardless of the Proposal when part of the rail network is temporarily closed and trains are not operating.

Out of hours work is required in some cases to minimise disruptions to customers, pedestrians, motorists and nearby sensitive receivers; and to ensure the safety of railway workers and operational assets. It is estimated that approximately four rail possessions would be required to facilitate the following:

- validation of utilities and services
- relocation of services and testing and commissioning of temporary service routes
- decommissioning of existing stairs
- installation of the foundation adjacent to the existing platform for the new elevated walkway and lift shaft
- construction of the new elevated walkway, stairs and the lift shaft (which would require the operation of cranes in the rail corridor)
- platform regrading and resurfacing
- electrical power supply upgrades
- commissioning work, including the removal of supporting infrastructure via a crane and the demobilisation of any equipment from the Proposal area at platform level.

Out of hours work may also be scheduled outside rail possession periods which might reduce the impact of the Proposal on the wider community and road network, for example to facilitate oversized plant and material deliveries, minor road work, and other platform work which would otherwise impact train passengers. Approval from Transport would be required for any out of hours work and the affected community would be notified as outlined in Transport's Construction Noise and Vibration Guideline (public transport infrastructure) (Transport, 2023b) (refer to Section 6.3 for further details).

### 3.3.4 Plant and equipment

The plant and equipment likely to be used during construction includes:

- cranes (up to 450 tonne)
- concrete pumps
- concrete saws
- concrete trucks
- concrete vibrators
- dump trucks
- elevated work platforms
- excavators (up to 22 tonne)
- flatbed trucks
- forklifts
- grinders
- hand tools
- hi-rail trucks
- jackhammers
- lighting towers (diesel generator)
- piling rigs
- rigid trucks
- semi-trailers
- suction trucks
- vibratory rollers (12 tonne).

Additional equipment that is likely to be used would be identified during detailed design by the Contractor.

### 3.3.5 Earthworks

Excavations and earthworks would generally be required for the following:

- installation of the foundation adjacent to the existing platform for the new elevated walkway and lift shaft
- construction of the new accessible footpath to the relocated taxi rank on Wellington Road
- platform regrading
- other minor civil work including footings and foundations for structures, drainage / stormwater work, and trenching activities for service adjustments and relocations.

It is estimated that approximately 280 cubic metres of excavated material would be generated from the above activities. Excavated material would be reused onsite where possible or disposed of in accordance with relevant legislative requirements.

Specific locations for spoil placement would be agreed with Transport and the Contractor during the delivery phase.

### 3.3.6 Source and quantity of materials

The source and quantity of materials would be determined during the detailed design phase of the Proposal and would consider the requirements of the *Transport Sustainable Design Guidelines – Version 4.0* (Transport, 2017). Materials would be sourced from local suppliers where practicable. Reuse of existing and recycled materials would be undertaken where practicable.

### 3.3.7 Traffic management and access

Traffic and transport impacts associated with the Proposal are assessed in Section 6.1 of this REF. Three temporary full weekend closures of Chester Hill Road would be required to facilitate crane lifts to remove existing structures and install new infrastructure. There would also be some mid-week temporary partial road closures of Chester Hill Road, Waldron Road and Wellington Road to facilitate work to bus stops and footpaths and to carry out work for the new accessible parking space, the kiss and ride space and the new taxi rank. Appropriate detour routes and/or other traffic management arrangements would be implemented when these roads are temporarily closed. Temporary road closures would result in a minor increase in travel time for vehicles travelling on a detour route.



All roadwork would be undertaken on a progressive basis whilst ensuring minimal space and time is required to undertake particular phases of work. The City of Canterbury Bankstown Council would be consulted about any traffic changes prior to construction.

### 3.4 Ancillary facilities







A temporary site compound would be required to accommodate a site office, amenities, laydown and storage area for materials and plant and equipment. The site compound is proposed to be located in Nugent Park south (refer to Figure 3-3). The area nominated for the site compound is on land owned by Council. Impacts associated with using this area have been considered in this REF including requirements for rehabilitation. The location of the site compound would be subject to further consideration by the Contractor and may be adjusted to suit the Proposal's needs.

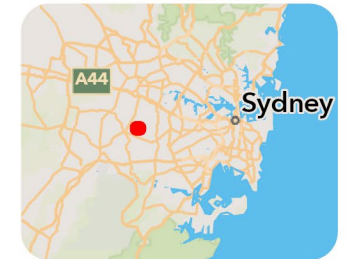
Vehicular access to the site compound may be established via a new level access surface from Chester Hill Road. This may result in the relocation of the existing taxi rank on Chester Hill Road to Wellington Road and the temporary relocation of the bus stop (Nugent Park, Chester Hill Road) 10 to 15 metres south. About 10 metres of existing canopy along Chester Hill Road may require removal to facilitate the construction of the vehicular access. In addition, paving and seating may need to be removed to allow for the 10 metre wide vehicular access to the site compound. Tree protection zones would be established for trees that are to be excluded from the vehicular access and site compound area. The existing paved area and seating would be reinstated following the construction phase to align with the requirements of the City of Canterbury Bankstown Council. The vehicle access to the site compound is subject to detailed design and contractor requirements and as such a detailed noise and vibration impact assessment has not been undertaken for the potential removal of paving and seating within Nugent Park south to create the 10 metre wide access. As such, further assessment would be required to confirm noise and vibration impacts are consistent with the assessment within the Proposal's Noise and Vibration Impact Assessment (SLR, 2024). The station platform would also be used as a temporary laydown area and for potential spoil storage for the duration of construction. Laydown/storage areas would be appropriately fenced off and would not inhibit customer access to the platforms during the construction period. Furthermore, hi-rail access points would be used for track plant and equipment to gain access to the track and traverse to the worksite during rail possession periods and for power supply upgrade work. The locations of access points that could be used for the construction of the Proposal are included in Figure 3-3.

Other worksite areas may be established during the construction period and would be staged to minimise inconvenience to the customers and adjacent public areas. All established worksite areas would include suitable demarcation, hoarding or fencing. Landowners consent would be required for any proposed site compounds and access roads that are not on Transport land.

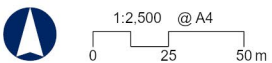




- |   |                     |   |               |
|---|---------------------|---|---------------|
|  | Proposal area       |  | Train Station |
|  | Site compound       |  | Railway       |
|  | Vehicle access path |  | Access point  |



Source: Aurecon, TfNSW, NSW Spatial Services (DCS), ESRI



Projection: GDA2020 MGA Zone 56



### 3.5 Public utility adjustment

The Proposal has been designed to avoid relocation of services where feasible, however further investigation may be required. It is likely some services may require relocation, however such relocation would not occur outside of the footprint of the work assessed in this REF. If work would be required outside of this footprint, further assessment would be undertaken. The appropriate utility providers would be consulted during the detailed design phase.

### 3.6 Property acquisition

Transport does not propose to permanently acquire any property as part of the Proposal. Landowner consent would be required for any proposed site compounds that are not on Transport-owned land.

### 3.7 Operation and maintenance

Operation and maintenance of Chester Hill Station is the responsibility of Sydney Trains under an agreement with Transport Asset Holding Entity (TAHE). Sydney Trains also maintain assets on the road overbridge and related canopies extending beyond the boundaries of TAHE land. Sydney Trains and the City of Canterbury Bankstown Council have separate, formal agreements relating to maintenance of assets in the precinct based on asset type and geographical location. The Proposal would work within the umbrella of current formal agreements between Sydney Trains and City of Canterbury Bankstown Council. Sydney Trains and the City of Canterbury Bankstown Council are responsible for any negotiations or approvals relating to modifications of existing agreements.

## 4. Statutory and planning framework

This chapter provides the statutory and planning framework for the Proposal and considers the provisions of relevant state environmental planning policies, local environmental plans and other legislation.

### 4.1 Environmental Planning and Assessment Act 1979

The EP&A Act establishes the system of environmental planning and assessment in NSW. This Proposal is subject to the environmental impact assessment and planning approval requirements of Division 5.1 of the EP&A Act. Division 5.1 of the EP&A Act specifies the environmental impact assessment requirements for activities undertaken by public authorities, such as Transport, which do not require development consent under Part 4 of the Act.

In accordance with section 5.5 of the EP&A Act, Transport, as the proponent and determining authority, must examine and take into account to the fullest extent possible all matters affecting or likely to affect the environment by reason of the Proposal.

Section 171 of the Environmental Planning and Assessment Regulation 2021 (EP&A Regulation) defines the factors which must be considered when determining if an activity assessed under Division 5.1 of the EP&A Act has or is likely to have a significant impact on the environment. Chapter 6 of the REF provides an environmental impact assessment of the Proposal in accordance with section 171 and Appendix A specifically responds to the factors for consideration under section 171.

#### 4.1.1 State Environmental Planning Policies

##### **State Environmental Planning Policy (Transport and Infrastructure) 2021**

State Environmental Planning Policy (Transport and Infrastructure) 2021 (SEPP (Transport and Infrastructure)) aims to facilitate the effective delivery of infrastructure across the State.

Section 2.92 of SEPP (Transport and Infrastructure) permits development on any land for the purpose of a railway or railway infrastructure facilities to be carried out by or on behalf of a public authority without consent.

As the Proposal is for railway infrastructure facilities, comprising upgrades to a railway station, station platforms and areas in a station complex that commuters use to get access to the platform, public amenities for commuters, associated public transport facilities for the railway station, and the power supply system, and is to be carried out on behalf of Transport, it can be assessed under Division 5.1 of the *Environmental Planning and Assessment Act 1979* (NSW). Development consent from council is not required.

The Proposal is not located on land reserved under the *National Parks and Wildlife Act 1974* and does not require development consent or approval under:

- State Environmental Planning Policy (Resilience and Hazards) 2021
- State Environmental Planning Policy (Planning Systems) 2021
- State Environmental Planning Policy (Precincts – Central River City)
- State Environmental Planning Policy (Precincts – Eastern Harbour City)
- State Environmental Planning Policy (Precincts – Regional) 2021
- State Environmental Planning Policy (Precincts – Western Parkland City) 2021.

Section 2.10 to 2.15 of SEPP (Transport and Infrastructure) contains provisions for public authorities to consult with local Councils and other public authorities prior to the commencement of certain types of development. Consultation, including consultation as required by SEPP (Transport and Infrastructure) (where applicable), is discussed in Chapter 5 of this REF.

### **State Environmental Planning Policy (Biodiversity and Conservation) 2021**

Chapter 6 (Water Catchments) of the State Environmental Planning Policy (Biodiversity and Conservation) 2021 relates to the use of land within four regulated catchments as defined in the SEPP:

- the Sydney Drinking Water Catchment
- the Sydney Harbour Catchment
- the Georges River Catchment
- the Hawkesbury-Nepean Catchment.

The Proposal is located within the Georges River Catchment.

#### Georges River Catchment

Determining authorities undertaking an activity in a regulated catchment must satisfy sections 6.6(2), 6.7(2), 6.8(2) and 6.9(2) and consider environmental impacts listed in sections 6.6(1), 6.7(1), 6.8(1) and 6.9(1) of SEPP (Biodiversity and Conservation). This includes specific consideration of water quality and quantity, aquatic ecology, flooding, and recreation and public access. An assessment of these factors is provided in Appendix A.

### **State Environmental Planning Policy (Resilience and Hazards) 2021**

State Environmental Planning Policy (Resilience and Hazards) 2021 (SEPP (Resilience and Hazards)) provides a State-wide approach to the remediation of contaminated land for the purpose of minimising the risk of harm to the health of humans and the environment. While consent for the Proposal is not required, the provisions of SEPP (Resilience and Hazards) have still been considered in the preparation of this REF.

Section 6.8 of this REF contains an assessment of the potential contamination impacts of the Proposal. It is not expected that any large-scale remediation (Category 1) work would be required as part of the Proposal. The proposed land use would not differ to the existing use and is, therefore, unlikely to be affected by any potential contaminants that exist within the rail corridor.

Impacts of contaminated lands and potential remediation are in Section 6.8.

### **State Environmental Planning Policy (Precincts–Central River City) 2021**

Chapter 2 of the State Environmental Planning Policy (Precincts–Central River City) 2021 (SEPP (Central River City)) outlines areas designated as State significant precincts, to which certain provisions apply for the carrying out of development within each precinct. Chester Hill Station does not fall within any State significant precinct as outlined in SEPP (Central River City). As such, consent for the Proposal is not required under SEPP (Central River City).

## **4.1.2 Local Environmental Plans**

### **Canterbury-Bankstown Local Environmental Plan 2023**

The Proposal is located within the Canterbury Bankstown local government area (LGA). The SEPP (Transport and Infrastructure) prevails over all other environmental planning instruments (such as local environmental plans) except where there is an inconsistency with State Environmental Planning Policy (Precincts) 2021 or certain provisions of State Environmental Planning Policy (Resilience and Hazards) 2021. During the preparation of this REF, the provisions of the Canterbury-Bankstown Local Environmental Plan 2023 (Canterbury Bankstown LEP) were considered (refer Table 4-1).

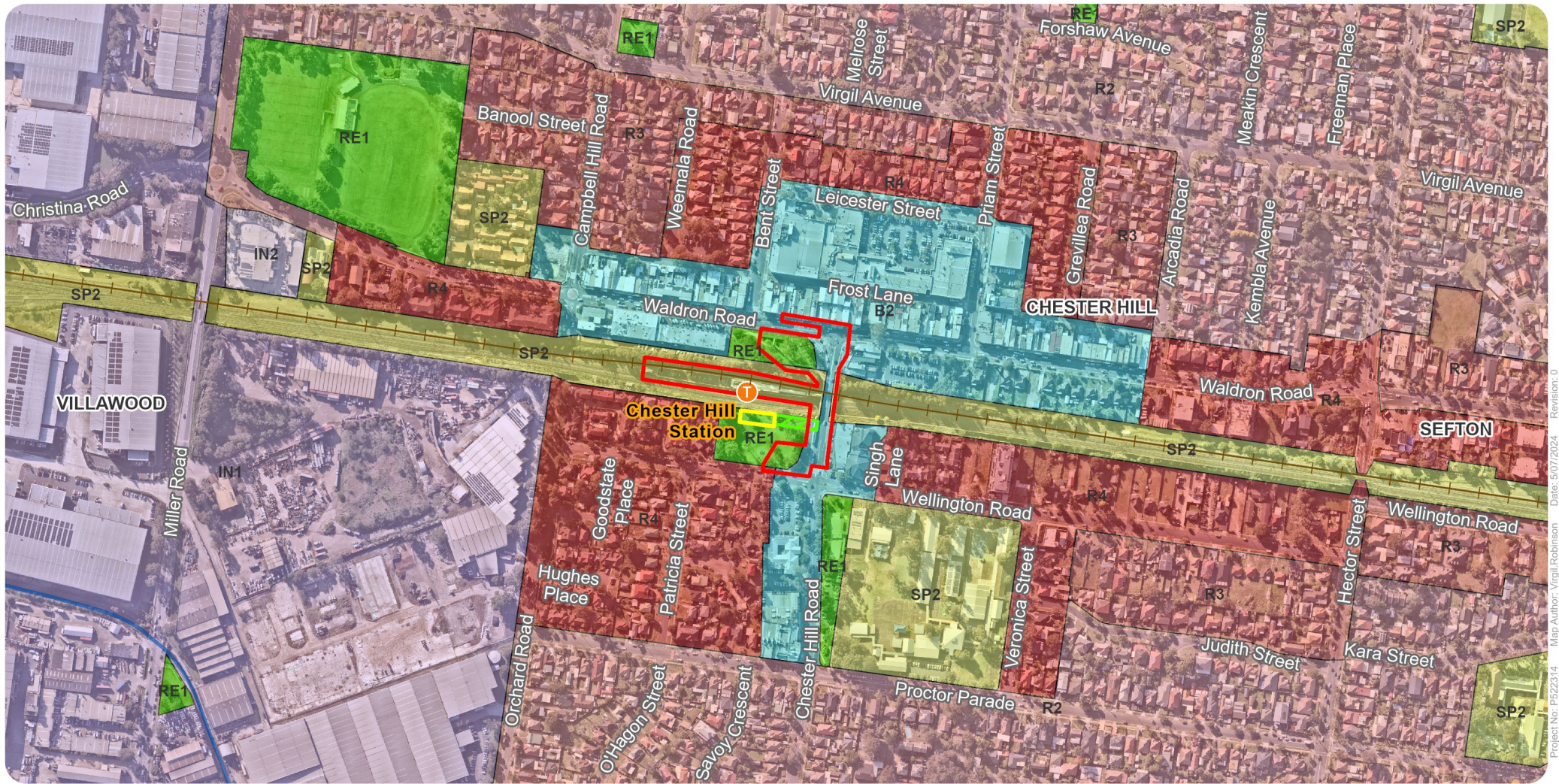
Table 4-1 Relevant provisions of the Canterbury Bankstown LEP

Provision description	Relevance to the Proposal
Clause 2.3 – Zone objectives and Land Use Table	<p>Under the Canterbury Bankstown LEP:</p> <ul style="list-style-type: none"> <li>the rail corridor is zoned as SP2 Infrastructure – Rail Infrastructure Facility. The Proposal is consistent with the objectives of this land use zone as it provides for infrastructure and related uses.</li> <li>Nugent Park north and south is mapped as RE1 Public Recreation. The Proposal is consistent with the objectives of this land use zone as it would provide a high standard of urban design and local amenity through the upgraded station entry which would connect to Nugent Park north and south via new and existing canopies. Footpaths would also be regraded to improve accessibility between this land use zone and the station.</li> <li>Chester Hill town centre, including Chester Hill Road and the shopping village along Waldron Road, is mapped as B2 Local Centre. The Proposal is consistent with the objectives of this land use zone as it would maximise public transport patronage through accessibility upgrades, allowing all customers to use Chester Hill Station more easily.</li> <li>surrounding residential areas are zoned as R4 High Density Residential. The Proposal is consistent with the objectives of this land use zone as it enables accessible operation of the station that provides facilities to meet the day to day needs of residents.</li> </ul> <p>Land zoning within and near the Proposal is mapped in Figure 4-1.</p>
Clause 5.9 – Preservation of trees or vegetation	<p>Clause 5.9 of the Canterbury-Bankstown LEP is aimed at the preservation of trees and development consent is required for tree removal in most instances. However, by virtue of section 2.92 of SEPP (Transport and Infrastructure), the clearing of vegetation for the Proposal is permissible without development consent and would be authorised under Part 5, Division 5.1 of the EP&amp;A Act.</p> <p>A discussion of potential impacts to vegetation as a result of the Proposal is included in Section 6.7.</p>
Clause 5.10 – Heritage Conservation	<p>Clause 5.10 of the Canterbury Bankstown LEP aims to conserve the heritage significance of heritage items, archaeological sites, Aboriginal objects and Aboriginal places within the LGA. Chester Hill Railway Station Group is not listed on the heritage schedule of the Canterbury-Bankstown LEP and no other heritage items listed under the LEP would be impacted by the Proposal. Chester Hill Railway Station Group is, however, listed on the TAHE Section 170 Heritage and Conservation Register (4801050). The potential impacts to the heritage curtilage of the station are considered in Section 6.5.</p>
Clause 5.21 – Flood planning	<p>Clause 5.21 of the Canterbury Bankstown LEP aims to minimise the flood risk to life and property associated with the use of land, allow development on land that is compatible with flood function and behaviour (taking into account projected changes as a result of climate change), and avoid adverse or cumulative impacts on flood behaviour. By virtue of section 2.92 of SEPP (Transport and Infrastructure), the Proposal is permissible without development consent and would be authorised under Part 5, Division 5.1 of the EP&amp;A Act. However, a discussion of potential flooding and hydrology impacts associated with the Proposal is included in Section 6.9.</p>

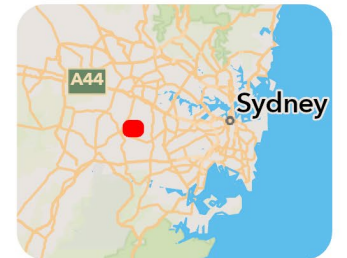


Provision description	Relevance to the Proposal
Clause 6.2 – Earthworks	Clause 6.2 of the Canterbury-Bankstown LEP aims to ensure that earthworks for which development consent is required will not have a detrimental impact on environmental functions and processes, neighbouring uses, cultural or heritage items or features of the surrounding land. By virtue of section 2.92 of the SEPP (Transport and Infrastructure), the Proposal is permissible without development consent. Consideration of the potential impacts and mitigation measures for earthworks for the Proposal is outlined in Section 6.8.
Clause 6.3 – Stormwater management and water sensitive urban design	Clause 6.3 of the Canterbury Bankstown LEP aims to avoid or minimise the adverse impacts of urban stormwater on specific land use zones and on adjoining properties, native bushland, waterways and groundwater systems. Land use zones that this clause applies to include SP2 Infrastructure, RE1 Public Recreation, B2 Local Centre, and R4 High Density Residential. By virtue of section 2.92 of SEPP (Transport and Infrastructure), the Proposal is permissible without development consent and would be authorised under Part 5, Division 5.1 of the EP&A Act. Consideration of the potential impacts and required mitigation measures relating to stormwater and water sensitive urban design has been included in Section 6.9.

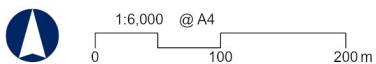




- |                     |                    |                                 |                             |
|---------------------|--------------------|---------------------------------|-----------------------------|
| Proposal area       | Railway            | IN1 - General Industrial        | R4 High Density Residential |
| Site compound       | Watercourse        | IN2 - Light Industrial          | RE1 - Public Recreation     |
| Vehicle access path | <b>Land Zoning</b> | R2 - Low Density Residential    | SP2 - Infrastructure        |
| Train Station       | B2 - Local Centre  | R3 - Medium Density Residential |                             |



Source: Aurecon, TINSW, NSW Spatial Services (DCS), ESRI



Projection: GDA2020 MGA Zone 56

## Safe Accessible Transport program - Chester Hill Review of Environmental Factors

Figure 4-1: Land zoning



## 4.2 Other relevant NSW legislation

### 4.2.1 Transport Administration Act 1988

The *Transport Administration Act 1988* establishes Transport as a public authority who is to exercise its functions in a manner that promotes certain common objectives, including to promote the delivery of transport services in an environmentally sustainable manner.

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

#### 2A Objects of Act

...

- 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.*

#### 2B Common objectives and service delivery priorities of public transport agencies

...

##### **a. *Environmental sustainability***

*To promote the delivery of transport services in an environmentally sustainable manner.*

##### **b. *Social benefits***

*To contribute to the delivery of social benefits for customers, including greater inclusiveness, accessibility and quality of life.*

### 4.2.2 Biodiversity Conservation Act 2016

The *Biodiversity Conservation Act 2016* (BC Act) is directed at conserving threatened species, populations and ecological communities of animals and plants. The BC Act outlines the framework for addressing impacts on biodiversity from development and clearing. The Proposal area does not contain suitable habitat for any listed threatened species, population or ecological community and is unlikely to have a significant impact on any threatened species, population or ecological community (refer to Section 6.7).

### 4.2.3 Heritage Act 1977

The *Heritage Act 1977* (Heritage Act) aims to protect items of State and local heritage significance and outlines the process for the approval of development that may impact on items of heritage significance. The Heritage Act includes requirements for approval for impacts to items listed on the State Heritage Register and exposure of relics and notification of impacts to items listed on a Section 170 heritage and conservation register.

For any work which may have an impact upon items listed on a Section 170 heritage and conservation register maintained by a government agency, notification to Heritage NSW may be required. Chester Hill Railway Station Group is listed on the TAHE Section 170 Heritage and

Conservation Register (4801050). Impacts to Chester Hill Railway Station Group as a result of the Proposal are included in Section 6.5.

#### 4.2.4 Protection of the Environment Operations Act 1997

The Proposal does not involve a 'scheduled activity' under Schedule 1 of the *Protection of the Environment Operations Act 1997* (POEO Act). Accordingly, an Environment Protection Licence is not required for the Proposal. However, in accordance with Part 5.7 of the POEO Act, Transport would notify the EPA of any pollution incidents that occur onsite. This would be managed through the Construction Environmental Management Plan (CEMP) to be prepared and implemented by the Contractor.

#### 4.2.5 Roads Act 1993

Section 138 of the *Roads Act 1993* (the Roads Act) requires consent from the relevant road authority for the carrying out of work in, on or over a public road. However, clause 5(1) in Schedule 2 of the Roads Act states that public authorities do not require approval for work on unclassified roads. The Proposal would involve work on Chester Hill Road, Waldron Road and Wellington Road, which are local roads under the control of the City of Canterbury Bankstown Council. Road Occupancy Licence/s would be obtained from the relevant roads authority for road work and any temporary road closures where required (see Section 6.1 for more information.)

#### 4.2.6 Waste Avoidance and Resource Recovery Act 2001

The *Waste Avoidance and Resource Recovery Act 2001* (WARR Act) sets out provisions for resource and waste management. Transport would carry out the Proposal having regard to the requirements of the WARR Act. A site-specific Waste Management Plan would be prepared.

### 4.3 Commonwealth legislation

#### 4.3.1 Environment Protection and Biodiversity Conservation Act 1999

Under the EPBC Act, a referral is required to the Australian Government for proposed actions that have the potential to significantly impact on matters of national environmental significance or the environment of Commonwealth land. These are considered in Appendix A - Consideration of section 171(2) factors, section 171A factors and matters of national environmental significance and Commonwealth land, and Chapter 6 of the REF.

Potential impacts to these biodiversity matters are also considered as part of Chapter 6 of the REF.

#### **Findings – matters of national environmental significance**

The assessment of the Proposal's impact, on matters of national environmental significance and the environment of Commonwealth land, found that there is unlikely to be a significant impact on relevant matters of national environmental significance or on Commonwealth land. Accordingly, the Proposal has not been referred to the Australian Government Department of Climate Change, Energy, the Environment and Water under the EPBC Act.

4.3.2 Other relevant Commonwealth legislation

Other Commonwealth legislation applicable to the Proposal is discussed in Table 4-2 below:

Table 4-2 Other Commonwealth legislation applicable to the Proposal

Applicable legislation	Considerations
<i>Aboriginal and Torres Strait Islander Heritage Protection Act 1984</i>	<p>There is an obligation on a person who discovers anything which he or she has reasonable grounds to suspect are Aboriginal remains to report that discovery to the Minister, giving particulars of the remains and their location.</p> <p>The Proposal does not include any previously identified Aboriginal sites and/or places (refer Section 6.4); however, considerations for unexpected finds further detailed in mitigation measures and applies to this Act.</p>
<i>Disability Discrimination Act 1992 (DDA)</i>	<p>This Act aims to eliminate as far as possible, discrimination against persons on the ground of disability in areas including access to premises and the provision of facilities, services and land.</p> <p>The Proposal would be designed having regard to the requirements of this Act. The key objective of the Proposal is to improve the accessibility of Chester Hill Station which is consistent with the objectives of this Act.</p>

4.3.3 Native Title Act 1993

The *Native Title Act 1993* recognises and protects native title. The Act covers actions affecting native title and the processes for determining whether native title exists and compensation for actions affecting native title. It establishes the Native Title Registrar, the National Native Title Tribunal, the Register of Native Title Claims and the Register of Indigenous Land Use Agreements, and the National Native Title Register. Under the Act, a future act includes proposed public infrastructure on land or waters that affects native title rights or interest.

A search of the [Native Title Tribunal Native Title Vision](#) website was undertaken on 4 July 2024, with no Native Title holders/claimants identified.

4.4 Confirmation of statutory position

The Proposal is categorised as development for the purpose of railway infrastructure facilities and is being carried out by or on behalf of a public authority. Under section 2.92 of SEPP (Transport and Infrastructure) the Proposal is permissible without consent. The Proposal is not State significant infrastructure or State significant development. The Proposal can be assessed under Division 5.1 of the EP&A Act.

Transport is the determining authority for the Proposal. This REF fulfils Transport’s obligation under section 5.5 of the EP&A Act including to examine and take into account to the fullest extent possible all matters affecting or likely to affect the environment by reason of the activity.

## 5. Consultation

This chapter discusses the consultation undertaken to date for the Proposal and the consultation proposed for the future.

### 5.1 Consultation strategy

The Community and Stakeholder Engagement Strategy developed to support the Proposal was prepared to foster authentic stakeholder and community relationships.

The objective of the Community and Stakeholder Engagement Strategy is to identify a broad range of stakeholders and optimal timing to engage with each stakeholder group during project development to ensure best project outcomes. Engagement on the Proposal spans from the initial early engagement period prior to development of a concept design, through to targeted engagement to seek feedback from key stakeholders, to the wider community engagement periods.

The consultation strategy that was developed, having regard to the requirements of the planning process ensures that a broad range of stakeholders including Aboriginal and Torres Strait Islander communities, local People with Disability, women and girls, public transport passengers, Council, local businesses and schools, and the wider community are informed of the Proposal and have the opportunity to provide feedback at appropriate times.

The objectives of the community and stakeholder engagement (consultation) strategy are to:

- identify broad stakeholder groups and specific stakeholders to engage with
- identify at which stages engagement with which group is appropriate to facilitate implementation of feedback in project design
- ensure engagement is planned and undertaken with disability user groups and local people with disability, as well as local women and girls, to make stations more useable and safer for people with a disability and women to use
- provide accurate and timely information about the Proposal and planning approval process to relevant stakeholders
- raise awareness of the various components of the Proposal and the specialist environmental investigations
- ensure that the directly impacted community is aware of the Proposal, the planning approval process and opportunities to provide feedback throughout the project design process
- provide opportunities for stakeholders and the community to express their view, and provide local insights and knowledge which may affect the Proposal
- record the details and input from community engagement activities
- build positive relations with identified community stakeholders
- ensure a comprehensive and transparent approach with a commitment to ongoing engagement throughout the project design and delivery.



## 5.2 Community engagement

Before preparing the concept design for Chester Hill Station, Transport engaged with various groups including people with disability, Aboriginal and Torres Strait Islander peoples and women and girls from the local community. These engagements have included engagement with local women and girls to better understand perceptions of safety at and around the station, and collaborative Connecting with Country events to understand the unique and enduring relationship between Aboriginal and Torres Strait Islander peoples and their ancestral lands, waters and natural resources.

The main elements that were incorporated into the concept design following these engagements include:

- identification of initiatives such as materials and landscaping design that recognise the area's rich Aboriginal culture and heritage
- initiatives to improve perceptions of safety at night around the station precinct such as improvements to lighting
- better amenities such as seating, landscaping and wayfinding signage.

Initial feedback on concept designs was sought from the community and key stakeholders including Council and other key stakeholders, together with local community members from 29 April to 27 May 2024. Consultation included two community pop up sessions, as well as People with Disability workshops held on 26 and 27 June. The Proposal received 32 pieces of feedback during this early engagement period.

The feedback received from the community and key stakeholders was provided to the project team for consideration and to help inform the planning process and documentation. A summary of the issues raised by the community and Transport's response to these issues is outlined in Table 5-1.

Table 5-1: Summary of issues raised by the community

Group	Issue raised	Response / where addressed in REF
Community (general) and businesses	<u>Station canopies and platforms</u> <ul style="list-style-type: none"><li>• Support for additional canopy on platforms to ensure adequate shelter. This includes suggestion for canopies to extend from station to the kiss and ride area.</li><li>• Concerns also raised about adequate natural lighting on (below ground level) platforms if canopies widened and/or lengthened, with suggestion of glass shelter installations to ensure natural light filtering down.</li></ul>	Enhancement of canopies and station platform modifications would be further explored during the detailed design stage, with consideration provided to lighting and overall safety provision including suitability for people with disability.
	<u>Trees and vegetation</u> <ul style="list-style-type: none"><li>• Vegetation and trees should be retained wherever possible.</li><li>• Importance of native flora being planted in the station area to attract native birds.</li></ul>	Transport looks to minimise impacts on trees and other vegetation as much as possible. In accordance with Transport's Biodiversity Policy, the removal of any trees or other vegetation would be offset through replanting in the station area and in the local area.

Group	Issue raised	Response / where addressed in REF
	<u>Parking and pick up/drop off points</u> <ul style="list-style-type: none"> <li>• More accessible parking required, with monitoring and compliance required to ensure it's being used appropriately.</li> <li>• Extend the kiss and ride area on Chester Hill Road south of the station.</li> <li>• Suggestions to relocate the taxi zone to Waldron Road, closer to the shops so that it services both rail customers and shoppers.</li> </ul>	<p>The number and specific location of accessible parking, kiss and ride and taxi parking spaces would be further assessed during the detailed design stage to ensure there is adequate provision in the safest and most efficient locations.</p> <p>Monitoring of compliance would fall with Council, with whom this feedback would be shared.</p>
	<u>Safety considerations</u> <ul style="list-style-type: none"> <li>• Concerns about general safety in the area at night, as street and park lighting is unreliable and often not working.</li> <li>• Support for more CCTV and additional help points in and around the station for safety improvement.</li> </ul>	<p>Transport would explore opportunities to enhance safety in and around the station as part of the overall customer experience. Some of the opportunities include additional lighting, CCTV and help points in and around the station area and would be further considered during the detailed design stage.</p>
	<u>Station access points</u> <ul style="list-style-type: none"> <li>• Suggestion to build new station access bridges to the platform from Nugent Park north and south.</li> <li>• Support for additional (second) lift to the station from Chester Hill Road eastern side to discourage pedestrians crossing the road unsafely.</li> </ul>	<p>This project is focussed on delivering improved accessibility and amenity, providing equitable access to current and future passengers, which the current design delivers.</p>
	<u>Train services</u> <p>Support for quicker (express and more direct) train services between Chester Hill Station and Sydney CBD.</p>	<p>This Proposal is focussed on delivering improved Disability Standards for Accessible Public Transport (DSAPT) providing equitable access to current and future passengers. The Proposal therefore does not directly impact train services and future scheduling changes.</p>

Group	Issue raised	Response / where addressed in REF
People with disability and carers	<p><u>Improved station safety and amenities</u></p> <ul style="list-style-type: none"> <li>• Tactiles required for platform at adequate locations for enhanced safety.</li> <li>• Ensuring platform furniture (including poles) do not inhibit the safe access for wheelchair users.</li> <li>• Ensuring enough kerb ramps available in case they're blocked and to ensure ramp to path transition is smooth with minimal bumps.</li> <li>• Handrails helpful wherever possible for station access points.</li> <li>• Family accessible toilets should have automated functions for toilet flushing and basin taps.</li> <li>• Support for station payment poles (Opal readers) outside station for ease of access.</li> </ul>	<p>These items would be considered during the detailed design stage in consultation with the design standards and accessibility requirements of delivering a project that meets the DSAPT standards.</p> <p>Consultation with local people with disability and carers would be ongoing throughout the design process in an effort to achieve best outcomes, particularly for people with disability.</p>
City of Canterbury-Bankstown Council	<p><u>Intermodal transport options and station amenities</u></p> <ul style="list-style-type: none"> <li>• Relocation of taxi zone not supported by Council.</li> <li>• Council wants accessible parking spots moved to Wellington Road to ensure existing kiss and ride and taxi zones remain unchanged.</li> <li>• New footpaths, bins and bicycle hoops supported – Council to provide specifications.</li> </ul>	<p>Configuration of parking across the precinct is subject to further consideration during the detailed design stage.</p> <p>Specifications for new footpaths, bins and bicycle hoops would be provided during detailed design.</p>
	<p><u>Trees and vegetation</u></p> <p>All tree and vegetation removal requires Council approval.</p>	<p>Any decisions on tree/vegetation removal on Council land would require consultation with City of Canterbury Bankstown Council.</p>

### 5.3 Aboriginal community engagement

Transport engaged with Aboriginal and Torres Strait Islander peoples by undertaking collaborative Connecting with Country events to understand the unique and enduring relationship between Aboriginal and Torres Strait Islander peoples and their ancestral lands, waters and natural resources.

Engagement has included a Walk on Country on 7 February 2023, a workshop at the Chester Hill Community Centre and consultation with a local Aboriginal Elder on 21 February 2023. Themes raised during these consultation activities include:

- the importance of cultural awareness training for non-Aboriginal people and the importance of appreciation of Country
- disruptions to intergenerational language learning as a result of colonisation and a need to hide culture and language from colonists
- the importance of getting to know the local Aboriginal community and stakeholders before consulting on a Proposal
- the importance of Country to local Aboriginal people.

Following engagement, a Connecting with Country Framework for a series of projects within the Safe Accessible Transport Program, including this Proposal, was developed. This includes recommendations for future engagement to make sure input from the local Indigenous community and important stakeholders is considered in the development of heritage interpretation strategies and the art narrative of the Proposal.

Recommendations from the framework document are summarised below:

- acknowledge the Cabrogal and Wangal people and Country, whether through artistic murals, graphic installations, sculpture, engravings in pathways, lighting installations or gardens
- interpret the local waterways, their networks and connections through artwork
- use Wangal dialect and Darug language where possible in consultation with language knowledge holders.

Transport has also undertaken a Stage 1 Aboriginal heritage assessment for the Proposal in line with the Procedure for Aboriginal Cultural Heritage Consultation and Investigations (PACHCI) (RMS, 2011). The stages of PACHCI are outlined in Table 5-2.

**Table 5-2: Summary of Transport's Procedure for Aboriginal Cultural Heritage Consultation and Investigation**

Stage	Description
Stage 1	Initial assessment by Transport.
Stage 2	Site survey and further assessment.
Stage 3	Formal consultation and preparation of a cultural heritage assessment report.
Stage 4	Implement environmental impact assessment recommendations.

The Stage 1 assessment concluded that the Proposal is unlikely to have an impact on Aboriginal cultural heritage (refer to Section 6.4). As such, the remaining stages of the procedure are not required to be carried out.

## 5.4 SEPP (Transport and Infrastructure) consultation

Part 2, Division 1 of SEPP (Transport and Infrastructure) contains provisions for public authorities to consult with local Councils and other public authorities prior to the commencement of certain types of development. Sections 2.10 to 2.17 of SEPP (Transport and Infrastructure) require that public authorities undertake consultation with Councils and other agencies, when proposing to carry out development without consent.

City of Canterbury Bankstown Council would be consulted about the Proposal as per the requirements of section 2.10 of SEPP (Transport and Infrastructure). Appendix B - Statutory

consultation checklists contains a SEPP (Transport and Infrastructure) consultation checklist that documents how SEPP (Transport and Infrastructure) consultation requirements have been considered.

Issues raised from this consultation and how they have been addressed for the Proposal would be outlined in the Determination Report prepared for the Proposal.

## 5.5 Ongoing or future consultation

At the conclusion of the public display period for this REF, Transport would acknowledge receipt of feedback from each respondent. The issues raised by the respondents would be considered by Transport before determining whether to proceed with the Proposal.

Should Transport determine to proceed with the Proposal, the Determination Report would be made available on the Transport website and would summarise the key impacts identified in this REF, demonstrate how Transport considered issues raised during the public display period, and include a summary of mitigation measures proposed to minimise the impacts of the Proposal.

Should Transport determine to proceed with the Proposal, the project team would keep the community, public transport passengers, Councils and other key stakeholders informed of the process, identify any further issues as they arise, and develop additional mitigation measures to minimise the impacts of the Proposal. The interaction with the community would be undertaken in accordance with a Community Liaison Management Plan to be developed prior to the commencement of construction.

## 6. Environmental assessment

This section of the REF provides a detailed description of the potential environmental impacts associated with the construction and operation of the Proposal. All aspects of the environment, potentially impacted upon by the Proposal, are considered. This includes consideration of:

- potential impacts on matters of national environmental significance under the EPBC Act.
- the factors specified in the Guideline for Division 5.1 assessments (DPE, 2022) and as required under section 171 of the Environmental Planning and Assessment Regulation 2021. The factors specified in section 171 of the Environmental Planning and Assessment Regulation 2021 are also considered in Appendix A.
- the factors specified under 171A of the Environmental Planning and Assessment Regulation 2021 are also considered in Appendix A.

Site-specific mitigation measures are provided to mitigate the identified potential impacts.

### 6.1 Traffic and transport

#### 6.1.1 Methodology

The potential traffic and transport impacts during construction and operation of the Proposal have been assessed as part of the Traffic, Transport and Access Impact Assessment (Aurecon, 2024a). This involved qualitatively assessing potential impacts on the road, public transport and active transport during construction and operation of the Proposal through:

- reviewing available traffic data, existing and future land uses, crash data and public transport information
- identification of potential vehicle generating activities and preparing trip generation forecasts for construction vehicles
- assessing construction traffic and impacts on pedestrians, cyclists, public transport and the local road network and access
- identification of mitigation measures to alleviate identified traffic, transport and access impacts associated with the construction and operation of the Proposal.

Given the minor nature of traffic anticipated to be generated from the Proposal, operational modelling was not carried out.

#### 6.1.2 Existing environment

##### Road network

Chester Hill Station is accessed from Chester Hill Road. Other key roads surrounding the station include Waldron Road, Wellington Road, Miller Road, Christina Road and Hector Street. A summary of key roads surrounding the station is included in Table 6-1, with these roads also shown in Figure 6-1.



Table 6-1 Summary of key roads surrounding the Proposal area

Road	Description
Chester Hill Road	Chester Hill Road is a local two-way road with one lane in each direction and a posted speed limit of 40 kilometres per hour outside the station. To the north of the station, a kiss and ride space is provided on the eastern side of Chester Hill Road near its intersection with Waldron Road.
Waldron Road	Waldron Road is a regional two-way road with one lane in each direction. It has a posted speed limit of 40 kilometres per hour between Frank Bamfield Oval (west of the station) and Hector Street (east of the station). Outside of this section, Waldron Road has a posted speed limit of 60 kilometres per hour.
Wellington Road	Wellington Road is a local two-way road with one lane in each direction. It has a posted speed limit of 40 kilometres per hour between Patricia Street (west of the station) and Victoria Street (east of the station). Outside of this, Wellington Road has a posted speed limit of 50 kilometres per hour. A school zone speed limit of 40 kilometres per hour applies on Wellington Road near Chester Hill Public School.
Miller Road	Miller Road is a regional two-way road with one lane in each direction. It has a posted speed limit of 50 kilometres per hour north of the roundabout at its intersection with Waldron Road and Christina Road. Outside of this, a posted speed limit of 60 kilometres per hour applies.
Christina Road	Christina Road is a regional two-way road with one lane in each direction. It has a posted speed limit of 60 kilometres per hour. Unrestricted parking is located along the westbound lane.
Hector Street	Hector Street is a regional two-way road with one lane in each direction. It has a posted speed limit of 60 kilometres per hour. A school zone speed limit of 40 kilometres per hour applies on Hector Street in the vicinity of Chester Hill Public School.

### Public transport and freight

Chester Hill Station is located on the T3 Bankstown Line. The station has two platforms with Platform 1 services running to Central Station and the City Circle via Bankstown and Platform 2 services running to Liverpool. The Southern Sydney Freight Line (SSFL) also runs past Chester Hill Station. It operates separately from the main passenger rail line on the southern side of the rail line.

Bus stops are located to the south of the station on both sides of Chester Hill Road. There are several bus services, including school bus services, that operate in the vicinity of the station. These bus services provide connectivity to destinations within and outside of the Canterbury Bankstown LGA. Additionally, there are night bus services running to the Sydney CBD via Strathfield. Bus stops near the station are located on Chester Hill Road, Waldron Road, Campbell Hill Road, Priam Street and Hector Street. Bus routes that stop at Chester Hill Station include:

- 916 – Chester Hill to Guildford
- M91 – Hurstville to Parramatta via Padstow and Chester Hill
- N50 – Liverpool to City Town Hall via Strathfield (night service)
- S2 – Sefton to Granville
- S402 – Yagoona to Chester Hill High School
- S407 – Trinity Catholic College Auburn to Chester Hill
- S603 – Sefton High School to Fairfield.

The T3 Bankstown Line (between Sydenham and Bankstown) will be shut down for a period of up to 12 months, likely to commence between July and October 2024, for the Sydney Metro City & Southwest project. Chester Hill Station would be indirectly impacted by this shutdown before the Proposal construction commences. Chester Hill Station would remain operational during this shutdown period. In addition, bus routes travelling to and surrounding Chester Hill Station may experience potential route and timetable changes as a result of this shutdown. Sydney Metro's temporary transport plan would be in place to support the conversion to metro, which would include dedicated, frequent bus routes, including express routes. Extensive consultation would be carried out with affected customers and communities in the lead up to this shutdown period. Further details of the potential for cumulative traffic impacts as a result of the shutdown of the T3 Bankstown Line for the Sydney Metro City & Southwest project alongside the Proposal are discussed in Section 6.13.4.

### **Taxi zones**

Taxi zones are provided on Chester Hill Road and Wellington Road near the intersection of these two roads adjoining Nugent Park south. On the western side of Chester Hill Road, an indented taxi zone is provided which connects with the bus stop. On the northern side of Wellington Road, the taxi zone occupies a section of on-street parking.

### **Active transport**

A raised pedestrian crossing is located to the south of the station on Chester Hill Road near the intersection with Wellington Road. Pedestrian footpaths are provided on all roads leading to Chester Hill Station. On-road cycling routes near the station run along Campbell Hill Road, Bent Street, Chester Hill Road and Priam Street. Bicycle hoops are currently located in Nugent Park north and south around 30 metres from the station entrance.

### **Parking**

Unrestricted on-street parking is available along local roads surrounding the station, including along Wellington Road and Chester Hill Road (south of Wellington Road). Restricted one-hour off-street parking and a loading zone is provided on the north-eastern corner of the Chester Hill Road / Wellington Road intersection, which primarily cater for commercial premises along Chester Hill Road. Restricted parking is also located along the eastern side of Chester Hill Road towards Waldron Road, which also functions as a kiss and ride area. Restricted on-street parking is located along both sides of Waldron Road and along the northbound side of Miller Road between Epic Place and Frank Bamfield Oval. Outside of this section, there is unrestricted on-street parking on both sides of Miller Road which service nearby industrial developments.

There is substantial on-street parking, including all day parking, along nearby local roads such as Patricia Street, Bent Street, Weemala Street and Campbell Hill Road. There is no commuter car park serving Chester Hill Station, however publicly available restricted off-street parking nearby to Chester Hill Station includes parking at Chester Hill Library, the Wellington Road Car park, the Waldron Road Car Park and Chester Square Shopping Centre.

## **6.1.3 Potential impacts**

### **Construction**

#### Construction traffic and access

Outside rail possession periods, an average of 20 construction workers are expected per day. During rail possession periods, around 50 construction workers are expected during peak periods. A worst-case scenario of all construction staff travelling to and from the station by private vehicles has been assumed. This equates to:

- 40 light vehicle trips per day outside rail possession periods
- 100 light vehicle trips per day during rail possession periods.

Other vehicle movements as part of the construction of the Proposal would include:

- up to 10 light vehicle two-way trips per day for site management and inspections
- up to 20 heavy vehicle two-way trips per day for the movement of site material and drop off of supplies
- up to 10 two-way trips throughout the construction period for the movement of construction plant and equipment such as mobile cranes
- up to 52 heavy vehicle two-way trips throughout the construction phase for the transportation of construction waste.

Designated access routes for heavy vehicle movements would be via regional and State roads where practical. It is anticipated that most heavy vehicle traffic generated during the construction phase would be vehicles up to a 19 metre B-double, meaning no road upgrades would be required (subject to a detailed route survey). Temporary traffic management would be implemented for the transportation of mobile cranes and other bulky items. This would only be required occasionally. Indicative haulage routes leading to the station are outlined in the Traffic, Transport and Access Impact Assessment (Aurecon, 2024a).

As is outlined in Section 3.4, hi-rail access points would be used for track plant and equipment to gain access to the track and traverse to the worksite during rail possession periods and for power supply upgrade work (mostly during rail possession periods). The locations of access points that could be used for the construction of the Proposal are included in Figure 3-3. The access points would be from either Campbell Hill Road or Keenan Lane, both via Waldron Road. The traffic movements around access points are anticipated to result in short-term, minor traffic impacts. Potential impacts from site access via access points would be managed through the CEMP.

Three temporary, full weekend closures of Chester Hill Road would be required to facilitate crane lifts to remove existing structures and install new infrastructure at the station. Local traffic detours would be required to cross over the rail line when these works are being carried out. Potential detour routes and indicative additional travel times are shown in Figure 6-1.

There would also be some mid-week temporary partial road closures on Chester Hill Road, Waldron Road and Wellington Road to facilitate work to bus stops and footpaths, to carry out work for the new accessible parking space, the kiss and ride space, the new taxi rank, and for the construction of the site compound and vehicular access through Nugent Park south. These partial road closures would only close a portion of the road or a particular lane, while allowing access to at least one trafficable lane. During these closures, it is anticipated that traffic flow would decrease slightly and travel times for vehicles would have a minor increase. In addition, Chester Hill Road is also anticipated to experience short delays when access to the site compound is under traffic control for larger vehicles. Appropriate detour routes and/or other traffic management arrangements would be implemented when these roads are temporarily closed.

Bass Hill Police Station is located on Chester Hill Road (around 950 metres south of the Proposal area). Emergency vehicles travelling to or from the Bass Hill Police Station would experience minor delays during temporary road closure periods as a result of detour routes. During construction, the Contractor would notify emergency services with any changes to access for emergency vehicles. The Contractor would also consult with local authorities and emergency services to determine priority access routes for areas within and surrounding the Proposal area.

#### Parking

The constrained nature of the Proposal area means that off-street parking for all construction workers would not be possible. As such, workers are likely to access the Proposal area via public transport or use on-street parking nearby. Subject to the extent of full and partial closures of Chester Hill Road, Waldron Road and Wellington Road, some on-street parking spaces may be temporarily unavailable, including parking in front of shops along the eastern side of Chester Hill Road to the south of the station. A review of aerial imagery for other nearby roads such as Patricia

Street, Proctor Parade, Veronica Street and Wellington Road west of Veronica Street shows that on-street parking utilisation along these roads is generally low throughout the week. As such, impacts to parking from the arrival of construction workers is anticipated to be low throughout the entirety of the construction period. Cumulative impacts to parking as a result of the Proposal alongside the shutdown of the T3 Bankstown Line between Sydenham and Bankstown for the Sydney Metro City & Southwest project are considered in Section 6.13.4.

#### Public transport and freight

Rail services would not be impacted by the construction work with rail possession periods to be utilised for works which may impact rail services. During the construction period, access to platforms at Chester Hill Station would be maintained through the installation of temporary stairs at the existing station entrance. In addition, construction of the Proposal would not impact the SSFL which operates past Chester Hill Station on the southern side of the passenger rail line. This freight line would also not be affected by the rail possession periods.

The bus stop on the western side of Chester Hill Road (Nugent Park, Chester Hill Road) would be relocated (approximately 10 to 15 metres south) for the duration of construction to allow for vehicular access to the site compound in Nugent Park south. Customers making bus and train connections may on occasion experience short delays during their connection when pedestrians are stopped to allow vehicular access to the site compound under traffic control. In addition, bus stops would be temporarily relocated during temporary road closure periods to facilitate bus stop work. Both bus stops on Chester Hill Road would also be relocated during the three full weekend closures of Chester Hill Road. Bus services would not be significantly impacted by the construction work of the Proposal as access to bus services would be maintained and any changes to access would be adequately signposted.

During the full weekend closures of Chester Hill Road, the M91 bus service would be impacted and would be required to travel along the detour routes outlined in Figure 6-1. Consultation would be carried out with relevant bus service operators and authorities relating to any impacts to bus routes and required detours prior to construction.

Cumulative impacts to bus and train services as a result of the Proposal alongside the shutdown of the T3 Bankstown Line between Sydenham and Bankstown for the Sydney Metro City & Southwest project are considered in Section 6.13.4.

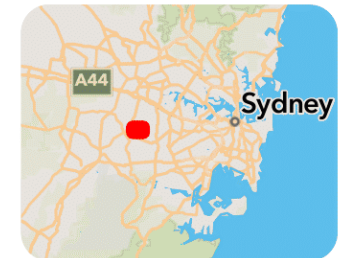




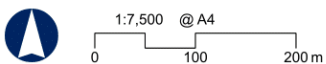
- Proposal area
- Site compound
- Vehicle access path
- T Train Station
- + Railway
- ~ Watercourse
- M91 Bus route
- Closure of Chester Hill Road

#### Detour routes

- Route 1: ~5 minutes travel by car, 9 minutes travel by bicycle
- Route 2: ~3 minutes travel by car, 6 minutes travel by bicycle



Source: Aurecon, TINSW, NSW Spatial Services (DCS), ESRI



Projection: GDA2020 MGA Zone 56

### Safe Accessible Transport program - Chester Hill Review of Environmental Factors

**Figure 6-1:** Nearby roads and indicative detour routes during road closure periods



### Active transport

Some disruption to pedestrian access to the station would occur during various construction stages of the Proposal, in particular during some stages of work along Chester Hill Road and in Nugent Park north and south. An alternative station access route would be provided during these periods. The worst case impact may occur during compound establishment and Chester Hill Road south canopy work, if pedestrians travelling from the south of the station were required to take a detour via the eastern side of Chester Hill Road and cross the signalised pedestrian crossing at the Chester Hill Road / Waldron Road intersection to reach the station entrance from Nugent Park north. This may cause a slight increase in travel time of around five minutes, however implementing this diversion would be avoided wherever possible and if required would be limited to very short periods of time.

Traffic movements around the access point on Keenan Lane may also pose a risk to pedestrians given its proximity to the nearby carpark and commercial area on Waldron Road. Potential impacts from site access via this access point would be managed through the CEMP.

Pedestrians and cyclists may on occasion experience short delays on Chester Hill Road when pedestrians are stopped to allow vehicular access to the site compound under traffic control. Overall impacts to pedestrians as a result of construction work are anticipated to be minimal.

Cyclists would continue to be able to use existing cycle routes for the majority of the construction phase of the Proposal. Where temporary road closures are required which affect cycle routes, the detour routes outlined in Figure 6-1 would be required to be followed by cyclists.

### **Operation**

The Proposal would improve station accessibility from the road network and transport interchange facilities through:

- the new accessible kiss and ride space on Chester Hill Road
- the new accessible parking space on Chester Hill Road
- the relocation of the taxi rank to Wellington Road and provision of an accessible footpath from the taxi rank to the station entrance
- accessibility upgrades to bus stops
- new accessible paths along the western side of Chester Hill Road.

It is noted that the existing pedestrian crossing on Chester Hill Road near its intersection with Wellington Road poses a potential safety risk for pedestrians near the station due to its proximity to the intersection. A review of crash data for this intersection shows that two cross traffic collisions were recorded between 2018 and 2022, resulting in minor to moderate injuries, highlighting the potential safety risks associated with this intersection. Given this safety concern, opportunities to minimise risks to pedestrians at this pedestrian crossing would be explored during detailed design in consultation with City of Canterbury Bankstown Council.

Two parking spaces in the existing taxi zone would be permanently removed on the western side of Chester Hill Road as a result of the relocation of the taxi rank from Chester Hill Road to Wellington Road. Aside from this, the Proposal would not result in a permanent loss of parking spaces. Furthermore, there would be no impacts to any existing on-street loading or mail zones near the station.

The operation of the Proposal would maintain the existing locations for bus stops on Chester Hill Road with improved accessibility for customers and would not impact the permanent ongoing operation of bus routes near the station.

The Proposal would provide new bicycle hoops in Nugent Park north and south. The double-sided hoops would be able to accommodate a total of 10 bicycles across both Nugent Park north and south and are expected to match existing usage.



The operation of the Proposal is not anticipated to result in any changes to the existing performance of the road or rail network.

#### 6.1.4 Mitigation measures

Standard mitigation measures would be implemented to address traffic, transport and access impacts from the Proposal, including the completion of road and footpath condition surveys and reports prior to construction commencement and the repair of any damage resulting from the construction of the Proposal (refer to mitigation measure 14). Site-specific measures to manage the potential traffic and transport impacts as a result of the Proposal are included in Table 6-2.

**Table 6-2 Site specific traffic and transport mitigation measures**

No.	Mitigation Measure	Responsibility	Timing
15	The temporary full and partial road closures and traffic management controls on Chester Hill Road, Waldron Road and Wellington Road will be managed and implemented in accordance with the provisions of Road Occupancy Licence(s).	Contractor	Pre-construction and construction
16	Emergency services, public transport operators, and other key users will be notified in advance of changes to traffic conditions as a result of the construction of the Proposal. This will include notifying bus operators about detour routes for the affected M91 service, which would be impacted during temporary full weekend closures of Chester Hill Road.	Contractor	Pre-construction and construction
17	Consultation will be carried out with City of Canterbury Bankstown Council regarding opportunities to minimise safety risks to pedestrians associated with the pedestrian crossing at the Chester Hill Road / Wellington Road intersection.	Transport	Detailed design
18	Consultation will be carried out with shop owners on the eastern side of Chester Hill Road when parking spaces in front of shops are planned to be made temporarily unavailable.	Contractor	Construction

6.2 Urban design, landscape and visual amenity

6.2.1 Methodology

The potential urban design, landscape and visual amenity impacts that may occur during construction and operation of the Proposal have been assessed as part of the Landscape Character and Visual Impact Assessment (LCVIA) (Aurecon, 2024b).

The following activities were carried out as part of the LCVIA:

- contextual analysis of the Proposal area through a desktop assessment to build an understanding of the current and future land uses within the locality and to determine the value of the built and natural environment
- identification of landscape character zones (LCZs), largely based on land zoning within and surrounding the Proposal area, and key viewpoints from sensitive receivers likely to be impacted by the Proposal
- ground truthing of desktop results and photographing viewpoints via a field survey on 13 June 2024
- preparation of photomontages based on the concept design to demonstrate the effect of the Proposal on key viewpoints
- assessment of landscape character and visual impacts during construction and operation of the Proposal
- development of mitigation measures to manage and minimise adverse visual impacts as a result of the Proposal.

A radius of 200 metres around the Proposal area was used to determine the LCZs and viewpoints used for the assessment. The viewpoints were selected following the site visit and were selected to represent key views from sensitive receivers within and surrounding the Proposal area and they illustrate a range of receiver types, view types (including elevated, panoramic and filtered views), and viewing distances to the Proposal.

The assessment of landscape character and visual impacts is based on the following factors:

- sensitivity (how critically a change to the existing landscape setting would be regarded based on the land use of the area and the distance from where it is viewed)
- magnitude (the scale, size and character of the Proposal and its proximity to the viewer and the degree to which its affect has been mitigated).

An assessment of each landscape character zone and representative viewpoint has been made using these factors in line with the visual impact rating matrix included in Table 6-3.

Table 6-3 Visual impact rating matrix

Sensitivity	Magnitude				
		High	Moderate	Low	Negligible
	High	High	High-moderate	Moderate	Negligible
	Moderate	High-moderate	Moderate	Moderate-low	Negligible
	Low	Moderate	Moderate-low	Low	Negligible
	Negligible	Negligible	Negligible	Negligible	Negligible

6.2.2 Existing environment

Chester Hill Station is located along Chester Hill Road in Chester Hill, around 25 kilometres west of the Sydney CBD. The station is located immediately adjacent to Nugent Park north and south and is in close proximity to local shops, cafes and restaurants along Chester Hill Road and Waldron Road. Low density residential housing is located to the southwest of the station along Wellington Road and other local roads.

Existing infrastructure at Chester Hill Station includes the station building, platform canopies and canopies along Chester Hill Road, the existing stairs and existing platform furniture. Additionally, station interchange facilities include bus stops along Chester Hill Road and Waldron Road, taxi zones on Chester Hill Road and Wellington Road, and bicycle hoops in Nugent Park north and south. There are two trees planted along the platform towards the western end. Nugent Park north and south both feature moderate levels of planted native and exotic tree canopy coverage. The rail corridor is also lined with native trees in the north that span the entire length of the platform.

Landscape character zones

Five LCZs have been identified as part of the LCVIA (outlined in Table 6-4 and Figure 6-2).

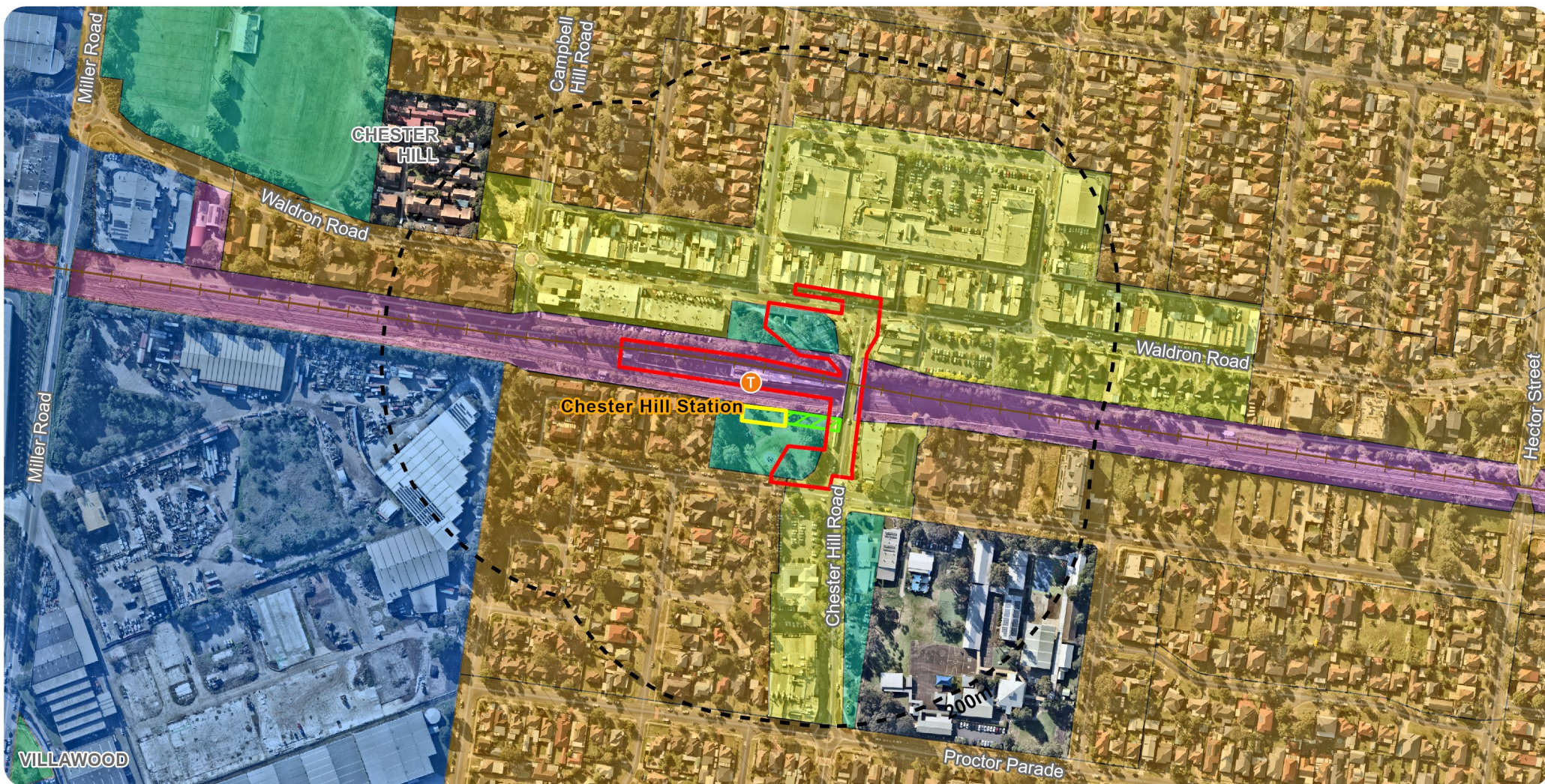
Table 6-4 Landscape character zones

Landscape character zones	Description
<b>LCZ 1 –Transport corridor</b> Land zoning: SP2 –Infrastructure 	The station and rail line are lower than the surrounding built environment and are accessed by stairs from the overbridge at Chester Hill Road. Views of the station from surrounding areas are limited for the most part to the covered walkways along the overbridge to connecting bus stops and the rail platform. Additional facilities associated with the station include a taxi rank, a kiss and ride space and bicycle parking. Canopies and safety screens along Chester Hill Road contribute to a constrained pedestrian environment which limits views of the station below.
<b>LCZ 2 –Local centre</b> Land zoning: B2 –Local Centre 	The local centre comprises one and two storey brick buildings with ground level retail spaces containing restaurants, cafés, shops and facilities. These retail spaces are located along Waldron Road, Chester Hill Road and Wellington Road and are mostly located opposite Nugent Park north and south. Street trees and hedges are planted along footpaths, which provide landscape amenity to the commercial streetscape. Metal bollards around plantings are in heritage red, matching the barriers along the overbridge.

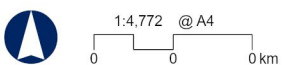


Landscape character zones	Description
<p><b>LCZ 3 – Residential</b> Land zoning: R3 – Medium Density Residential, R4 – High Density Residential</p> 	<p>Residential dwellings located on Wellington Road to the west of Nugent Park south or east of Chester Hill Road near the station are made up of two to three-storey apartment blocks. Views towards the rail corridor are obscured by noise walls for lower-level apartments. Views towards the station from three storey apartment blocks on the northwest side of the rail corridor are obscured by intervening tall trees. One and two-storey dwellings with fenced yards south of Wellington Road are unlikely to have views of the station.</p>
<p><b>LCZ 4 – Parks and recreation</b> Land zoning: RE1 – Public Recreation</p> 	<p>Nugent Park is located on both sides (north and south) of Chester Hill Station and provides two landscaped parks for the suburb of Chester Hill. Nugent Park south includes two small playground areas, bench seating, grassed areas, mature planted canopy trees and a brick path. Nugent Park north consists of a paved area with bench seating and garden beds and provides a covered walkway to the bus stop waiting area on Waldron Road.</p>
<p><b>LCZ 5 – Industrial</b> Land zoning: IN1 – General Industrial</p> 	<p>An industrial area is located to the west of the Proposal area. This industrial area comprises large format warehousing, storage work zones, containers and regular heavy vehicle transits. The area is accessed from Orchard Road and is surrounded by security fencing and gates to limit access outside of working hours. The area is highly modified with little to no landscape amenity.</p>





Source: Aurecon, TINSW, NSW Spatial Services (DCS), ESRI



Projection: GDA2020 MGA Zone 56

## Safe Accessible Transport program - Chester Hill Review of Environmental Factors

Figure 6-2: Landscape character zones



Viewpoints

Four viewpoints have been assessed as part of the LCVIA (locations shown in Figure 6-3 and outlined in Table 6-5).

Table 6-5 Existing viewpoints

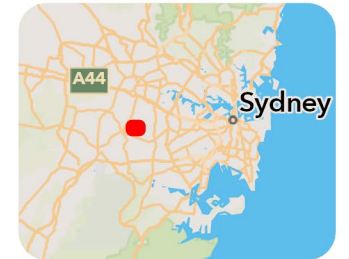
Viewpoint	Description
<p><b>Viewpoint 1 –Nugent Park south</b></p> 	<p>Chester Hill Station and the Chester Hill Road overbridge are both visible from this location through mesh fencing at the top of the rail corridor embankment. The platform is not visible from this location due to the rail corridor sitting at a lower level within a cutting. Solid noise walls are also located between the rail corridor and the western end of the park.</p>
<p><b>Viewpoint 2 –Chester Hill Road (north-east)</b></p> 	<p>This viewpoint is from the footpath outside cafes along Chester Hill Road near Waldron Road. Chester Hill Road is a two-way road and is in the foreground of the view and Nugent Park north is located to the west. Views of the station include partial views of the existing stairs and canopies along Chester Hill Road. The station building and platform are not visible from this location.</p>
<p><b>Viewpoint 3 –Chester Hill Road (south-east)</b></p> 	<p>This viewpoint is representative of views from apartments behind shops along Chester Hill Road that have views over the local centre. Chester Hill Road is in the foreground and Nugent Park south is located to the west. Views of the station are limited due to being partially screened by canopies along Chester Hill Road. There is a partial view of the station building and platform.</p>

Viewpoint	Description
<div><b>Viewpoint 4 – Station platform</b></div> <div>A photograph of a station platform. In the foreground, there is a red brick building with a gabled roof and a blue door. A covered walkway with a metal frame and a dark roof extends from the building along the platform. The platform itself is paved with dark asphalt and has a blue tactile paving strip along the edge. A person in a high-visibility vest is standing near the building. In the background, there are trees and a clear blue sky.</div>	<p>This viewpoint is representative of the view of customers from the platform. It includes the heritage building in the foreground and the Chester Hill Road overbridge and existing stairs in the middleground. Existing tall trees within Nugent Park north screen views from the platform to shops along Waldron Road and Chester Hill Road, while the noise wall and mesh fence to the right of the view partially screen views of Nugent Park south.</p>

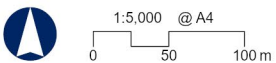




- |  |                     |  |               |  |                     |
|--|---------------------|--|---------------|--|---------------------|
|  | Proposal area       |  | Study area    |  | Railway             |
|  | Site compound       |  | Train Station |  | Viewpoint locations |
|  | Vehicle access path |  |               |  |                     |



Source: Aurecon, TfNSW, NSW Spatial Services (DCS), ESRI



Projection: GDA2020 MGA Zone 56



## 6.2.3 Potential impacts

### Construction

The construction of the Proposal is anticipated to result in a temporary reduction in the urban design functionality and landscape character of the station and its surrounds. Table 6-6 provides a summary of urban and landscape character impacts during the construction of the Proposal.

Table 6-6 Construction urban and landscape character impacts

LCZ	Sensitivity	Magnitude	Overall impact
LCZ 1 – Transport corridor	Low	High	<b>Moderate adverse</b> The transport corridor would be subject to temporary high adverse magnitude of change, resulting in moderate urban and landscape character impacts. This is due to the removal of the existing stairs and existing canopies along Chester Hill Road.
LCZ 2 – Local centre	Low	Low	<b>Low adverse</b> The local centre would see urban design and landscape character impacts as a result of impacts to pedestrian connectivity surrounding the station due to the removal of existing stairs and establishment of temporary stairs, and the removal of canopies along Chester Hill Road. Pedestrian access to the station and station interchange facilities would be maintained during the construction phase, however some short pedestrian and traffic diversions may be required. Given impacts to pedestrian connectivity would be in a limited area of the local centre, overall urban and landscape character impacts have been assessed as low.
LCZ 3 – Residential	Moderate	Negligible	<b>Negligible</b> The residential zone would experience no urban and landscape character impacts during construction of the Proposal as the area sits within a highly modified environment.
LCZ 4 – Parks and recreation	Moderate	Moderate	<b>Moderate</b> The landscape character of Nugent Park south would be impacted during the construction phase as a result of the establishment of the site compound, which would include a site office, amenities and storage areas for materials, plant and equipment. The existing paved seating area would be removed during the construction phase to allow for vehicular access to the site compound, which would result in temporary amenity and access disruptions within the park. This would result in a moderate magnitude of change to landscape character and a temporary reduction in amenity and use of the park.
LCZ 5 – Industrial	Low	Negligible	<b>Negligible</b> The industrial zone would experience no landscape character impacts during construction of the Proposal as the area sits within a highly modified environment.

Table 6-7 provides a summary of impacts to viewpoints during construction of the Proposal.

Table 6-7 Construction impacts to viewpoints

Viewpoint	Sensitivity	Magnitude	Overall impact
Viewpoint 1 – Nugent Park south	Moderate	High adverse	<b>High-moderate adverse</b> The introduction of the site compound and vehicular access and the reduction of green space forms a high adverse modification from the existing viewpoint. This, combined with a moderate sensitivity, results in an overall high-moderate adverse visual impact at this location.
Viewpoint 2 – Chester Hill Road (north-east)	Low	Low adverse	<b>Low adverse</b> The sensitivity of the viewpoint is considered low based on local shoppers only experiencing the view while shopping. The magnitude of change is considered low adverse due to construction works, including the removal and replacement of canopies on Chester Hill Road, being only partially visible to local shoppers. This has resulted in an overall low adverse visual impact.
Viewpoint 3 – Chester Hill Road (south-east)	Moderate	Moderate adverse	<b>Moderate adverse</b> The sensitivity of this viewpoint is considered moderate based on it being representative of residential views from apartments overlooking the local centre. The magnitude of change is considered to be moderate adverse as, although construction works would be in the foreground, they would be surrounded by existing vehicle movements and local centre activity. The overall visual impact is therefore considered to be moderate adverse.
Viewpoint 4 – Station platform	Low	High adverse	<b>Moderate adverse</b> The sensitivity of this viewpoint is considered low due to it being the view of customers temporarily waiting on the platform. The magnitude of change has been assessed as high adverse due to construction work within and surrounding the station being very visible to customers, with the temporary stairs, elevated walkway construction, replacement of canopies and station building and platform works being in the foreground of views. The overall impact has therefore been assessed as moderate adverse.



## Operation


The operation of the Proposal would include the new elevated walkway, stairs and lift, the upgraded station interchange facilities, and upgrades to the station building and platform. Table 6-8 provides a summary of the operational urban and landscape character impacts from operation of the Proposal.

**Table 6-8 Operational urban and landscape character impacts**

LCZ	Sensitivity	Magnitude	Overall impact
LCZ 1 – Transport corridor	Low	Low beneficial	<b>Low beneficial</b> The transport corridor would be subject to a low beneficial magnitude of change as a result of the operation of the Proposal due to the improved station entry, increases in canopies on the platform and preservation of heritage features. This combined with the low sensitivity results in an overall low beneficial impact to this LCZ.
LCZ 2 – Local centre	Low	Negligible	<b>Negligible</b> The Proposal would result in an upgraded station entry, new canopies and new station interchange facilities, however these would have a negligible impact to the overall landscape character of the local centre during operation.
LCZ 3 – Residential	Moderate	Negligible	<b>Negligible</b> The Proposal would not alter the urban form or landscape character of residential areas surrounding the station during operation, meaning an overall negligible impact to this LCZ has been determined.
LCZ 4 – Parks and recreation	Moderate	Low adverse	<b>Low adverse</b> A low adverse magnitude of change has been determined for this LCZ during operation of the Proposal as a result of low levels of modification to Nugent Park south, largely through the new path leading to the relocated taxi rank on Wellington Road. In general, the Proposal has been designed to fit with the existing form and respond to community accessibility needs, meaning the overall impact on this LCZ is only low.
LCZ 5 – Industrial	Low	Negligible	<b>Negligible</b> The industrial zone would experience no landscape character impacts during operation of the Proposal as the area sits within a highly modified environment.



Table 6-9 provides a summary of operational impacts to the identified viewpoints, including indicative photomontages of the Proposal from assessed viewpoints (subject to detailed design).

Table 6-9 Operational impacts to viewpoints

Viewpoint	Overall impact
<p>Viewpoint 1–Nugent Park south –<i>below existing viewpoint compared to photomontage showing an indicative representation of the Proposal during operation subject to detailed design.</i></p> <div></div>	<p><b>Sensitivity:</b> Moderate <b>Magnitude:</b> Low <b>Visual impact:</b> Low (beneficial)</p> <p>The replacement canopies along Chester Hill Road would provide an improved contemporary aesthetic through a less intrusive canopy. The paved seating area would be reinstated to a standard in line with Council requirements. The elevated walkway and associated stairs and lift would be visible from this location and would provide an improved contemporary aesthetic as well as an increase in built form over the rail corridor. Although the Proposal would include a larger and more visible elevated walkway than the existing station entry, the magnitude of change is considered low beneficial due to the improved contemporary design and the structure being more visually permeable.</p>

Viewpoint	Overall impact
<p><b>Viewpoint 2 – Chester Hill Road (north-east) –existing viewpoint compared to photomontage showing an indicative representation of the Proposal during operation  subject to detailed design.</b></p> <div></div>	<p><b>Sensitivity:</b> Low <b>Magnitude:</b> Low <b>Visual impact:</b> Low (beneficial)</p> <p>A low beneficial magnitude of change would result from the operation of the Proposal from this viewpoint due to the new elevated walkway and lift shaft being higher than the existing canopies along Chester Hill Road and would include visually permeable materials. The replacement canopies would be sloped which would be less obtrusive than existing canopies. The operation of the Proposal, while involving a larger structure than the existing scenario, would provide an improved design aesthetic which contributes to the low beneficial overall visual impact from this viewpoint.</p>



Viewpoint	Overall impact
<p><b>Viewpoint 3 – Chester Hill Road (south-east) –existing viewpoint compared to photomontage showing an indicative representation of the Proposal during operation  subject to detailed design.</b></p> <div></div>	<p><b>Sensitivity:</b> Moderate <b>Magnitude:</b> Low <b>Visual impact:</b> Moderate-low (beneficial)</p> <p>The replacement canopies would have a sloped roof, which would be less visually prominent than existing canopies. Similarly to Viewpoint 2, the new roof and lift shaft would be higher than the existing canopies along Chester Hill Road and would include visually permeable materials. Upgrades in this area provide aesthetic improvement to the streetscape including bicycle parking, the kiss and ride space and upgrades to bus stops and footpaths. The overall impact from this viewpoint would be moderate-low beneficial due to the Proposal providing an improved design aesthetic and new structures and facilities being commensurate with existing conditions within and outside the rail corridor.</p>
<p><b>Viewpoint 4 – Station platform</b></p> <p>Note: photomontages were produced for viewpoints with anticipated higher adverse effects to the most sensitive visual receivers as a result of the Proposal. A photomontage was not produced for this viewpoint due to the low sensitivity and limited sensitive receivers being customers on the platform.</p>	<p><b>Sensitivity:</b> Low <b>Magnitude:</b> Low <b>Visual impact:</b> Low (beneficial)</p> <p>The elevated walkway for the new stairs and lift shaft would be taller than the existing structures, however would include the use of glass and so would be more visually permeable. In addition, replacement canopies along the platform would include glass sections to provide improved lighting and visual separation from the heritage station building. The overall impact from this viewpoint would be low beneficial due to the Proposal providing an improved design aesthetic.</p>



## 6.2.4 Mitigation measures

Standard mitigation measures outlined in Section 7.2 would be implemented to minimise potential urban design, landscape and visual amenity impacts of the Proposal and to maximise opportunities to improve the urban design and form of the Proposal. This would include preparation of an Urban Design and Landscape Plan (UDLP).

## 6.3 Noise and vibration

### 6.3.1 Methodology

The potential noise and vibration impacts during construction and operation of the Proposal have been assessed as part of the Noise and Vibration Impact Assessment (SLR, 2024).

The site compound and access would be confirmed during detailed design as such a broader area for the site compound has been used to assess potential noise and vibration impacts for the Proposal.

The noise and vibration assessment included:

- unattended noise monitoring within and surrounding the Proposal area in June 2024 at the locations shown in Figure 6-4 Noise catchment areas (SLR, 2024)
- defining noise catchment areas (NCAs) based on areas with similar land uses and locations as shown in Figure 6-4 Noise catchment areas (SLR, 2024)
- determining criteria for the potential noise impacts from the Proposal based on the background noise levels measured during unattended noise monitoring
- assessment of worst-case noise impacts at surrounding receivers during the following construction work scenarios:
  - W.001 – site establishment, enabling works and demobilisation
  - W.002 – decommissioning (removal of stairs and station canopy)
  - W.003 – decommissioning (removal of street level canopy)
  - W.004 – main work (excavation and piling work)
  - W.005 – main work (concrete work around elevated walkway)
  - W.006 – main work (installation of new elevated walkway, lift, stairs and electrical supply upgrades)
  - W.007 – main work (platform work including regrading)
  - W.008 – main work (installation of new canopy on platform)
  - W.009 – main work (street level canopy installation)
  - W.010 – main work (station building modifications)
  - W.011 – main work (station interchange facilities work)
  - W.012 – finishing work (landscaping and furniture installation)
  - W.013 – site compound general operation
- assessment of potential vibration impacts using the *Transport Construction Noise and Vibration Guideline (Public Transport Infrastructure)* (CNVG-PTI) minimum working distances for cosmetic damage and human comfort
- a qualitative assessment of potential noise impacts during operation of the Proposal.

6.3.2 Existing environment

Chester Hill Station is surrounded by various commercial and residential receivers (refer to Figure 6-4). The nearest receivers are commercial properties on Chester Hill Road and the closest residential receivers are located on Wellington Road (around 20-30 metres from the platform).

The results of the unattended noise monitoring are included in Table 6-10. The measured existing noise levels are representative of receivers potentially most affected by the Proposal.

Table 6-10 Summary of unattended noise monitoring results

ID	Address	Measured noise level (dBA)		
		Background noise (RBL)		
		Day	Evening	Night
L01	64-66 Wellington Road, Chester Hill	44	44	38
L02	7 Bent Street, Chester Hill	47	47	42
L03	241 Wellington Road, Chester Hill	43	43 <sup>1</sup>	38

Note 1: The evening RBL has been reduced to match the daytime RBL due to the measured evening RBL being higher than the daytime, as per the NSW Environment Protection Authority’s Noise Policy for Industry.





Figure 6-4 Noise catchment areas (SLR, 2024)

### 6.3.3 Potential impacts

#### Construction

Noise impacts during construction have been assessed at sensitive receivers during each construction work scenario outlined in the Noise and Vibration Impact Assessment (SLR, 2024). Impacts have been assessed based on the magnitude of exceedance of noise management levels (NMLs) identified for standard daytime hours and out of hours periods.

Noise impacts from the establishment of vehicular access to the site compound have not been assessed within the Noise and Vibration Impact Assessment (SLR, 2024), including removal of paving and seating to provide a new ten metre wide level access surface. However, these works are anticipated to be consistent with the impacts as assessed for the Proposal.

Table 6-11 outlines the NMLs for the Proposal, which have been defined based on the rating background level (RBL) identified during onsite monitoring. Table 6-12 outlines NML exceedances for the different scenarios based on the Transport CNVG perception categories.

Table 6-11 Construction noise management levels

NCA	Receiver type	Noise Management Level (L <sub>Aeq(15minute)</sub> – dBA)				Sleep disturbance screening criteria (L <sub>Amax</sub> )
		Standard daytime hours (RBL +10 dB)	Out of Hours (RBL + 5 dB)			
			Daytime	Evening	Night	
NCA01	Residential	54	49	49	43	53
NCA02	Residential	57	52	52	47	57
NCA03	Residential	53	48	48	43	53
All	Commercial	70 (when in use)				N/A
All	Industrial	75 (when in use)				N/A
All	Educational	55 (external noise level, when in use)				N/A
All	Place of worship	55 (external noise level, when in use)				N/A
All	Child care	50 (external noise level, when in use)				N/A
All	Library	55 (external noise level, when in use)				N/A

Table 6-12 NML exceedance levels for construction

CNVG perception categories	NML exceedance	
	Daytime – standard construction hours	Out of hours period
Noticeable	N/A	1 – 5dBA
Clearly audible	1 – 10dBA	6 – 15dBA
Moderately intrusive	11 – 20dBA	16 – 25dBA
Highly intrusive	>20dBA	>25dBA

Detailed results of NML exceedances predicted for residential receivers and other sensitive receivers are outlined in Table 17 of the Noise and Vibration Impact Assessment (SLR, 2024). A summary of the assessment outcomes is provided within this section.



During construction, noise impacts are predicted to be the highest when noise intensive equipment is in use and work is near sensitive receivers. For most construction scenarios, it is anticipated that the construction noise levels would frequently be lower than the worst-case levels predicted. The assessment is generally considered conservative as the calculations assume that several items of construction equipment would be in use at the same time within individual scenarios. In practice, there would frequently be periods when construction noise levels would be much lower than the worst-case levels predicted as well as times when no equipment would be in use and no noise impacts would occur.

During standard daytime hours:

- The highest impacts are predicted during 'W.002 - decommissioning (removal of stairs and station canopy)' and 'W.011 - main work (station interchange facilities work)', which require noise intensive equipment such as jackhammers and concrete saws.
- The highest impacts are predicted at residential receivers to the south of Chester Hill Station in NCA01 and NCA03, with reduced impacts predicted to the north in NCA02 due to commercial buildings shielding residential receivers.
- 'Moderately intrusive' impacts are predicted at receivers within around 200 metres of worst-case work activities. Receivers which are further away from work areas would be subject to correspondingly lower noise levels and impacts.
- Impacts at other sensitive receivers are generally anticipated to be minor, with the following worst-case impacts predicted:
  - Up to 13 commercial buildings are predicted to have 'clearly audible' impacts during 'W.011 - main work (station interchange facilities work)'. One commercial building on Chester Hill Road is anticipated to have 'highly intrusive' impacts during 'W.006 - main work (installation of new elevated walkway, lift, stairs and electrical supply upgrades)' due to proposed electrical work being carried out immediately adjacent to this receiver.
  - Up to four education buildings at Chester Hill Public School are predicted to be subject to 'clearly audible' impacts during 'W.001 - site establishment, enabling works and demobilisation', 'W.009 - main work (street level canopy installation)' and 'W.011 - main work (station interchange facilities work)' when work is occurring near Nugent Park.
  - The Chester Hill Library and Knowledge Centre is predicted to have 'clearly audible' impacts during 'W.001 - site establishment, enabling works and demobilisation', 'W.002 - decommissioning (removal of stairs and station canopy)', 'W.003 - decommissioning (removal of street level canopy)', 'W.006 - main work (installation of new elevated walkway, lift, stairs and electrical supply upgrades)' and 'W.009 - main work (street level canopy installation)'. 'Moderately intrusive' impacts are also predicted at this receiver during 'W.011 - main work (station interchange facilities work)'.

Figure 6-5 shows receivers that would experience 'moderately intrusive' noise impacts during daytime construction work. These receivers would be eligible for consideration of additional mitigation measures, subject to confirmation during detailed design.

Night-time work would be required in some cases to minimise disruptions to customers, pedestrians, motorists and nearby sensitive receivers, and to prioritise the safety of workers and operational assets. Night work would be required for certain activities such as the removal of stairs and platform canopies, excavation work, concrete work for the elevated walkway, installation of the new lift, and platform resurfacing work. Night work would not be required for the duration of the construction period. During night-time periods:

- One residential receiver is predicted to be subject to 'highly intrusive' impacts when noise intensive equipment is in use during scenario 'W.002 - decommissioning (removal of stairs and station canopy)'. This receiver is located to the south of the station in NCA01 and would be immediately adjacent to work areas where noise intensive equipment would likely be used.
- 'Moderately intrusive' night-time impacts are predicted at residential receivers within around 150 metres to 200 metres of work during scenario 'W.002 - decommissioning (removal of stairs and station canopy)'.
- Impacts from other less noisy activities would have notably lower noise impacts, with the worst-case noise level from these scenarios typically resulting in 'clearly audible' or 'noticeable' impacts at the nearest receivers.
- Sleep disturbance criteria is likely to be exceeded when night-time work is occurring near residential receivers. The receivers potentially affected by sleep disturbance impacts are generally the same receivers where 'moderately intrusive' and 'highly intrusive' night-time impacts have been predicted.

Figure 6-6 shows receivers that would experience noise impacts during night-time construction work. These receivers would be eligible for consideration of additional mitigation measures, subject to confirmation during detailed design.

The Proposal is anticipated to require up to 20 heavy vehicle deliveries per day during peak construction periods (during scheduled rail track work possessions), with fewer deliveries required during non-track work periods. The relatively small number of construction vehicles is not expected to have a significant impact on existing road traffic noise levels and therefore is not anticipated to exceed the adopted traffic noise criteria.

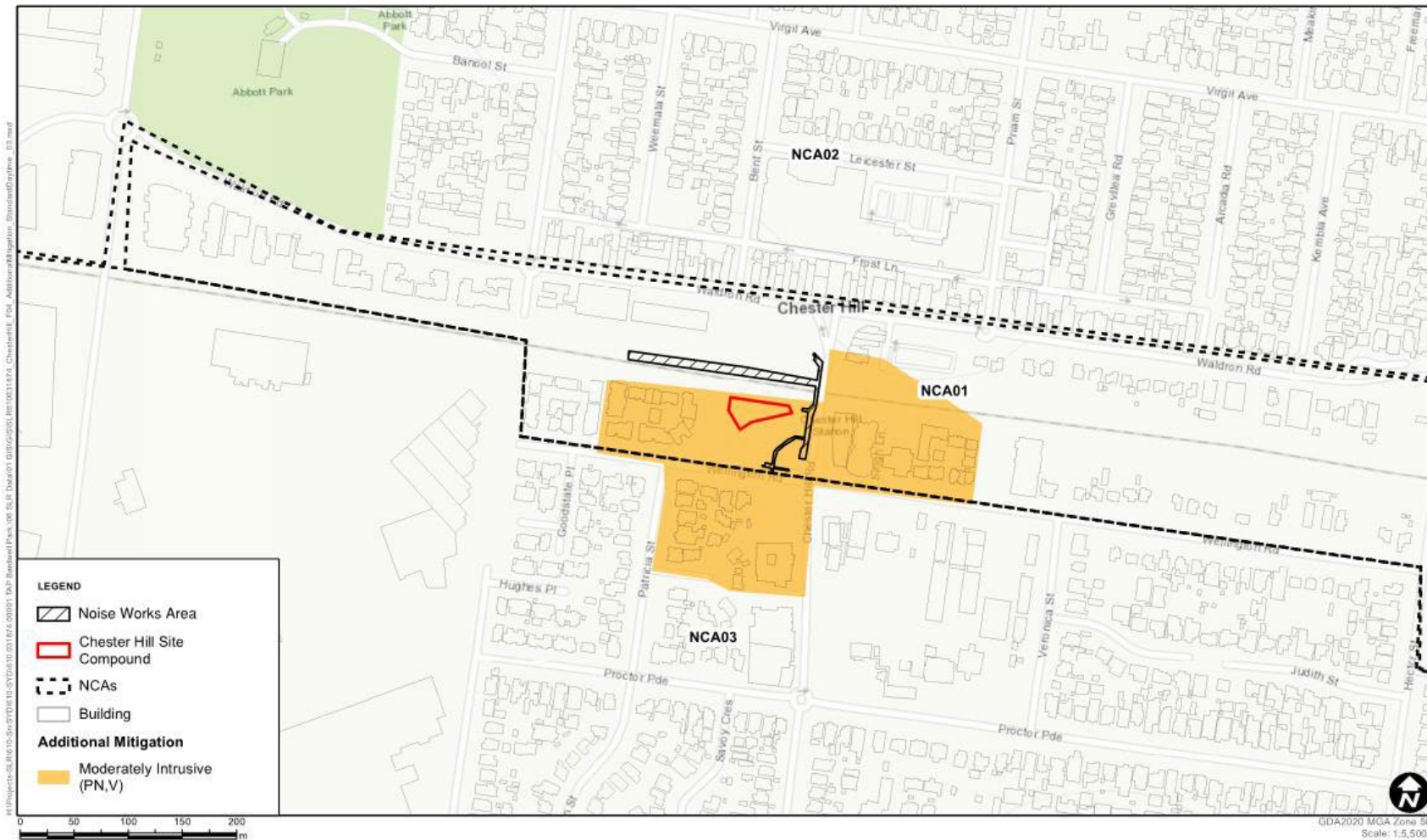


Figure 6-5 Summary of noise impacts and recommended mitigation - standard daytime hours (SLR, 2024)<sup>1</sup>

<sup>1</sup> Additional mitigation measures: PN = periodic notification, V = verification monitoring.





Figure 6-6 Summary of noise impacts and recommended mitigation - night-time hours (SLR, 2024)<sup>1</sup>

<sup>1</sup> Additional mitigation measures (CNVG-PTI): PN = periodic notification, V = verification monitoring, SN = specific notification, RO = respite offer, RP = respite period, DR = duration reduction.



Minimum working distances for vibration intensive equipment have been determined in line with the Transport CNVG and are as follows for a vibratory roller:

- cosmetic damage – 20 metres
- human comfort – 100 metres.

Figure 6-7 shows buildings within these minimum working distances.

The assessment identified the following potential vibration impacts from construction of the Proposal:

- One commercial receiver to the east of the station on Chester Hill Road is likely to be within the minimum working distance for cosmetic damage (i.e. 20 metres for a vibratory roller). Construction mitigation measures would be implemented to minimise these impacts.
- Various receivers around the station are within the human comfort minimum working distance and occupants of these buildings may be able to perceive vibration impacts at times when vibration intensive equipment is in use. Where impacts are perceptible, they would likely only be apparent for relatively short durations when vibration intensive equipment is in use.
- Given the current exposure of Chester Hill Railway Station Group (listed on the TAHE Section 170 Heritage and Conservation Register) to rail vibration, this heritage structure is assumed to be structurally sound and unlikely to have an elevated risk from vibration damage as a result of construction activities. Structural assessments of the station building would be undertaken prior to construction in order to determine the integrity and condition of the station building.



Figure 6-7 Buildings within minimum working distances for vibration impacts

## Operation

The dominant source of existing noise within and near the Proposal area is the existing rail network. As the Proposal would not increase the number of trains travelling through the station each day, it is not expected to increase noise generated by trains on the rail network.

The Proposal would introduce new infrastructure, however these items are not anticipated to generate significant noise or vibration emissions. The Proposal would increase accessibility at Chester Hill Station, which has the potential to increase patronage at the station, however any noise emissions from increased patronage is considered to be insignificant when compared to the existing ambient environment.

As such, the Proposal is not anticipated to result in operational noise and vibration impacts.

### 6.3.4 Mitigation measures

Standard mitigation measures outlined in Section 7.2 would be implemented to minimise the potential noise and vibration impacts of the Proposal. This would include the preparation and implementation of a construction noise and vibration management plan (CNVMP), identifying relevant additional mitigation measures from the Transport CNVG-PTI to minimise predicted noise and vibration impacts to nearby sensitive receivers. These additional measures would be confirmed by the Contractor during preparation of the CNVMP. Property condition surveys would be undertaken for any properties that are identified within minimum working distances for cosmetic damage for vibration intensive equipment.

In addition, the site-specific noise and vibration mitigation measures outlined in Table 6-13 would be implemented.

**Table 6-13 Site specific noise and vibration mitigation measures**

No.	Mitigation Measure	Responsibility	Timing
31	Where noise intensive equipment is to be used near sensitive receivers, it is recommended that the work is scheduled for standard daytime construction hours. Where this is not possible, the work shall be completed as early as possible in each work shift to minimise the potential for night-time impacts.	Contractor	Construction
32	Where work is identified as being within the vibration minimum working distances and is considered likely to exceed cosmetic damage criteria: <ul style="list-style-type: none"> <li>different construction methods with lower source vibration levels shall be investigated and implemented, where feasible</li> <li>attended vibration measurements shall be carried out at the start of work to determine actual vibration levels at nearby receivers (works would be ceased if the monitoring indicates exceedance of the cosmetic damage criteria).</li> </ul>	Contractor	Construction

## 6.4 Aboriginal cultural heritage

### 6.4.1 Methodology

Transport prepared a Stage 1 assessment (Transport, 2024a) in line with the PACHCI to assess the risk of potential impacts on Aboriginal cultural heritage from the Proposal. This included a search of the Aboriginal Heritage Information Management System (AHIMS) and the National Native Title Register on 5 March 2024.

### 6.4.2 Existing environment

The AHIMS search revealed no Aboriginal heritage sites within 300 metres of the Proposal area. Additionally, the search of the National Native Title Register returned no results for the Proposal area.

The Proposal area is unlikely to contain Aboriginal cultural heritage items based on the following considerations:

- the AHIMS search did not indicate moderate to high concentrations of Aboriginal objects or places within the Proposal area
- the Proposal area does not contain landscape features that indicate the presence of Aboriginal objects
- the cultural heritage potential of the Proposal area is reduced due to past disturbance
- there is an absence of sandstone rock outcrops likely to contain Aboriginal art.

### 6.4.3 Potential impacts

#### Construction

Construction of the Proposal would involve some minor excavation work, as outlined in Section 3.3.5. Ground disturbing work has the potential to impact Aboriginal heritage sites, if present.

However, given no known Aboriginal heritage sites are located within 300 metres of the Proposal area and the potential for unknown items to be present is considered low due to past disturbance, the Proposal is considered unlikely to harm Aboriginal cultural heritage during construction.

#### Operation

No impacts to Aboriginal cultural heritage items are expected as a result of the operation of the Proposal.

### 6.4.4 Mitigation measures

Standard mitigation measures outlined in Section 7.2 would be implemented to minimise potential impacts to Aboriginal cultural heritage from the Proposal. This would include implementation of an Unexpected Heritage Items Procedure in the event that unknown Aboriginal heritage items including human remains are discovered during construction.

## 6.5 Non-Aboriginal heritage

### 6.5.1 Methodology

The potential non-Aboriginal heritage impacts as a result of the construction and operation of the Proposal have been assessed as part of the Statement of Heritage Impact (SOHI) (Artefact Heritage, 2024).



The preparation of the SOHI involved:






- a desktop review of relevant heritage registers to identify heritage items within the Proposal area, including:
  - World Heritage List
  - Commonwealth Heritage List
  - National Heritage List
  - State Heritage Register
  - TAHE Section 170 Heritage and Conservation Register
  - NSW State Heritage Inventory database
  - Canterbury-Bankstown LEP
  - Register of the National Estate
  - National Trust of Australia Register
- a review of relevant heritage reports and background information relevant to the Proposal area
- a site inspection carried out on 30 May 2024 to inspect the Proposal area, inform a preliminary assessment of archaeological potential and to identify heritage items and heritage significant fabric that may be affected by the Proposal
- a significance assessment to determine the significance of heritage items and potential archaeological resources in line with the Burra Charter (Australia ICOMOS, 2013)
- an archaeological assessment, involving identification of the archaeological potential of the Proposal area and determination of the significance of any potential archaeological items
- assessment of the non-Aboriginal heritage impacts of the Proposal in line with the following impact types:
  - physical: impacts resulting from work located within or outside the curtilage boundaries of the heritage item, caused by removing or altering the item or fabric of heritage significance
  - visual: impacts to views, vistas and the setting of the heritage item resulting from proposed works within or outside the curtilage boundaries of the heritage item
  - potential: impacts resulting from increased noise, vibrations and construction work
  - archaeological: impacts to potential archaeological remains
- development of mitigation measures to minimise the impacts of the Proposal on the historical and archaeological significance of the Proposal area.

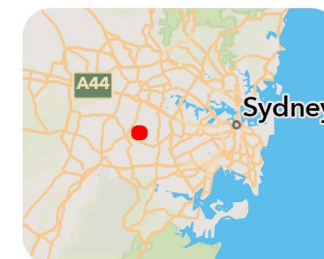
### 6.5.2 Existing environment

The review of heritage databases carried out as part of the SOHI revealed that the only heritage listed item within the Proposal area is Chester Hill Railway Station Group, which is listed on the TAHE Section 170 Heritage and Conservation Register (#4801050). The heritage curtilage of Chester Hill Station under the TAHE Section 170 Heritage and Conservation Register is shown in Figure 6-8.

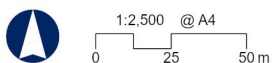




-  Proposal area
-  Site compound
-  Vehicle access path
-  Section 170 heritage curtilage
-  Railway



Source: Aurecon, TfNSW, NSW Spatial Services (DCS), ESRI



Projection: GDA2020 MGA Zone 56

## Safe Accessible Transport program - Chester Hill Review of Environmental Factors

Figure 6-8: Section 170 heritage curtilage



## Historical background

At the time of its opening in 1924, Chester Hill Railway Station included an island platform, the brick station building, and an overbridge. The original 1924 platform building, which forms part of the current station infrastructure, had an original gable roof with decorative turned finials and a cantilever awning.

Several minor alterations have been made to the station since its construction, including:

- the electrification of the station in 1929 (although the original overhead wiring structures have since been removed and upgraded)
- the addition of safety rails on the overbridge to replace the original brick parapets in 1963
- the removal of the brick privacy screens that once formed doorways to the station building bathrooms during the 1980s
- the repainting of the station building to terracotta in the 1980s
- the addition of a canopy over the stairs in 1988
- the construction of canopies along the platform in 1999
- the construction of the concrete noise wall on the southern side of the rail corridor in 2009
- addition of a small CityRail sign to the canopy along Chester Hill Road (since replaced)
- removal of a fibro building at the eastern end of the platform (refer to Figure 6-9).

A photo of Chester Hill Station in the 1980s is shown in Figure 6-9.



Figure 6-9 Chester Hill Station c. 1980s (Heritage NSW)

## Chester Hill Railway Station Group significance

As outlined in the TAHE Section 170 Heritage and Conservation Register, Chester Hill Railway Station Group is historically significant at a local level as a station which represents the significant reconstruction of the original Lidcombe-Regents Park line and its extension to Cabramatta. Chester Hill Railway Station Group has local aesthetic significance associated with its 1920s island

platform building which retains characteristic features of this type of station building, including the linear form, gable roof and integrated awnings. The station building has had some alterations, however it has retained characteristic features of the common standard design of 1920s suburban platform buildings. The 1920s overbridge with stairs leading down to the platform has been altered, however it has retained features representative of overbridges within the suburban railway network, including the steel girders, brick piers and brick abutments. Chester Hill Railway Station Group also has social significance as it has the potential to contribute to the local community's sense of place and can provide a connection to the local community's past.

Individual elements of the Chester Hill Railway Station Group have been assessed as part of the SOHI and a level of significance has been applied. Table 6-14 lists the different elements of the station and provides a significance grading for each.

**Table 6-14 Grading of significance for elements of Chester Hill Railway Station Group**

Heritage element	Assessment	Grading
Station building	The station building has historical and aesthetic significance as well as representative qualities at a local level as an example of a 1920s suburban station platform building. Despite some alterations, the 1920s character and features of the building are largely extant including its original brickwork, decorative and functional elements.	High significance
Platform	As one of the original station components, the island platform is of historical, aesthetic and representative significance. Collectively, with the station building and overbridge, it is reflective of the suburban railway in the 1920s period.	Moderate significance
Platform landscaping elements	Standalone trees and shrubs were original features of Chester Hill's island platform. Although none of the original plantings remain, the contemporary platform trees work to retain the station setting and continue the tradition of railway beautification.	Moderate significance
Canopies	The canopies are of no heritage significance as they are modern additions to the station.	Intrusive
Overbridge and existing stairs	The overbridge possesses significance at a local level for its representativeness, exemplifying overbridge types within the suburban railway network during the 1920s. This overbridge is intact with one of the most significant changes being the removal and replacement of its brick parapet walls with steel safety rails.	Moderate significance

### Potential archaeological features

Based on a review of previous heritage assessments and the current condition of the station, it can be concluded that the Proposal area has nil to low potential to contain historical archaeological remains associated with historical agricultural and timber felling practices carried out in the 1800s. Any archaeological items associated with these activities, including postholes, plough marks and other land modifications, would be of local significance. There is moderate to high potential for historical archaeological remains associated with the development of the station and train line between the 1910s and 1950s to be present, however any items associated with the railway development, including bricks, redundant services, foundations and railings, would not be of historical significance.



### 6.5.3 Potential impacts

#### Construction

The construction of the Proposal would result in the removal of the existing stairs from the overbridge leading to the platform and construction of an elevated walkway and lift shaft, as well as a supporting foundation at platform level. The removal of the existing stairs and construction of the elevated walkway, including new stairs and the new lift, would result in a major adverse impact on the heritage significance of the existing stairs. However, the work would result in a positive outcome for customers due to the accessibility and safety improvements for Chester Hill Station.

The construction of the Proposal would also result in physical heritage impacts to the station building, which is of high heritage significance. Alterations to heritage fabric would include the removal of the existing slab, the removal and relocation of internal walls, the installation of a new dividing wall to create the family accessible toilet and ambulant toilet, and the reconfiguration of the existing storage room to create a new shared services room. These changes would be permanent and would have moderate adverse impacts on the heritage significance of the station building. Repainting work, the installation of new fittings and fixtures and replacement of tiles within the station building would result in negligible physical heritage impacts. Although alterations to the station building would result in physical heritage impacts, these changes would allow for customers with accessibility needs to access station facilities more easily and would improve the user experience of the station building for all customers.

Physical heritage impacts would also result from the regrading of the platform, installation of TGSIs along the platform and replacement of platform furniture. These accessibility upgrades to the platform would result in minor adverse physical heritage impacts. Given these physical alterations would allow for improved use of the platform for customers with a disability, customers carrying luggage and customers with prams, alterations to this heritage fabric are considered justified.

Other changes during the construction phase of the Proposal, including the removal of existing canopies, adjustments to station interchange facilities and upgrades to signage, CCTV and the PA system would result in no more than a minor adverse physical heritage impact due to the low to negligible heritage significance of these existing features.

The construction of the Proposal would also result in potential heritage impacts as a result of the potential for machinery to impact the heritage fabric of the station through vibration. Vibration monitoring would be carried out in accordance with the required standards for work in the vicinity of heritage elements to minimise potential heritage impacts. Given the current exposure of heritage elements at the station to rail vibration, this heritage structure is assumed to be structurally sound and unlikely to have an elevated risk from vibration damage as a result of construction activities. Structural assessments of the station building would be undertaken prior to construction in order to determine the integrity and condition of the station building (refer to Section 7.2).

While the Proposal would involve some ground disturbance for work such as excavation for the lift shaft, trenching for new services and platform regrading work, these activities are unlikely to impact significant archaeological fabric due to the nil to low potential for the Proposal area to contain significant archaeological items. As such, it is anticipated that there would be negligible impacts to archaeological heritage as a result of the construction of the Proposal.

#### Operation

Visual heritage impacts are anticipated as a result of the Proposal. The replacement of canopies along Chester Hill Road and along the platform is anticipated to result in moderate adverse visual heritage impacts. Although existing canopies are considered intrusive elements with no heritage significance, the addition of more extensive and modern canopies would impact the platform's existing aesthetic heritage value. Moderate adverse visual heritage impacts are also anticipated as a result of the new stairs, lift and elevated walkway, which would alter the visual setting for the

overbridge and wider station. Transparent materials would be selected as part of the Proposal where possible to provide high visibility and maintain sightlines of the station, which would contribute to minimising visual heritage impacts. Other alterations, including internal work within the station building, would result in negligible visual heritage impacts.

6.5.4 Mitigation measures

Standard heritage mitigation measures outlined in Section 7.2 and site specific measures in Chester Hill Station Upgrade Statement of Heritage Impact (Artefact, 2024) would be implemented to minimise potential impacts to non-Aboriginal heritage from the Proposal including:

- a Heritage Management Plan and Work Method Statement as part of the CEMP to address heritage impacts and required management procedures to minimise risks
- engaging a Heritage Advisor to provide ongoing heritage, design and conservation advice
- new work being designed with consideration of the architectural style and heritage elements of the station or precinct
- implementation of an Unexpected Heritage Items Procedure if any previously unidentified or unexpected potential non-Aboriginal heritage items (including skeletal remains) are discovered during construction
- structural assessment and mitigation strategy for potential impacts of vibration on heritage structures.

Table 6-15 Site specific non-Aboriginal heritage mitigation measures

No.	Mitigation Measure	Responsibility	Timing
45	Mitigation measures in the Chester Hill Station Upgrade Statement of Heritage Impact (Artefact, 2024) will be implemented.	Contractor	Detailed design, pre-construction, construction, post-construction

6.6 Socio-economic

6.6.1 Methodology

A desktop review of the socio-economic characteristics of the Proposal area and its surrounds was carried out to inform an assessment of potential socio-economic impacts during construction and operation. This included a review of existing social infrastructure in the vicinity of the Proposal area, 2021 Census data from the Australian Bureau of Statistics (ABS) for the suburb of Chester Hill, and Transport’s Transport Performance and Analytics patronage data for Chester Hill Station (Transport, 2023c).

6.6.2 Existing environment

Chester Hill is a largely residential suburb with a commercial area to the north and east of Chester Hill Station along Waldron Road and Chester Hill Road. The closest residential properties to the Proposal are located around 25 metres away on Wellington Road, with other residential properties located around 100 metres away on Wellington Road and Waldron Road.

The Chester Square Shopping Centre is around 200 metres north on Leicester Street. This features a range of shops, including grocery shops, cafes, hair and beauty stores, a medical centre and retail stores.

The closest schools to Chester Hill Station are BCRG Chester Hill Preschool (located around 150 metres southeast), Chester Hill Public School (located around 350 metres southeast), Immaculate Heart of Mary Catholic Primary School (located around 900 metres southeast), Sefton High School (located around 900 metres northeast), and Al Madina Academy (located around one kilometre southwest).

Nugent Park is located to the north and south of Chester Hill Station. Nugent Park north features a bus stop, public toilets, seating, gardens and canopies leading to Chester Hill Station. Nugent Park south features seating and a playground.

A review of the Australian Bureau of Statistics 2021 Census data indicates the suburb of Chester Hill has a population of 14,007 people, with a median age of 34 years. Of the employed people within Chester Hill, 4.6 per cent use public transport to get to work (with 2.1 per cent travelling by train).

According to Transport Performance and Analytics data (Transport, 2023c), the average daily patronage at Chester Hill Station in 2023 was 910 customers. Chester Hill Station has a number of existing facilities for customers including Opal card readers, public toilets (non-accessible) and a public phone, as well as interchange facilities outside the station, such as bus stops and a taxi rank.

### 6.6.3 Potential impacts

#### Construction

The construction phase of the Proposal has the potential to result in minor, short-term impacts to customers, pedestrians, nearby residential receivers, nearby commercial areas and motorists. A summary of key socio-economic impacts that would result from the construction of the Proposal are summarised in Table 6-16.

Table 6-16 Summary of construction socio-economic impacts

Issue category	Impact	Level of impact
Access and connectivity	<ul style="list-style-type: none"> <li>temporary disruptions to pedestrian and traffic flow as a result of the temporary partial road closures of Chester Hill Road, Waldron Road and Wellington Road to facilitate work to footpaths and station interchange facilities and the temporary full weekend closures of Chester Hill Road to facilitate crane lifts during a rail possession period (pedestrian and traffic movements along these roads would be maintained where possible, with appropriate detour routes implemented when required (refer to Section 6.1.3))</li> <li>temporary disruptions to pedestrian, cyclist and traffic flow as a result of traffic control requirements for larger vehicles to access the site compound in Nugent Park south</li> <li>temporary closure of the station building toilet (minimised by installation of a temporary toilet)</li> <li>pedestrian access to the station would be maintained during road closure and traffic detour periods through the temporary access stairs at the existing station entrance</li> </ul>	Short-term / temporary adverse (minor)
Land use changes	<ul style="list-style-type: none"> <li>temporary partial closure of Nugent Park south to pedestrians as a result of the establishment of the site compound</li> </ul>	Short-term / temporary adverse (moderate)

Issue category	Impact	Level of impact
Social infrastructure	<ul style="list-style-type: none"> <li>amenity and visual impacts to Nugent Park south from the temporary site compound</li> <li>amenity and visual impacts to Nugent Park north associated with the removal and replacement of canopies and potential removal of seating area for temporary vehicle access</li> </ul>	Short-term / temporary (negligible)
Commercial operations	<ul style="list-style-type: none"> <li>minor, localised traffic impacts associated with the delivery of plant and equipment to the station via trucks may impact deliveries to businesses</li> <li>potential access, parking, noise, visual and air quality impacts to businesses surrounding the Proposal area, including businesses on Chester Hill Road and Waldron Road</li> <li>short-term potential access disruptions for businesses as a result of temporary road closures on Chester Hill Road for crane operations and work at bus stops and footpaths</li> </ul>	Short-term / temporary (minor)
Community values, liveability and amenity	<ul style="list-style-type: none"> <li>receivers near the Proposal would experience the most impacts to the amenity in the form of noise, visual and air quality impacts</li> <li>potential sleep disturbance and intrusive noise impacts are expected to be experienced by those closest to the Proposal</li> <li>visual impacts of construction plant and machinery would also impact those living within, visiting and travelling through the Proposal area. Views are expected to be interrupted and altered by construction work and machinery</li> <li>potential air quality impacts as a result of potential dust emissions from earthworks</li> </ul>	Short-term / temporary (minor)

### Operation

The Proposal would result in improved safety, connectivity and accessibility through the upgrade the station to include an elevated walkway and lift, regraded platforms and accessible station interchange facilities. A summary of key socio-economic impacts that would result from the operation of the Proposal is included in Table 6-17.

**Table 6-17 Summary of operational socio-economic impacts**

Issue category	Impact	Level of impact
Access and connectivity	<ul style="list-style-type: none"> <li>improved access to Chester Hill Station for all customers as a result of the installation of the lift, platform regrading and installation of TGSIs, and improved accessibility at station interchange facilities, including bus stop upgrades and the implementation of the accessible parking space and kiss and ride space</li> <li>potential increased use of public transport to and from Chester Hill by a wider demographic including the elderly (such as those residing at the Abel Tasman Village on Waldron Road), people with a disability and families with young children (as about seven per cent of the Chester Hill population is aged between 0-4 years)</li> </ul>	Long-term, positive impact (moderate)



Issue category	Impact	Level of impact
Social infrastructure	<ul style="list-style-type: none"> <li>placemaking enhancements that consider Connecting to Country</li> </ul>	Long-term, positive impact (minor)
Community values, liveability and amenity	<ul style="list-style-type: none"> <li>improved customer amenity and facilities at the station, including a family accessible toilet, ambulant toilet, improved CCTV, improved signage and wayfinding, upgrades to the station PA system and new lighting</li> </ul>	Long-term, positive impact (minor)

#### 6.6.4 Mitigation measures

Negative socio-economic impacts during the construction phase of the Proposal are anticipated to be manageable through standard mitigation measures, which are included in Section 7.2. These include the development of a Community Liaison Management Plan, feedback forums and complaints management procedures to manage potential negative community sentiment towards the construction of the Proposal. The traffic, noise and vibration, visual and air quality mitigation measures outlined in Section 7.2 would also minimise the Proposal's socio-economic impacts. This would include the reinstatement of the areas of Nugent Park south required for the site compound and vehicular access (including the reinstatement of canopies, the paved area and seating), as is outlined in Section 3.3.1.

### 6.7 Biodiversity

#### 6.7.1 Methodology

A desktop review was carried out by ecologists to assess potential biodiversity impacts from construction and operation of the Proposal. This assessment was also informed by an Arboricultural Impact Assessment Report (Allied Tree Consultancy, 2024). The following database searches were carried out to inform potential biodiversity values within the Proposal area:

- BioNet Atlas of NSW Wildlife (EHG, 2024a)
- BioNet Vegetation Classification (EHG, 2024b)
- Protected Matters Search Tool (PMST) (Commonwealth DCCEEW, 2024a)
- Sharing and Enabling Environmental Data (SEED) Portal, the following datasets were consulted: NSW State Vegetation Type Map NSW Extant PCT (DPE 2023)
- Biodiversity Values Map (DCCEEW, 2024)
- Fisheries NSW Spatial Data Portal (DPI, 2024).
- National Flying-fox monitoring viewer (Commonwealth DCCEEW, 2024b)

A site visit was undertaken by a suitably qualified arborist on 11 June 2024 to assess the potential impacts to trees within the Proposal area for the purpose of the Arboricultural Impact Assessment Allied Tree Consultancy (2024). Groundcover, shrub species and habitat features were not assessed during the survey. Given the limited extent of impacts expected from the Proposal, no specific ecological field surveys have been conducted.

## 6.7.2 Existing environment

### Landscape context

The Proposal area is located within an urban environment in the suburb of Chester Hill. Vegetation occurs within the Proposal area, notably around Nugent Park north and south of the station. Existing vegetation within and adjacent to the Proposal area includes established large native and exotic trees surrounded by larger patches of (presumed) exotic mown grass. There are a number of landscaped areas within Nugent Park north and south with exotic and native shrubs.

The closest waterway is an open channel within 700 metres to the southwest (downslope) of the Proposal area.

### Arboricultural assessment

Ten native endemic and non-endemic trees of the following species were identified by the arborist:

- Brush Box (*Lophostemon confertus*)
- Water Gum (*Tristania laurina*)
- Sugar Gum (*Eucalyptus cladocalyx*)
- Narrow Leafed Ironbark (*Eucalyptus crebra*)
- Queensland Bottle Tree (*Brachychiton rupestris*)
- River Oak (*Casuarina cunninghamiana*).

Seven exotic trees of the following species were identified within the Proposal Area:

- 'Raywood' Claret Ash (*Fraxinus angustifolia*)
- Cotoneaster sp.

No threatened tree or shrub species were recorded in the Proposal area. Several weeds were present, but no weeds of national significance (WoNS) were identified in the Proposal Area (Allied Tree Consultancy, 2024).

### Biodiversity database assessment

The database searches provide an indication of what species and communities may be present, nearby, or, in the case of fauna, utilising the available environment within the Proposal area.

#### State Vegetation Type Map NSW

A review of the SEED 'State Vegetation Type Map NSW extant Plant Community Type (PCT) (DPE, 2023) on 20 June 2024 indicates no known native plant community types (PCTs) occur within the Proposal area. The nearest mapped PCT is located about 180 metres south from the Proposal area at the corner of Chester Hill Road and Proctor Parade.

#### Protected Matters Search Tool (PMST)

The EPBC Act PMST search was conducted on 18 June 2024 within a 10 kilometre buffer surrounding the Proposal area (Appendix C – EPBC Act PMST Search Results). The PMST report identified 12 Threatened Ecological Communities (TECs), 35 threatened flora species and 73 threatened fauna species that may occur within the Proposal area.

#### BioNet Atlas

The BioNet Atlas search of records for the last 20 years was conducted on 14 June 2024 for a 10 kilometre locality surrounding the Proposal area (Appendix D – BioNet Search Results) which identified known records of 15 threatened flora species and 33 fauna species within the search area. No threatened species records were located within the Proposal area.

The nearest known records of threatened species include:

- Grey-headed Flying Fox (*Pteropus poliocephalus*) which was recorded within 200 metres of the Proposal in 2011. Over 50 records between the years 2007 and 2023 have also been noted within three kilometres of the Proposal area
- Downy Wattle (*Acacia pubescens*) which was identified in 2022 about 1.5 kilometres from the Proposal area
- Matted Bush-pea (*Pultenaea pedunculata*) which was identified in 2007 about 1.6 kilometres from the Proposal area.

Threatened fauna species, notably flying species (such as bats and birds) may occasionally use the vegetation in the Proposal area. Several threatened bird, bat and one koala sightings have been recorded on BioNet within two kilometres of the Proposal area in recent years. The closest records to the Proposal are shown in Figure 6-10.

It is possible that Microchiropteran bat species may be using the human made structures within the Proposal area (such as the existing overbridge). The species listed below have been recorded within the wider locality (Appendix D – BioNet Search Results):

- Yellow-bellied Sheath-tail-bat (*Saccolaimus flaviventris*)
- Eastern Coastal Free-tailed Bat (*Myotis norfolkensis*)
- Large-eared Pied Bat (*Chalinolobus dwyeri*)
- Eastern False Pipistrelle (*Falsistrellus tasmaniensis*)
- Southern Myotis (*Myotis macropus*)
- Greater Broad-nosed Bat (*Scoteanax rueppellii*)
- Little Bent-winged Bat (*Miniopterus australis*)
- Large Bent-winged Bat (*Miniopterus orianae oceanensis*).

#### National Flying-fox monitoring map

The Proposal area is within the foraging range of a nearby Flying-Fox camp located in Parramatta Park, Westmead about 7.8 kilometres from the Proposal area (Commonwealth DCCEEW, 2024b). Despite there being several records of the Grey-headed Flying Fox nearby, the species is unlikely to frequently utilise the vegetation on platform that is identified for removal. This is due to the limited availability of suitable foraging trees as well as the high disturbance and urbanisation of the Proposal area.

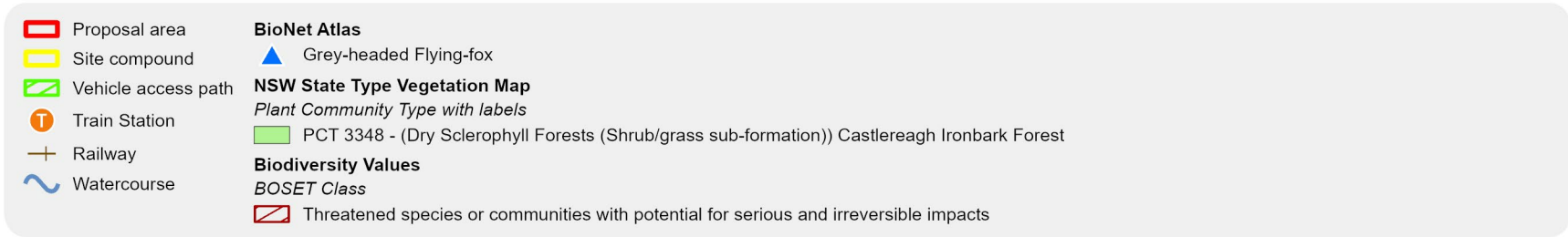
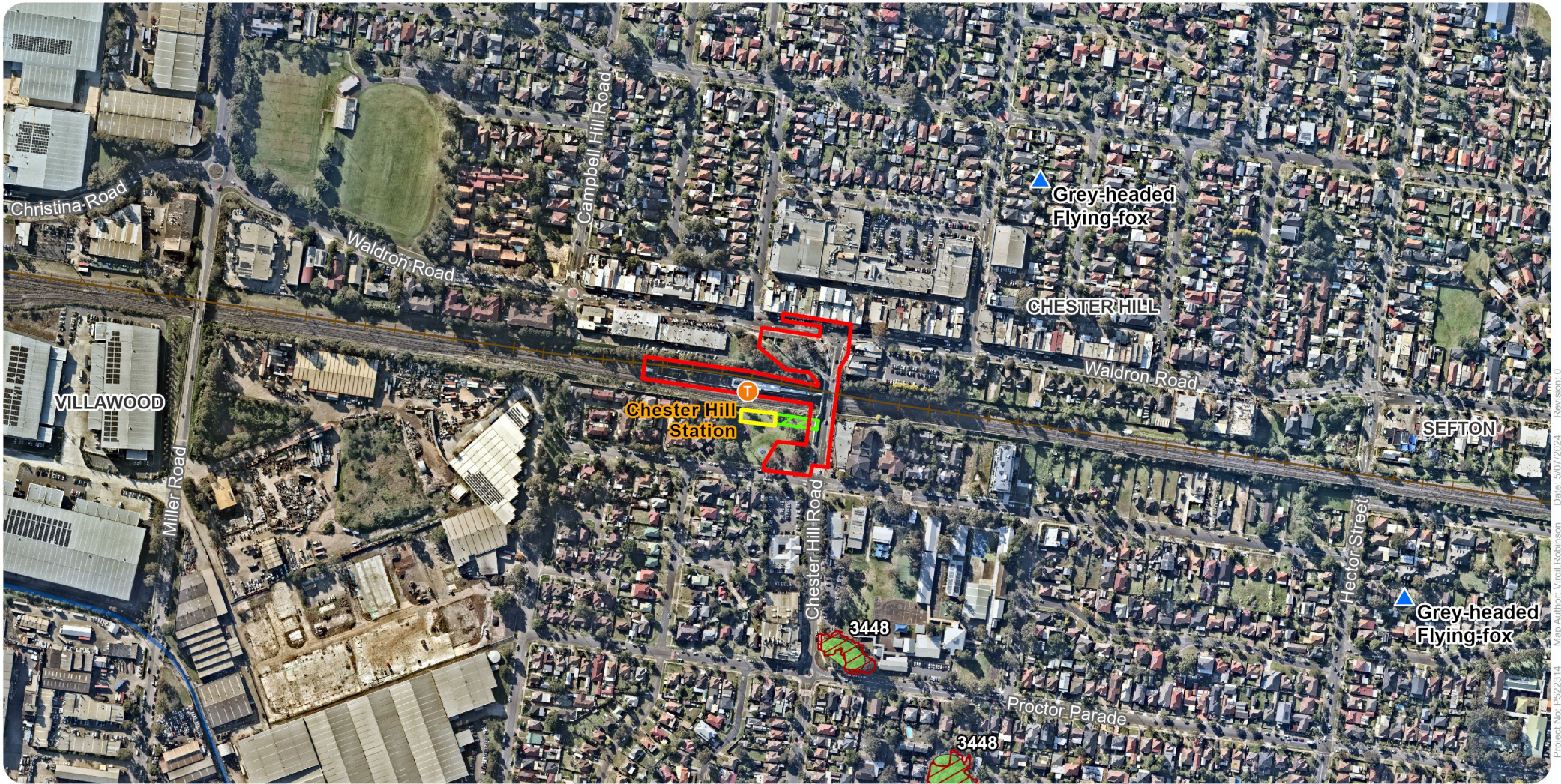
#### Biodiversity Values Map

A review of the Biodiversity Values Map on 20 June 2024 indicates that no biodiversity values are mapped within the Proposal area (DCCEEW, 2024). The nearest mapped biodiversity values area occurs about 200 metres south from the Proposal area, in Chester Hill Public School. This area is mapped as “Threatened species or communities with potential for serious and irreversible impacts”.

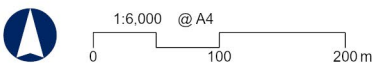
#### Key Fish Habitat

No Key Fish Habitat is mapped within three kilometres of the Proposal (DPI, 2024).





Source: Aurecon, TfNSW, NSW Spatial Services (DCS), ESRI



Projection: GDA2020 MGA Zone 56



### 6.7.3 Potential impacts

#### Construction

The Proposal would involve the removal of two trees as summarised in Table 6-18. These trees are located on the Chester Hill Station platform as shown in Figure 6-11.

Table 6-18 Trees identified for removal within the Proposal area (Allied Tree Consultancy, 2024)

Tree ID	Scientific Name	Common name	DBH (m)	Native or amenity tree	Condition
12	<i>Lophostemon confertus</i>	Brush Box	0.33	Native	Excessive crown lift pruning and lopping has been undertaken in the past; the entirety of the crown is maturing epicormic growths.
13	<i>Lophostemon confertus</i>	Brush Box	0.36	Native	Excessive crown lift pruning and lopping has been undertaken in the past; the entirety of the crown is maturing epicormic growths.

The removal of these two trees would have a minimal impact on the overall ecological values of the area and would not result in the loss of a naturally occurring plant community. Vegetation removal and replacement would be undertaken in accordance with Transport's *Tree and hollow replacement guidelines* (Transport, 2023d) (refer to Section 6.7.5).

The trees identified for removal (Brush Box) are an Australian native but non-local species. As the species does not naturally occur within the Greater Sydney Region, it is classed as 'urban native/exotic'. A further eight native trees and seven exotic trees within the Proposal area were assessed by the Arborist. These trees would not be removed or directly impacted by the Proposal.

There is no anticipated vegetation removal required for the establishment or operation of the temporary site compound and consequently no biodiversity impacts are expected at this location where standard mitigation measures are adhered to. Tree number 8 and 9 are located within proximity to the temporary site compound access location. These trees are identified by the arborist as:

- Tree 8 - Lemon Scented Gum (*Corymbia citriodora*) with a tree protection zone (TPZ) of 5.88 metres
- Tree 9 - Claret Ash (*Fraxinus angustifolia* 'Raywood') with a TPZ of 5.04 metres.

To maintain and monitor the ongoing health of these trees, a mitigation measure would be implemented to exclude the TPZ from the compound area.

Although small or difficult to identify threatened flora species that may be impacted by the Proposal have not been identified through a site visit, clearing is limited to two trees located on platform in an already disturbed environment. As such impacts to threatened biodiversity (i.e. TECs, threatened species and their habitat) are unlikely to occur. Mitigation measures would be implemented to further minimise the potential for impact if threatened species are identified. Provided mitigation measures are adhered to, there is expected to be a negligible impact on native vegetation from the Proposal.

Native and exotic fauna may incidentally use the vegetation within the Proposal area. The most commonly recorded threatened species nearby, the Grey-headed Flying Fox, relies on important winter and spring feed trees (DAWE, 2021). The vegetation expected for removal does not constitute an important winter or spring feed tree. Therefore, vegetation removal is not expected to impact foraging for the Grey-headed Flying Fox.

It is possible that Microchiropteran bats may be using the human made structures (such as the existing overbridge) that would be impacted during the construction phase. If any threatened bat species (or other non-threatened bats) are roosting in the human made structures, construction could result in the fatality of individuals if no mitigation is implemented prior to work commencing. Impacts would likely be more substantial if work is undertaken in winter as many microbats torpor/hibernate through winter (notably the Eastern False Pipistrelle and Large-eared Pied Bat). While injury or fatality may be caused, this is not expected to result in substantial impacts to broader populations. Pre-clearance surveys would also be carried out to minimise potential impacts on Microchiropteran bats, if present.

The biodiversity values that are expected to be impacted by the Proposal are limited in extent. Therefore, provided mitigation measures are adhered to, BC Act Tests of Significance and EPBC Act Assessments of Significance are not considered required. The Proposal is expected to have a minor negative impact on fauna which may include threatened fauna, provided mitigation measures are adhered to.

### Indirect impacts

The establishment and spread of weeds are the most likely indirect impacts expected from the Proposal. These impacts could occur within the Proposal area and adjoining environments which would notably have a negative impact on the native vegetation nearby (around Nugent Park north and south). There is the potential for WoNS and priority weeds to occur within and adjacent to the Proposal area. Any potential impacts to adjacent native vegetation from weed establishment is expected to be consistent with the existing use of the station (i.e. maintenance and regular train movement along the corridor).

Standard erosion and sedimentation mitigation measures would be implemented to minimise potential impacts to nearby waterways. Further assessment on potential hydrology and flooding impacts and mitigation measures have been provided in Section 6.9.

Construction equipment, vehicle, plant and increased construction worker presence may generate a temporary increase in noise, dust and vibration around the Proposal area. As work would predominately be undertaken during standard construction hours (with some night work), impacts from increased light pollution are expected to be minor. Further, as the Proposal is in an urbanised area, construction is not expected to cause considerable changes in noise, dust, vibration or light to the extent that there would be substantial impacts on flora or fauna.

### Operation

The operation of the Proposal would be largely consistent with the existing use of the station. Increased lighting from the Proposal and an increase in the number of customers using the station due to its improved accessibility is not expected to result in any substantial impacts to native fauna. Further, there may be potential positive benefits to flora and fauna with the additional plantings as required by Transport's *Tree and hollow replacement guidelines* (Transport, 2023d).

### Key Threatening Processes

Key Threatening Processes are listed under Schedule 4 of the BC Act and EPBC Act. There are no relevant Key Threatening Processes that have the potential to affect biodiversity values within the Proposal area. The proposed vegetation removal is not of a scale to cause significant impacts.

### Conclusion on significance of impacts

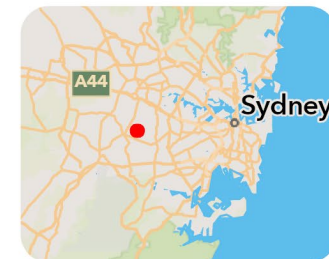
The Proposal is not likely to significantly impact threatened species or ecological communities or their habitats, within the meaning of the *Biodiversity Conservation Act 2016* or *Fisheries Management Act 1994* and therefore a Species Impact Statement or Biodiversity Development Assessment Report is not required.

The Proposal is not likely to significantly impact threatened species, ecological communities or migratory species, within the meaning of the EPBC Act.

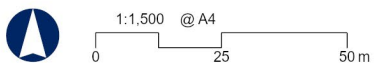




- |  |                     |  |                    |
|--|---------------------|--|--------------------|
|  | Proposal area       |  | Tree to be removed |
|  | Site compound       |  | Retained tree      |
|  | Vehicle access path |  | Train Station      |
|  | Tree removal area   |  | Railway            |



Source: Aurecon, TfNSW, NSW Spatial Services (DCS), ESRI



Projection: GDA2020 MGA Zone 56

## Safe Accessible Transport program - Chester Hill Review of Environmental Factors

Figure 6-11: Vegetation removal



## 6.7.4 Mitigation measures

Several mitigation measures and safeguards would be implemented to avoid, minimise and offset potential impacts to biodiversity in accordance with Transport guidelines. Specific mitigation measures are provided in Table 6-19 and standard mitigation measures are provided in Section 7.2.

Table 6-19 Site specific biodiversity mitigation measures

No.	Mitigation Measure	Responsibility	Timing
58	<p>A Flora and Fauna Management Sub-plan (FFMSP) will be prepared as part of the CEMP in accordance with the <i>Biodiversity Management Guideline EMF-BD-GD-0039</i> (Transport, 2024b). It will include, but is not limited to:</p> <ul style="list-style-type: none"> <li>plans showing areas to be cleared and areas to be protected</li> <li>pre-clearing survey requirements</li> <li>unexpected finds protocol</li> <li>weed and pathogen management protocols.</li> </ul> <p>Staff on site during pre-clearing surveys will need to be inducted so that there is an awareness for potential threatened species and their habitat and so that they can appropriately safeguard, manage and relocate any fauna if found during surveys.</p>	Contractor	Pre-construction Construction
59	Measures to avoid and/or minimise the removal of native vegetation and/or habitat removal shall be investigated during detailed design and implemented where feasible. This will include exploring opportunities to retain the two existing platform trees.	Contractor	Detailed design Pre-construction
60	Pre-clearance surveys shall be undertaken by a suitably qualified ecologist at a minimum for microbats in accordance with <i>Guide 1: Preclearing process</i> in Transport's <i>Biodiversity Management Guideline EMF-BD-GD-0039</i> (Transport, 2024b). If fauna is encountered, this will be undertaken in accordance with <i>Guide 9: Fauna handling</i> in Transport's <i>Biodiversity Management Guideline EMF-BD-GD-0039</i> (Transport, 2024b).	Contractor	Pre-construction
61	Should fauna be encountered during the work, Transport's <i>Guide 9: Fauna handling</i> in Transport's <i>Biodiversity Management Guideline EMF-BD-GD-0039</i> (Transport, 2024b) shall be applied. In the event that threatened species are encountered, Transport's unexpected finds procedure will be followed in accordance with <i>Guide 1: Preclearing process</i> in Transport's <i>Biodiversity Management Guideline EMF-BD-GD-0039</i> (Transport, 2024b).	Contractor	Construction
62	Tree protection zones shall be established for trees that are to be excluded from the vehicular access and site compound.	Contractor	Construction



6.7.5 Biodiversity offsets

As no significant impacts are expected to any nationally-listed threatened species or ecological communities, offsets would not be necessary in accordance with the Biodiversity Assessment Method and no Biodiversity Offset Strategy would be required.

The work would require the removal of two medium trees, none of which are hollow bearing trees. In accordance with the *Transport Tree and hollow replacement guidelines* (Transport, 2023d), trees should be replaced within the area as per the second column in Table 6-20.

As such, in accordance with Table 6-20, due to the removal of two medium trees, a total of eight trees are required to be planted for the Proposal.

Table 6-20 Tree and Hollow Replacement Guidelines (Transport, 2023d) replacement requirements

Tree size	Tree replacement requirements
Very large (DBH over 100 cm)	Plant minimum 16 trees
Large (DBH between 50 and 100 cm)	Plant minimum eight trees
Medium (DBH between 20 and 50cm)	Plant minimum four trees
Small (DBH between 5 and 20cm)	Plant minimum two trees
Hollow	Three artificial hollows for every occupied hollow removed

6.8 Contamination, landform, geology and soils

6.8.1 Methodology

The assessment of potential contamination within the Proposal area was informed by a Preliminary Site Investigation (PSI) by Cardno (now Stantec) (2022). The primary objective of the PSI was to assess whether soil contamination has the potential to exist within the Proposal area and whether further investigation is needed to determine the extent of any contamination. The PSI involved a review of historical aerial photographs, previous relevant contamination reports and NSW EPA records. The limited intrusive sampling program carried out as part of the PSI included soil sampling from the eastern part of the platform and from the northeastern corner of Nugent Park south.

A desktop review was also carried out to determine the landform, geology and soil characteristics of the Proposal area and its surrounds including a review of relevant geology, soils and contamination databases.

6.8.2 Existing environment

The Proposal is situated on the Cumberland Plain, which consists of Bringelly Shale and Ashfield Shale of the Wianamatta Group and features gently undulating plains and low hills (NSW Department of Environment and Conservation, 2005).

A review of the NSW EPA Contaminated Land Register on 17 June 2024 indicated that the Proposal area is not listed as a contaminated site, nor has the site been subject to any regulation under the *Contaminated Land Management Act 1997*. The closest site to the Proposal on the Contaminated Land Register is located on Miller Road around 500 metres south-west of the station and is occupied by CMA Australia Recycling.

A search of the eSPADE mapping identified that Chester Hill Station is not located on mapped areas of acid sulfate soils (DCCEEW, 1998).

Chester Hill Station has been in operation since 1924 and has undergone alterations to the station building in the 1980s and 1990s as well as the construction of canopies at the station in 1999. There is a potential for contamination, such as heavy metals and asbestos in fill materials. A preliminary conceptual site model (CSM) was developed as part of the PSI, which identified the following potential sources of contamination at the Proposal area:

- historical use of uncontrolled fill materials in the rail corridor
- historical railway activities
- offsite current and historical activities, including motor garages, service stations and dry cleaners.

Based on these sources, potential contaminants within the Proposal area include:

- those associated with railway yards, as identified by Australian Standard AS 4482. 1-2005 – Guide to the investigation and sampling of sites with potentially contaminated soils – Non-volatile and semi-volatile compounds, including:
  - hydrocarbons
  - arsenic
  - phenolics
  - heavy metals
  - nitrates and ammonia
  - hazardous building materials (including asbestos, lead paint, polychlorinated biphenyls and synthetic mineral fibres).
- those associated with uncontrolled fill material, including:
  - total petroleum hydrocarbons
  - benzene, toluene, xylene and naphthalene
  - polycyclic aromatic hydrocarbons
  - heavy metals
  - asbestos containing materials
  - organochloride and organophosphate pesticides
- those associated with motor garages and service stations, including:
  - heavy metals
  - total petroleum hydrocarbons
  - benzene, toluene, xylene and naphthalene
  - polycyclic aromatic hydrocarbons
- those associated with dry cleaners, including:
  - perchloroethylene.

Of the soil samples analysed in the PSI, no exceedances of the adopted human health and ecological criteria for commercial/industrial land use were identified for any contaminants of potential concern. In addition, no asbestos was detected within any sample.

### 6.8.3 Potential impacts

#### Construction

During construction of the Proposal, excavations for the construction of the foundation for the new elevated walkway, the lift shaft, canopy footings on the platform and along Chester Hill Road, kerb modifications and trenching for electrical upgrades would result in the greatest level of ground disturbance. Appropriate controls would be implemented to minimise potential for these activities to result in erosion and sedimentation impacts from exposed soil and any stockpiled material, including potential increases in sediment loads entering the stormwater system.

Excavations have the potential to expose contaminants which could present a health risk to people in the vicinity of the work if not adequately managed. The exposure of contaminants would also present an environmental risk associated with contaminants entering nearby waterways via the stormwater network. The proposed work within the station building also has the potential to disturb hazardous substances, such as asbestos or lead paint (subject to a hazardous building material survey). Construction plant and equipment has the potential to contaminate the soil through accidental fuel or chemical spills. These potential contamination impacts would be managed through the implementation of standard mitigation measures outlined in Section 7.2.

#### Operation

Operation of the Proposal is not expected to result in any notable impacts to contamination, geology and soils.

### 6.8.4 Mitigation measures

Standard mitigation measures that would be implemented to address contamination, landform, geology and soil impacts are detailed in Section 7.2. This includes erosion and sediment control measures, measures for the storage and use of hazardous materials, a hazardous materials survey prior to construction and measures to manage potential contamination or asbestos identified during construction. Investigation of the potential for pre-existing contamination would be carried out before the establishment of the site compound and at the end of occupation.

## 6.9 Hydrology and flooding

### 6.9.1 Methodology

A desktop hydrology study was carried out for the concept design to identify existing flood behaviour and the potential impacts of the Proposal on flood conditions (Aurecon, 2023c).

Information on groundwater within the Proposal area was also obtained from data collected from a monitoring well installed during an intrusive geotechnical investigation carried out for the Proposal (Stantec, 2022).

### 6.9.2 Existing environment

Chester Hill Station is located around 600 metres northeast of the Villawood Drain, around 1.4 kilometres west of Duck River and around three kilometres northeast of Prospect Creek and the Georges River. Historic flooding has not been recorded at Chester Hill Station, however flooding is noted to be possible during high rainfall events along the platform and railway corridor, with one per cent annual exceedance probability (AEP) flooding mapped within the rail corridor (City of Canterbury Bankstown, 2024). The existing platform drainage involves a two-way fall, resulting in stormwater runoff draining to both sides of the platform.

A groundwater monitoring well was installed during geotechnical investigations at a borehole drilled within the platform adjacent to the proposed location for the lift shaft. The standing groundwater level in the monitoring well was measured on 3 November 2022 as 7.1 metres below ground level. The water level has been assessed as being approximately two metres below the top



of the rail formation at the station (at the ground level of the cutting where the platform and railway tracks are located). Groundwater was not encountered at a borehole established in Nugent Park south.

### 6.9.3 Potential impacts

#### Construction

Excavation work has the potential to generate erosion and sediment impacts to nearby waterways, including the Villawood Drain and Duck River during work such as the construction of the foundation for the elevated walkway and lift shaft, and trenching work for electrical upgrades. This impact would most likely occur during a high rainfall event that would increase water flows through the Proposal area. However, this impact would be minimised through the implementation of erosion and sediment controls as outlined in Section 7.2. As such, any residual impact following implementation of mitigation measures would be minor and localised.

In a high rainfall event, there is potential that flooding may disrupt construction activities on the station platform. Weather forecasts would be regularly monitored during construction. In the event of high rainfall, work would cease and equipment and materials would be removed from the affected area.

There are also potential impacts from accidental spills or inadequate fuel and chemical storage practices resulting in localised contamination of water quality. This impact would be minimised through implementation of mitigation measures outlined in Section 7.2. As such, any impacts on water quality from spills or chemical storage are expected to be minor and localised.

The proposed lift pit depth would be approximately 1.4 metres deep, while the depth of platform foundations and pile caps would be determined during detailed design. It is unlikely the Proposal would intercept groundwater during most earthworks and excavation activities. Minor volumes of groundwater may enter deeper excavations if they extend into the groundwater table. While this could lead to leaching of pollutants to groundwater, large volumes of dewatering or groundwater extraction is unlikely to be required. Should groundwater be encountered during excavation, it would be managed in accordance with Transport and NSW EPA guidelines.

#### Operation

The Proposal would result in minor adjustments to stormwater drainage, including provision of new stormwater drainage connections from the new canopies. As these connections would generally be providing like-for-like connections to the existing stormwater drainage network, the upgrades are not expected to substantially increase the volume of water entering the local stormwater drainage network.

The Proposal would include platform regrading, which would involve the platform drainage being changed from a two-way fall to a one-way fall, resulting in increased stormwater runoff to the northern track and reduced stormwater runoff to the southern track. It is assumed that this increase in stormwater runoff as a result of platform regrading would have no significant impact to track drainage.

The Proposal is anticipated to have little impact on the hydrology of the surrounding area. The regrading of the platform and footpaths along Chester Hill Road is not expected to have a significant impact on hydrology or flooding. This is because regrading would be relatively minor and limited to levelling out footpaths and the platform in areas where the existing surfaces are currently steeper than legislative accessibility requirements. In addition, the Proposal would not lead to a substantial increase in impervious surfaces compared to the existing conditions.

There would be no impacts to groundwater as a result of the operation of the Proposal.

6.9.4 Mitigation measures

Standard mitigation measures would be implemented to address potential hydrology, flooding, surface water and groundwater impacts as detailed in Section 7.2. This would include procedures for appropriate storage and use of hazardous materials and refuelling of vehicles during construction.

In addition, site specific measures to confirm and manage potential impacts on flooding from the Proposal are included in Table 6-21.

Table 6-21 Site specific hydrology mitigation measures

No.	Mitigation Measure	Responsibility	Timing
69	Weather forecasts will be regularly monitored during construction and if there is a high rainfall event work will cease and equipment and materials shall be removed from the affected area.	Contractor	Construction

6.10 Greenhouse gas

6.10.1 Methodology

Transport generally utilises the Transport Carbon Tool for tracking and reporting carbon throughout design and construction phases of project development. The Transport Carbon Tool has been designed to help standardise greenhouse gas assessment and reporting throughout project delivery. The tool assesses scope 1, scope 2 and scope 3 emissions. The three scopes as defined by the National Greenhouse Emissions Reporting Scheme (Clean Energy Regulator, 2023) are described in Table 6-22 below.

Table 6-22 Greenhouse Gas (GHG) emission scopes

Emission	Definition
Scope 1	Scope 1 GHG emissions are the emissions released to the atmosphere as a direct result of an activity, or series of activities at a facility level related to the Proposal. Scope 1 emissions are sometimes referred to as direct emissions.
Scope 2	Scope 2 GHG emissions are the emissions released to the atmosphere from the indirect consumption of an energy commodity. For example, ‘indirect emissions’ come from the use of electricity produced by the burning of coal in another facility.
Scope 3	Scope 3 GHG emissions are indirect GHG emissions other than scope 2 emissions that are generated in the wider economy. They occur as a consequence of activities of a facility, but from activities not owned or controlled by the facility’s business, for example the extraction and production of purchased materials.

The GHG emissions from construction of the Proposal were estimated using the Transport Carbon Tool.

## 6.10.2 Existing environment

The transport sector accounts for 19 percent of NSW's greenhouse gas emissions. Although 77 per cent of the transport sector emissions are associated with users of the road network, Transport's direct operations account for only five per cent of the sector emissions.

## 6.10.3 Potential impacts

### Construction

The construction of the Proposal would result in the generation of GHG emissions through:

- minor vegetation removal, reducing the carbon sequestration capacity of the local environment
- the decomposition of green waste and mulch, releasing carbon dioxide
- direct emissions of carbon dioxide, methane and nitrous oxide from the use of plant and equipment emitting exhaust fumes
- usage of electricity from fossil fuels
- production and use of materials that have high embodied energy content such as concrete.

### Operation

During the operation of the Proposal, GHG emission sources would include:

- electricity usage for operation of the lift
- maintenance of the Proposal which includes infrastructure repairs and fuel use for the operation of the plant and equipment to perform the maintenance activities
- electricity usage for lighting, CCTV, the PA system and hearing augmentation.

However, as the Sydney Trains network operates with net zero emissions from electricity consumption, electricity sourced from the network may have negligible generation of GHG emissions.

## 6.10.4 Mitigation measures

Opportunities to reduce emissions associated with both construction and operation would be investigated and implemented throughout detailed design and construction. Standard mitigation measures to address greenhouse gas impacts are identified in Section 7.2, including the requirement to carry out a carbon footprint exercise during detailed design using the Transport Carbon Tool.

## 6.11 Climate resilience

### 6.11.1 Methodology

Transport's climate change risk assessment is generally described in Table 6-23 below.

Table 6-23 Climate change risk assessment approach (Transport for NSW)

Type	Assessment step	Mitigation Measures
Climate risk pre-screening	Pre-screening	The first stage of the pre-screening process determines whether the project is likely to be impacted by climate change, through assessing historical and current exposure.
	Risk screening	The second stage of screening aims to identify potential exposure to relevant future climate change impacts.
	Risk assessment	Formulate the risk scenarios using the relationships identified in the pre-screening and risk screening stage. Each risk scenario is then analysed in detail by assigning a 'likelihood' and 'consequence' rating. Existing controls/standards should be identified and residual risk ratings selected.
Detailed climate risk assessment and evaluation (undertaken where the screening identifies extreme, very high or high risks)	Risk evaluation	The purpose of risk evaluation is to identify which of the risks require treatment. Treatments designed to mitigate the risks should be applied to residual risks evaluated as extreme or high. Risks evaluated as negligible or low do not require any further consideration.
	Risk treatment / adaptation	Involves the development of risk treatments that can reduce the residual risk rating so that at a minimum, no high, very high, or extreme risks remain after an adaptation pathway has been identified.

A Detailed Climate Risk Assessment was developed by Aurecon (2023c) which followed the approach outlined in Table 6-23 to determine the climate-related risks for the Proposal.

### 6.11.2 Existing environment

Globally average air temperature has warmed by over  $1.2 \pm 0.1$  °C since records began in 1850 (based on 2020 data). Despite La Niña cooling conditions, 2020 was one of the three warmest years on record and the last decade is the warmest on record.

Increasing global mean temperatures and changes to the average climate system, driven primarily by higher carbon dioxide levels due to human influence, lead to higher frequency and intensity of extreme weather events globally and in Australia. Significantly, the projected recurrence and intensity of extreme weather events can occur much faster and have a more significant impact than changes to the average climate system state.

In Australia, nine out of the top ten warmest years ever recorded have occurred since 2005, with 2019 marking the warmest year on record for NSW. Penrith in western Sydney reached 48.9 °C on 4 January 2020, the highest observed in an Australian metropolitan area.

Climate change has impacted Australia and NSW by increasing the severity and frequency of heatwaves, bushfires, extreme rainfall, flooding and landslides, drought, and extreme winds and cyclones.



Sydney's climate is characterised as warm temperate, meaning the region has a low daily temperature range and four distinct seasons. Mild winters with low humidity as well as hot to very hot summers with moderate humidity can be experienced. The closest automatic weather station (AWS) to Chester Hill Station is Bankstown Airport AWS, located around 3.4 kilometres south. In 2023, the Bankstown Airport AWS recorded the highest mean temperature in January (28.5°C) and the lowest mean temperature in July (17.4°C). The highest mean rainfall was recorded in March (112 millimetres) and the lowest mean rainfall was recorded in September (44.5 millimetres) (Bureau of Meteorology, 2023). It is anticipated that these conditions would be largely consistent with weather conditions at Chester Hill Station.

An assessment of heat vulnerability was carried out for Chester Hill Station as part of the Climate Risk Assessment Report (Aurecon, 2023d). The heat vulnerability index (HVI) was used to indicate vulnerability to urban heat island impacts based on exposure to heat, sensitivity to heat, and adaptive capacity. Chester Hill Station is noted to have a HVI score of 5 (highest possible score), indicating high exposure to heat, high sensitivity to heat, and a low adaptive capacity.

An assessment of disaster resilience was also carried out using the Australian Disaster Resilience Index to assess factors such as resource availability and the ability of an area to prepare for, absorb and recover from natural disasters. Chester Hill Station is noted to have a moderate rating, meaning it has some capacity to use available resources to cope with adverse events, and some capacity to adjust to change through adaptation and transformation.

### 6.11.3 Potential Impacts

#### Construction

The potential impacts of climate change are expected to be minimal due to the relatively short timeframe of the construction phase of the Proposal, as described in Section 3.3.3. For this reason, a risk assessment for the construction phase of the Proposal is not warranted.

Transport standard risk management controls carried out during construction would be sufficient to manage any risk associated with current climatic conditions.

#### Operation

Climate-related risks for the Proposal included risks relating to heatwaves, extreme rainfall, flooding, drought and hail. All risks were identified as low, aside from two medium heat-related risks.

The heat-related risks are associated with heating of surfaces on hot days, creating a hazard for customers and staff, and heating on pedestrians and cyclists. The replacement of canopies, increase in canopy cover on the platform and replacement tree planting as part of the Proposal would contribute to minimising these risks.

### 6.11.4 Mitigation measures

Standard mitigation measures to address climate resilience impacts are identified in Section 7.2. This would include appointment of a Sustainability Officer to oversee implementation of sustainability objectives for the Proposal and development of a Sustainability Management Plan (SMP) to detail the approach to managing sustainability requirements and opportunities during design and construction.

## 6.12 Other impacts

### 6.12.1 Existing environment and potential impacts

Other potential impacts as a result of the Proposal are summarised in Table 6-24.

Table 6-24 Other potential impacts

Environmental factor	Existing environment	Potential impacts
Waste	Chester Hill Station currently contains general waste bins and recycling bins on the platform in addition to general waste bins along the canopy approaches to the station on Chester Hill Road. Additional general waste bins are located in Nugent Park north as well as at bus stops on Chester Hill Road and Waldron Road. Waste is removed from site by licenced waste contractors and disposed of at licenced waste facilities.	<p><b>Construction</b></p> <p>During construction of the Proposal, the following waste streams are anticipated to be generated:</p> <ul style="list-style-type: none"> <li>• excavated material</li> <li>• demolition waste (bricks, concrete, steel)</li> <li>• electrical wiring and conduit waste</li> <li>• packaging from the delivery of materials</li> <li>• green waste</li> <li>• general waste from construction workers.</li> </ul> <p>As is outlined in Section 3.2.4, waste would be reused or recycled where possible. This would include the potential reuse of bricks from station building demolition work.</p> <p><b>Operation</b></p> <p>The Proposal is not anticipated to result in increased waste during operation. Bins would be reinstated as required on the platform and the bin on Chester Hill Road would be relocated based on the locations of new accessible seating. This would allow for improved waste management practices for all users of the station.</p> <p>Standard mitigation measures to address waste and resource use impacts are identified in Section 7.2, including the development of a Waste Management Plan.</p>

Environmental factor	Existing environment	Potential impacts
Air quality	<p>Based on the existing land uses surrounding the Proposal, the existing air quality is characteristic of an urban environment with transport emission influences. The Proposal is located within the Sydney Central West monitoring region, with the closest air quality monitoring station to the Proposal being the Lidcombe air quality monitoring station (located around 4 km east). A search of recent air quality data on 19 June 2024 at the Lidcombe monitoring station shows mostly 'good' air quality in relation to particulate matter (PM), nitrogen dioxide, carbon monoxide, ozone and sulphur dioxide, with some 'fair' measurements for PM<sub>2.5</sub> (particles with a diameter of 2.5 micrometres or less) in late May 2024.</p> <p>Potentially affected receivers within the vicinity of the Proposal include the following:</p> <ul style="list-style-type: none"> <li>customers at Chester Hill Station</li> <li>local residents</li> <li>users of nearby commercial areas</li> <li>pedestrians walking along Chester Hill Road and other nearby streets.</li> </ul>	<p><b>Construction</b></p> <p>During construction, air quality impacts would be associated with the generation of dust and emissions from on-site machinery and associated vehicular traffic.</p> <p>Anticipated sources of dust generating activities include:</p> <ul style="list-style-type: none"> <li>loading and transfer of materials from trucks</li> <li>excavation activities associated with the construction of the foundation for the elevated walkway and lift shaft, kerb modifications and trenching for electrical upgrades</li> <li>construction activities associated with platform building modifications and platform regrading.</li> </ul> <p>The Proposal would have minimal air quality impacts as it would not involve extensive excavation resulting in significant quantities of dust. Appropriate measures would be implemented to manage dust impacts from excavations.</p> <p><b>Operation</b></p> <p>The operation of plant and equipment would result in increases in exhaust emissions, however these impacts are anticipated to be localised, short-term and minor. Standard mitigation measures, which outline measures to be incorporated into the CEMP to manage air quality impacts, are identified in Section 7.2.</p> <p>Overall impacts of air quality during the operation of the Proposal are considered minimal as the Proposal would not result in a significant change in land use.</p>

Environmental factor	Existing environment	Potential impacts
Hazard and risk	<p>The Proposal area is not located on land mapped as bushfire prone. The nearest section of bushfire prone land mapped by the NSW Rural Fire Service is about two kilometres south-west of the Proposal area (Vegetation Category 1 land mapped in Landsdowne Park).</p> <p>As is noted in Section 3.5, utilities including water and communication services pass through the Proposal area.</p> <p>Existing hazards at Chester Hill Station include the potential for customers to fall from the platform onto the railway tracks and hazards associated with pedestrians walking along Chester Hill Road, Waldron Road and Wellington Road near moving vehicles.</p> <p>Additionally, the existing stair-only access to the station, as well as the uneven platform grade and the step leading to the existing toilet presents hazards for customers with accessibility needs.</p>	<p><b>Construction</b></p> <p>Construction activities that may increase bushfire risk during construction include mulch stockpiling, hot work such as welding and fuel/chemical storage. As these activities would occur within the Proposal area and site compound away from bushfire prone land, and there is no contiguous vegetated connection to bushfire prone land, the Proposal is not expected to result in bushfire impacts.</p> <p>There may be temporary disruption to utilities during construction where relocation is required. This would be managed in consultation with utility providers to minimise disruptions to customers.</p> <p><b>Operation</b></p> <p>The operation of the Proposal would reduce safety hazards for customers with accessibility needs. The construction of lift access to the platform would improve safe access to the station for all customers, while the regrading of the platform would reduce existing risks for customers with accessibility needs during operation of the Proposal. Other Proposal features such as platform TGSIs, hearing induction loops and the extension of canopies to the boarding assistance zone would also reduce safety risks for customers with accessibility needs.</p> <p>The Proposal would not result in permanent changes to bushfire impacts or ongoing utilities during operation.</p> <p>Standard mitigation measures to address hazards and risk impacts would be incorporated into the CEMP, as outlined in Section 7.2.</p>

### 6.12.2 Mitigation measures

Standard mitigation measures outlined in Section 7.2 would be implemented to minimise impacts to waste and resource use, air quality and hazards and risk as part of the Proposal.

## 6.13 Cumulative impacts

### 6.13.1 Study area

The cumulative impact assessment has considered projects within the suburb of Chester Hill.



6.13.2 Broader program of work

Cumulative impacts occur when two or more projects are carried out concurrently and in close proximity to one another. The impacts may be caused by both construction and operational activities and can result in a greater impact to the surrounding area than would be expected if each project was undertaken in isolation. Multiple projects undertaken at a similar time/similar location may also lead to construction fatigue, particularly around noise, traffic and air quality impacts, if not appropriately managed.

The nearest stations proposed for upgrade as part of the Safe Accessible Transport program are Bardwell Park Station (located around 13 kilometres southeast), Lewisham Station (located around 14 kilometres east) and Macquarie Fields Station (located around 16 kilometres southwest).

6.13.3 Other projects and developments

A search of the NSW Government’s Major Projects Portal and the City of Canterbury Bankstown Development Application Register on 28 June 2024 identified three projects with the potential for cumulative impacts alongside the Proposal. This project is outlined in Table 6-25.

Table 6-25: Past, present and future projects

Project	Construction impacts	Operational impacts
<b>Sydney Metro City &amp; South West</b> This project would involve the upgrade of the T3 Bankstown Line between Sydenham and Bankstown to include metro rail as part of the wider Sydney Metro project. A full shutdown of the T3 Bankstown Line for the Sydney Metro City & Southwest project would occur between Sydenham and Bankstown for a period of up to 12 months (commencing between July and October 2024). Chester Hill Station will be indirectly impacted by this shutdown before the Proposal construction commences.	Key construction impacts as part of this project would include: <ul style="list-style-type: none"><li>impacts to the T3 Bankstown Line, which would result in a requirement for alternative public transport arrangements during construction to minimise impacts on customers during rail possession periods and station closures</li><li>increases in noise near stations and the rail line as a result of construction being carried out both during standard hours and at night</li><li>impacts to community infrastructure and businesses (including the cessation of some businesses) located near the project area mainly as a result of impacts to amenity and access arrangements.</li></ul>	Operational benefits of this project would include: <ul style="list-style-type: none"><li>the provision of more than twice as many trains per hour in peak periods, reducing the waiting time for customers, and significantly improving the capacity and reliability of the rail network</li><li>improved access to job opportunities and housing choices across Sydney as a result of reduced travel times and ease of public transport access</li><li>accessibility improvements that would be provided along paths to, and within, stations which would provide safe and accessible public transport for all users.</li></ul>
<b>Abel Tasman Village Seniors Housing</b> The project would involve the redevelopment of	Construction of this project would involve the following: <ul style="list-style-type: none"><li>demolition of an existing service station and</li></ul>	The operation of the project is anticipated to result in social benefits as a result of increased seniors housing, including independent living units and a

Project	Construction impacts	Operational impacts
<p>the existing seniors housing development, including the construction and operation of five buildings, the highest of which would be up to seven storeys. An EIS is currently being prepared for three of the buildings, which would include 55 independent living units and an additional 106 beds in a residential care facility. If development consent is granted, this project would be located around 150 metres northwest of Chester Hill Station on Waldron Road.</p>	<p>remediation of the site as needed</p> <ul style="list-style-type: none"> <li>• tree removal</li> <li>• excavations to accommodate basement parking</li> <li>• demolition of existing buildings</li> <li>• construction of the new buildings and driveway access from Waldron Road.</li> </ul> <p>These activities are anticipated to result in the following impacts:</p> <ul style="list-style-type: none"> <li>• increased traffic movements from construction vehicles</li> <li>• noise impacts from demolition and construction work and vehicular movements</li> <li>• dust impacts from excavations</li> <li>• tree removal</li> <li>• potential stormwater impacts as a result of runoff following excavations.</li> </ul>	<p>residential care facility. The project is also anticipated to result in potential adverse visual impacts for nearby residents as a result of buildings being taller than existing structures in the area.</p>
<p><b>South Granville Warehouse and Distribution Centre</b></p> <p>This project would involve the construction and operation of an industrial logistics and distribution facility. The facility would include three warehouse buildings, parking facilities and landscaping works. If development consent is granted, this project would be located around two kilometres north of the Proposal.</p>	<p>Construction of this project would result in the following impacts:</p> <ul style="list-style-type: none"> <li>• localised visual impacts associated with the presence of construction vehicles and equipment, and the erection of new structures</li> <li>• traffic impacts associated with the delivery of materials and construction worker movements</li> <li>• potential contamination finds requiring remediation</li> <li>• noise and vibration impacts associated with construction activities</li> <li>• the removal of 0.41 hectares of native vegetation</li> <li>• air quality impacts associated with dust emissions during construction works.</li> </ul>	<p>The operation of this project would result in the following impacts:</p> <ul style="list-style-type: none"> <li>• visual impacts from the presence of new structures, up to 19.72 metres high</li> <li>• traffic impacts associated with distribution and logistics activities</li> <li>• operational noise impacts associated with truck movements, loading dock activities and internal warehouse activities</li> <li>• operational air quality impacts associated with emissions from vehicles.</li> </ul>

### 6.13.4 Potential impacts

The scoping report for the Abel Tasman Village Seniors Housing project (the Abel Tasman development) does not include indicative timeframes for construction and operation. As such, the potential impacts outlined in Table 6-26 have assumed some overlap in the construction periods of the Abel Tasman Village Seniors Housing and the Proposal. Construction works for the South Granville Warehouse and Distribution Centre are anticipated to take around two years to complete, subject to receiving approval. Due to the anticipated access route for construction vehicles of the South Granville project, if the construction coincides with this Proposal, Waldron Road is expected to be impacted with increased traffic movements from construction vehicles.

Table 6-26 Potential cumulative impacts

Environmental factor	Construction impacts	Operational impacts
Traffic	<p>Cumulative traffic impacts are anticipated to result from the Proposal alongside the shutdown of the T3 Bankstown Line between Sydenham and Bankstown as part of the Sydney Metro City &amp; South West project. Although Chester Hill Station would remain operational during this shutdown, it would be indirectly impacted before the Proposal construction commences. Bus routes travelling to and surrounding Chester Hill Station may experience potential route and timetable changes as a result of this shutdown. In addition, the wider road network would see an increase in buses as a result of bus replacements for train services at other non-operational stations. Sydney Metro's comprehensive temporary transport plan will be in place to support this shutdown, which will include dedicated, frequent bus routes, including express routes. Extensive consultation will be carried out with affected customers and communities in the lead up to this shutdown period. In addition, an increase in parking demand surrounding Chester Hill Station may occur as a result of public transport users needing to access train services from the station or bus services surrounding the station where their usual station is not operating. This would result in greater numbers of commuters and construction workers for this Proposal using local roads for parking near the station.</p> <p>Cumulative traffic impacts may result if construction periods for the Abel Tasman Seniors Housing project were to overlap with the construction period of the Proposal. The Abel Tasman Seniors Housing project would primarily use Waldron Road for construction vehicle</p>	<p>The operation of the Proposal alongside the Sydney Metro City &amp; South West project would result in operational benefits to communities. Customers across the transport network would have greater access to public transport services as a result of accessibility upgrades of Chester Hill Station alongside the construction of accessible metro stations with frequent and fast services.</p> <p>The operation of the Proposal alongside the Abel Tasman Seniors Housing project and the South Granville Warehouse and Distribution Centre project is not anticipated to result in cumulative traffic impacts, given the Proposal would not result in increases in operational road traffic. A cumulative benefit would result from the proximity of the Abel Tasman Seniors Housing project to the accessibility upgrades at Chester Hill Station due to the improved ability for residents of the seniors housing precinct to access the station and the wider public transport network through Proposal features such as the new lift and accessible footpaths and platform.</p>

Environmental factor	Construction impacts	Operational impacts
Noise	<p>access, which would lead to an increase in traffic on Waldron Road. Construction traffic impacts from the Proposal are anticipated to be minimal and as such cumulative impacts would be minimal. Construction vehicles from the Abel Tasman Seniors Housing project may be required to use the detours in place for the temporary road closures for the Proposal. However, Waldron Road between Miller Road and Hector Street is only suitable for heavy vehicles less than three tonnes, meaning some alternate detour routes may need to be used where required.</p> <p>The construction of the South Granville Warehouse and Distribution Centre could generate construction traffic from the delivery of plant and equipment and for construction worker travel utilising Waldron Road.</p> <p>As such, if the construction of this project coincides with the Proposal, Waldron Road is expected to be impacted by a cumulative increase in traffic movements from construction vehicles. Cumulative traffic impacts are anticipated to be minor given the majority of construction traffic generated by the Proposal is anticipated to arrive at the station via Chester Hill Road and would primarily occur outside of peak hours.</p>	
	<p>Temporary cumulative noise impacts may result from the construction of the Proposal alongside changes to bus routes required for the shutdown of the T3 Bankstown Line as part of the Sydney Metro City &amp; South West project. There is the potential for minor increases in overall noise levels as a result of the construction activities at Chester Hill Station alongside road traffic noise increases from replacement buses and alternate bus routes. The noise and vibration assessment carried out for the Sydney Metro City &amp; South West project notes that road traffic noise levels are anticipated to increase on a number of roads as a result of alternate bus arrangements, however the roads around Chester Hill Station are not noted as being affected. As such, any increase in noise levels as a result of the construction of the Proposal alongside increases in road traffic noise levels from</p>	<p>Given the Proposal is not anticipated to result in operational noise and vibration impacts, there are no cumulative operational noise impacts anticipated as a result of the Proposal alongside other nearby developments.</p>



Environmental factor	Construction impacts	Operational impacts
	<p>alternate bus arrangements would be negligible.</p> <p>If construction of the Proposal and the Abel Tasman Seniors Housing project were to coincide, cumulative noise impacts may result from concurrent construction activities near sensitive receivers. The developments are around 150 metres apart and impacts at any particular receiver would typically be controlled by the closer work activity. In addition, a Construction Noise and Vibration Management Plan (CNVMP) would be prepared for the Proposal, which would include details of construction activities and an indicative schedule for construction, as well as detail what reasonable and feasible actions and measures shall be implemented to minimise noise impacts, including potential cumulative noise impacts.</p> <p>Given the distance of the South Granville Warehouse and Distribution Centre from the Proposal (around two kilometres), cumulative construction noise impacts are not anticipated from this development.</p>	
Air quality	<p>While there is the potential for dust impacts from excavation activities related to building foundations and landscaping at the Abel Tasman Village Seniors Housing project to occur at the same time as dust emissions from excavations as part of the Proposal, this is anticipated to be a minor cumulative impact, as dust impacts generated by the Proposal are considered to be minor (Section 6.12.1). There is the potential for cumulative air quality impacts from emissions from construction vehicles from other developments and from alternate bus arrangements required for the shutdown of the T3 Bankstown Line as part of the Sydney Metro City &amp; South West project. These are anticipated to be minor and would not result in major impacts to human health.</p>	Cumulative operational air quality impacts are not anticipated.

Environmental factor	Construction impacts	Operational impacts
Social	<p>There is a potential for cumulative social impacts to occur should the construction period of the Proposal coincide with the Abel Tasman Seniors Housing project. Impacts would include cumulative amenity impacts such as traffic, noise and air quality impacts and the potential for construction fatigue. Given the relatively localised extent of construction for each project, these impacts are anticipated to be temporary and minor. The proximity of the Proposal to the South Granville Warehouse and Distribution Centre project has the potential to contribute to cumulative traffic impacts, with minor increases in traffic on Waldron Road and potential delays for local residents. In addition, minor traffic impacts may result due to the shutdown of the T3 Bankstown Line as part of the Sydney Metro City &amp; South West project, which would include increases in buses on the wider road network as a result of required temporary transport arrangements. This may result in minor cumulative increases in road traffic alongside the construction traffic required for the Proposal.</p>	<p>The Abel Tasman Seniors housing project's proximity to Chester Hill Station would result in cumulative operational social benefits. This is due to an increase in elderly residents living near the accessible station, which would allow them easier access to both the station and the wider public transport network.</p> <p>Due to the distance of the South Granville Warehouse and Distribution Centre from Chester Hill Station (around two kilometres), there are no anticipated cumulative operational social impacts.</p> <p>The Sydney Metro City &amp; South West project would result in operational benefits to the wider transport network alongside the Proposal, including improvements in access to public transport services as a result of accessibility upgrades of Chester Hill Station alongside the construction of accessible metro stations with frequent and fast services.</p>
Biodiversity	<p>The Abel Tasman development is located approximately two kilometres from Chester Hill Station and would require tree removal for the construction of new buildings.</p> <p>The Proposal would require the removal of two trees on the station platform and these would be offset through replanting in the local area. Opportunities would also be explored to retain the two platform trees during detailed design. Given the distance from the Proposal area cumulative biodiversity impacts are not anticipated.</p> <p>Given the distance between the Proposal and the South Granville Warehouse and Distribution Centre and stations being upgraded as part of the Sydney Metro City &amp; South West project, cumulative biodiversity impacts are not anticipated.</p>	<p>Cumulative operational biodiversity impacts are not anticipated.</p>

### 6.13.5 Mitigation measures

Standard mitigation measures to address cumulative impacts are identified in Section 7.2. The potential cumulative impacts associated with the Proposal would be further considered as the design develops and as further information regarding the location and timing of potential developments is released. Appropriate mitigation strategies would be incorporated into the CEMP.

## 7. Environmental management

This chapter describes how the Proposal would be managed to reduce potential environmental impacts during detailed design, construction and operation. A framework for managing potential impacts is provided. A summary of site-specific environmental mitigations is provided and the licence and/or approval requirements required prior to construction are listed.

### 7.1 Environmental management plans (or system)

Mitigations measures have been identified in the REF in order to minimise adverse environmental impacts, including social impacts, which could potentially arise as a result of the Proposal. Should the Proposal proceed, these mitigations measures would be incorporated into the detailed design and applied during the construction and operation of the Proposal.

A Construction Environmental Management Plan (CEMP) would be prepared to describe the mitigations measures identified. The CEMP would provide a framework for establishing how these measures would be implemented and who would be responsible for their implementation.

The CEMP would be prepared prior to construction of the Proposal and must be reviewed and certified by the TE&SR, prior to the commencement of any on-site works. The CEMP would be a working document, subject to ongoing change and updated as necessary to respond to specific requirements. The CEMP would be developed in accordance with the specifications set out in Section 7.2.

## 7.2 List of mitigation measures

Mitigation measures outlined in this REF would be incorporated into the detailed design phase of the Proposal and during construction and operation of the Proposal, should it proceed. These mitigation measures would minimise any potential adverse impacts arising from the proposed works on the surrounding environment. The mitigation measures are listed in Table 7-1.

Table 7-1: Mitigation measures

No.	Mitigation measure	Responsibility	Timing
<b>General</b>			
1.	<p><b>Construction Environmental Management Plan</b></p> <p>A Construction Environmental Management Plan (CEMP) shall be prepared and implemented prior to the commencement of construction which addresses the following matters, as a minimum:</p> <ul style="list-style-type: none"> <li>a) project risk assessment including environmental aspects and impacts</li> <li>b) high level traffic and pedestrian management (noting a separate Traffic Management Plan (TMP) may be required subject to other Transport requirements)</li> <li>c) urban design, landscape character and visual amenity</li> <li>d) noise and vibration management, including traffic noise generated by the Proposal</li> <li>e) water and soil management</li> <li>f) air quality management (including dust suppression)</li> <li>g) Aboriginal and non-Aboriginal heritage management</li> <li>h) biodiversity management</li> <li>i) storage and use of hazardous materials</li> <li>j) contaminated land management (including acid sulfate soils)</li> <li>k) weed management</li> <li>l) waste management</li> <li>m) bushfire risk</li> <li>n) environmental incident reporting and management procedures</li> <li>o) non-compliance and corrective/preventative action procedures</li> <li>p) details of approvals, licences and permits required to be obtained under any other legislation for the Proposal.</li> </ul>	Contractor	Pre-construction

The CEMP shall:



No.	Mitigation measure	Responsibility	Timing
	<ul style="list-style-type: none"> <li>i. detail how the Contractor shall comply with the Conditions of Approval, mitigation measures, conditions of any licences, permits or other approvals issued by government authorities for the Proposal, all relevant legislation and regulations, and accepted best practice management</li> <li>ii. comply with the relevant requirements of <i>Environmental Management Plan Guideline – Guideline for Infrastructure Projects</i> (NSW Department of Planning Industry and Environment, 2020)</li> <li>iii. include an environmental compliance matrix for the Proposal (or such stages of the Proposal as approved by the Transport Environment and Sustainability Representative (TESR)) that details compliance with all relevant conditions and mitigation measures</li> <li>iv. include an Environmental Policy.</li> </ul> <p>The CEMP shall be reviewed and updated at six monthly intervals (unless otherwise approved with the TESR) and in response to any actions identified as part of the TESR’s review of the document or in response to scope changes or modifications. Updates to the CEMP shall be made within seven days of the completion of the review or receipt of actions identified in the Transport review of the document.</p> <p>The CEMP must be approved by the DES or delegate prior to the commencement of construction and following review, and be implemented for the construction.</p>		
2.	<p><b>Environmental Controls Map</b></p> <p>An Environmental Controls Map (ECM) shall be prepared in accordance with Transport’s Environmental controls map guideline (Transport, 2023e) prior to the commencement of construction for implementation for the construction. The ECM is to be approved by the TESR and may be prepared in stages, as set out in the CEMP.</p> <p>A copy of the ECM shall be submitted to the TESR for review and written approval in accordance with mitigation measure 4.</p> <p>The ECM shall be prepared as a map – suitable for enlargement to both A0 and A3 sizes to be mounted on the wall of a site office and included in site inductions, supported by relevant written information.</p> <p>Updates to the ECM shall be made within seven days of the completion of the review or receipt of actions identified by any TESR audit of the document and submitted to the TESR for written approval.</p>	Contractor	Pre-construction

No.	Mitigation measure	Responsibility	Timing
3.	<p><b>Site Induction</b></p> <p>Prior to the commencement of construction, all contractors shall be inducted on the key project environmental and sustainability risks, procedures, mitigation measures and conditions of approval. The induction shall be given by the Environmental Personnel and as a minimum will include:</p> <ul style="list-style-type: none"> <li>• details of the approved ECM as required by mitigation measure 2 and where the ECM is located on site, and a briefing on the CEMP as required by mitigation measure 1</li> <li>• information on the protection measures to be implemented to protect vegetation, penalties for breaches and location of areas of sensitivity</li> <li>• preliminary identification of Aboriginal cultural heritage material. This training shall include information such as the importance of Aboriginal cultural heritage material and places to the Aboriginal community, as well as the legal implications of removal, disturbance and damage to any Aboriginal cultural heritage material and sites.</li> </ul> <p>A heritage induction informing contractors of the location of known heritage items and guidelines to follow if unanticipated heritage items or deposits are located during construction.</p>	Contractor	Pre-construction
4.	<p><b>Transport Environmental Management Approvals</b></p> <p>Requirements for documents, plans or programs which must be reviewed and approved by the TESR (including the CEMP) are outlined in the mitigation measures. All reviews and approvals associated with these mitigation measures shall meet the following requirements (unless otherwise approved by the TESR or DES or if specifically noted in a mitigation measure):</p> <ol style="list-style-type: none"> <li>a) completed consultation with government agencies and relevant service/utility providers and evidence of consultation submitted with the plan</li> <li>b) a copy of the plan submitted to the TESR for review at least 21 days prior to commencement of Construction or the related works being commenced</li> <li>c) any comments made by the TESR in accordance with b) must be adequately addressed prior to submission for approval</li> <li>d) a copy of the plan submitted to the TESR to obtain written approval from the DES at least five days prior</li> <li>e) periodic review and update of the plan submitted to the TESR for written approval</li> </ol> <p>Construction must not commence until the DES has provided written approval of the plan/s.</p>	Contractor	Pre-construction

No.	Mitigation measure	Responsibility	Timing
5.	<p><b>Environment Personnel</b></p> <p>Suitably qualified and experienced environmental management personnel shall be available and be responsible for implementing the environmental objectives for the Proposal, including undertaking regular site inspections, preparation and implementation of environmental documentation and ensuring the Proposal meets the requirements of the Environmental Management System (EMS).</p> <p>Details of the environmental personnel, including relevant experience, defined responsibilities and resource allocation throughout the Proposal (including time to be spent on-site/off-site) are to be submitted for the written approval of the DES, at least 21 days prior to commencement of construction of the Proposal (or such time as otherwise approved by the DES).</p> <p>Any adjustments to environmental resource allocations (on-site or off-site) are to be approved by the DES.</p>	Contractor	Pre-construction and construction
6.	<p><b>Service Relocation</b></p> <p>Service relocation will be undertaken in consultation with the relevant authority. Existing services and exclusion zones shall be identified on the ECM and on site to avoid direct impacts during construction.</p>	Contractor	Pre- construction and construction
7.	<p><b>Detailed Design Validation</b></p> <p>A detailed design validation report (DDVR) for the Proposal shall be prepared and submitted at each design stage to detail how compliance is achieved against:</p> <ul style="list-style-type: none"> <li>the final Proposal description</li> <li>all design mitigation measures detailed in the REF</li> <li>any conditions of approval in the determination report for the Proposal.</li> </ul> <p>A final DDVR would accompany the Approval for Construction (or equivalent) submission.</p> <p>The Proponent shall:</p> <ol style="list-style-type: none"> <li>submit a copy of the DDVR to the TESR for review</li> <li>update and submit a DDVR revision at each design stage or as required, including as the design progresses</li> <li>the TESR is to be given a minimum period of seven days to review and provide any comments to the Proponent in relation to the DDVR.</li> </ol> <p>Upon completion of the final TESR review period a copy of the DDVR will be submitted to the DES (or nominated delegate) for written approval. The DDVR will be submitted to Transport for review and Confirmation that the design achieves compliance.</p>	Contractor	Pre-construction and following each design phase

No.	Mitigation measure	Responsibility	Timing
8.	<b>Environmental Incident Procedure</b> Where non-compliances or incidents arise, an event report must be completed in the Transport incident management system and returned to the Principal's Representative in accordance with 'EMF-EM-PR-0001 Environmental Incident Procedure'.	Contractor	Construction
9.	<b>Proposal Modifications</b> Any modifications to the Proposal (as defined in this REF and/or future Determination Report), requiring an amendment REF (as determined by the TESR), would be subject to further assessment and approval by Transport. This assessment would need to demonstrate that any environmental impacts resulting from the modifications have been mitigated. The further assessment must be submitted and approved prior to commencement of works relating to the modification.	Contractor	As required
10.	<b>Proposal Changes</b> Any modifications to the Proposal (as defined in this REF and/or future Determination Report), which may be amended by a consistency assessment (as determined by the TESR), if approved, would be subject to further assessment and approval by Transport. This assessment would need to demonstrate that any environmental impacts resulting from the change have been minimised. The further assessment must be submitted to Transport six weeks prior to commencement of works relating to the modification.	Contractor	As required
11.	<b>Modification/Change Register</b> A project modification/change register shall be created and maintained throughout the project to identify project changes or modifications. The register will be updated and submitted at each design stage or as required, including as the design progresses. The register will be submitted to TESR for review of changes and direction on the approval pathway these changes or modifications should apply.	Contractor	As required
12.	<b>Construction Environmental Compliance Report</b> A Construction Environmental Compliance Report (CECR) for the Proposal shall be prepared which addresses the following matters: <ol style="list-style-type: none"> <li>compliance with the Construction Environmental Management Plan (CEMP) and these conditions</li> <li>compliance with any approvals or licences issued by relevant authorities for the construction of the Proposal</li> <li>implementation and effectiveness of environmental controls (the assessment of effectiveness should be based on a comparison of actual impacts against performance criteria identified in the CEMP)</li> <li>environmental monitoring results, presented as a results summary and analysis</li> <li>details of the percentage of waste diverted from landfill and the percentage of spoil beneficially reused</li> <li>number and details of any complaints, including summary of main areas of complaint, actions taken, responses given and intended strategies to reduce recurring complaints (subject to privacy protection)</li> </ol>	Contractor	Pre-construction and construction



No.	Mitigation measure	Responsibility	Timing
	<p>g) details of any review and amendments to the CEMP resulting from construction during the reporting period</p> <p>h) any other matter as requested by the DES.</p> <p>The CECR shall:</p> <p>i. be submitted to the TESR for review. Be submitted to the DES for written approval upon completion of the TESR review period.</p> <p>The first CECR shall be submitted to the TESR four weeks prior to construction commencing and will include a pre-construction environmental compliance matrix for the Proposal that details compliance with all relevant conditions and mitigation measures. The succeeding CECRs shall be submitted at six monthly intervals for the construction and be submitted within four weeks of expiry of that period (or at any other time interval approved by the DES). The final CECR shall detail compliance with all Conditions of Approval, licences and permits required to be obtained under any other legislation for the Proposal. Each revision of the CECR shall be submitted to the TESR for review and written approval in accordance with mitigation measure 4.</p>		
<b>Traffic and transport</b>			
13.	<p><b>Road Condition Reports</b></p> <p>Prior to construction commencement, road condition surveys and reports on the condition of roads and footpaths to be affected by construction shall be prepared and provided to Transport for information. Any damage resulting from the construction of the Proposal, aside from that resulting from normal wear and tear, shall be repaired at the Contractor's expense.</p>	Contractor	Pre-construction and post-construction
14.	<p><b>Authorisation for Road Use</b></p> <p>Relevant authorisation(s) from the appropriate road authority will be obtained for the proposed operational changes to Chester Hill Road, such as changes to parking and bus stops.</p>	Contractor	Operation
15.	<p>The temporary full and partial road closures and traffic management controls on Chester Hill Road, Waldron Road and Wellington Road will be managed and implemented in accordance with the provisions of Road Occupancy Licence(s).</p>	Contractor	Pre-construction and construction
16.	<p>Emergency services, public transport operators, and other key users will be notified in advance of changes to traffic conditions as a result of the construction of the Proposal. This will include notifying bus operators about detour routes for the affected M91 service, which would be impacted during temporary full weekend closures of Chester Hill Road.</p>	Contractor	Pre-construction and construction
17.	<p>Consultation will be carried out with City of Canterbury Bankstown Council regarding opportunities to minimise safety risks to pedestrians associated with the pedestrian crossing at the Chester Hill Road / Wellington Road intersection.</p>	Transport	Detailed design

No.	Mitigation measure	Responsibility	Timing
18.	Consultation will be carried out with shop owners on the eastern side of Chester Hill Road when parking spaces in front of shops are planned to be made temporarily unavailable.	Contractor	Construction
<b>Urban design, landscape and visual amenity</b>			
19.	<p><b>Urban Design and Landscape Plan</b></p> <p>An Urban Design and Landscape Plan (UDLP) will be prepared by the Contractor, in consultation with Council and other asset/land owners, and submitted to Transport for written approval by the Urban Design Public Transport and Precincts team, prior to finalisation of the detailed design. The UDLP shall:</p> <ol style="list-style-type: none"> <li>demonstrate a robust understanding of the precinct through a comprehensive site analysis, including connectivity with street networks, mode change locations, active transport, and pedestrian movement</li> <li>identify opportunities and constraints</li> <li>establish precinct specific principles to guide and test design options</li> <li>consider Crime Prevention Through Environmental Design (CPTED) principles, including night-time safety of customers and the community, and the safety of station staff.</li> <li>be aligned with the “TAP Urban Design Plan Guidelines (Draft 2018)” and “Around the Tracks - urban design for heavy and light rail (Dec 2016 Interim Issue)”.</li> <li>consider opportunities for: <ol style="list-style-type: none"> <li>Connecting with Country</li> <li>integrated heritage interpretation and adaptive reuse</li> <li>public art</li> <li>safety improvements</li> </ol> </li> <li>specify opportunities for community feedback and engagement on design elements</li> <li>address Transport Sustainable Design Guideline evidence requirements</li> <li>be prepared by a suitably qualified and experienced urban design professional</li> </ol> <p>The UDLP is to include a Public Domain Plan for the preferred design option and will provide analysis of the:</p> <ol style="list-style-type: none"> <li>landscape design approach including design of pedestrian and bicycle pathways, street furniture, interchange facilities, new planting and integration of any artwork</li> <li>Materials Schedule including materials and finishes for proposed built works, colour schemes, paving and lighting types for public domain, fencing and landscaping</li> <li>an Artist’s Impression or Photomontage to communicate the proposed changes to the precinct.</li> </ol> <p>The following design guidelines are available to assist and inform the UDLP:</p> <ul style="list-style-type: none"> <li>TAP Urban Design Plan, Guidelines, Transport NSW, Draft 2018</li> </ul>	Contractor	Prior to design finalisation

No.	Mitigation measure	Responsibility	Timing
	<ul style="list-style-type: none"> <li>Commuter Car Parks, Urban Design Guidelines, Transport for NSW, Interim 2017</li> <li>Managing Heritage Issues in Rail Projects Guidelines, Transport for NSW, Interim 2016</li> <li>Creativity Guidelines for Transport Systems, Transport for NSW, Interim 2016</li> <li>Water Sensitive Urban Design Guidelines (Transport for NSW June 2023).</li> </ul> <p>The UDLP is to be submitted to Transport and written approval by the Urban Design Public Transport and Precincts team.</p>		
20.	<p><b>Transport's Design Review Panel</b></p> <p>At 30% design stage, the design will be presented to Transport's Design Review Panel. Transport's Design Review Panel is an independent, multi-disciplinary panel of eminent experts who provide impartial design review and recommendations. This will contribute to achieving design excellence in respect to place making, built form, urban and landscape design and Connecting with Country aspects of the project.</p>	Contractor	Prior to design finalisation
21.	<p><b>Lighting Scheme</b></p> <p>A lighting scheme for the construction and operation of the Proposal is to be developed by a suitably qualified lighting designer and prepared in accordance with relevant standards. The lighting scheme shall address the following as relevant, but not limited to:</p> <ol style="list-style-type: none"> <li>consideration of lighting demands of different areas</li> <li>consideration of outcomes of Safer Cities consultation (where applicable)</li> <li>strategic placement of lighting fixtures to maximise ground coverage</li> <li>use of LED lighting</li> <li>demonstrate that light spill and glare has been minimised to sensitive receivers by directing lighting into the station</li> <li>control systems for lighting that dim or switch-off lights settings according to the amount of daylight the zone is receiving</li> <li>motion sensors to control low traffic areas</li> <li>allowing the lighting system to use low light or switch off light settings while meeting relevant lighting Standards requirements, and</li> <li>ensuring security and warning lighting is not directed at neighbouring properties.</li> </ol> <p>The proposed lighting scheme is to be submitted to Transport's technical team for acceptance prior to design finalisation.</p>	Contractor	Prior to design finalisation

No.	Mitigation measure	Responsibility	Timing
22.	<p><b>Worksite Compounds and Hoardings</b></p> <p>Worksite compounds will be screened for the construction with shade cloth that has Transport for NSW branding, unless approved otherwise by the Transport Community and Stakeholder Engagement Manager, to minimise visual impacts from key viewing locations. Temporary hoardings, barriers, traffic management and signage will be removed as soon as practicable and safety requirements allow. This material should comply with <i>The Infrastructure Project Style Guide November 2022</i> (Transport for NSW, 2022c).</p> <p>Work will be conducted behind temporary hoardings/screens wherever practicable. The installation of construction hoarding would take into consideration the location of residential receivers to ensure that 'line of sight' is broken, where feasible.</p> <p>Inclusion of public art or heritage information on site hoarding will be considered to connect the construction work areas with the local community.</p>	Contractor	Construction
23.	<p><b>Graffiti and Advertising</b></p> <p>Hoardings, site sheds, fencing, acoustic walls around the perimeter of the site, and any structures built as part of the Proposal shall be maintained free of graffiti, or any advertising not authorised by Transport, during the construction period. Graffiti and unauthorised advertising shall be removed or covered within the following timeframes unless otherwise approved by Transport:</p> <ul style="list-style-type: none"> <li>a) offensive graffiti will be removed or concealed within 24 hours</li> <li>b) highly visible (yet inoffensive) graffiti will be removed or concealed within a week</li> <li>c) graffiti that is neither offensive or highly visible will be removed or concealed within a month</li> <li>d) any unauthorised advertising material will be removed or concealed within 24 hours.</li> </ul>	Contractor	Construction
<b>Noise and vibration</b>			
24.	<p><b>Construction Noise and Vibration</b></p> <p>Prior to commencement of construction, a Construction Noise and Vibration Management Plan (CNVMP) will be prepared and implemented in accordance with the requirements of the EPA's <i>Interim Construction Noise Guideline</i> (Department of Environment and Climate Change, 2009), Transport's <i>EMF-NV-GD-0060 Construction noise and vibration guideline (public transport infrastructure)</i> (Transport for NSW, 2023a) and the Noise and Vibration Impact Assessment for the Proposal (SLR, 2024). The CNVMP shall include, but not be limited to:</p> <ul style="list-style-type: none"> <li>a) details of construction activities and an indicative schedule for construction</li> <li>b) identification of construction activities that have the potential to generate noise and/or vibration impacts on surrounding land uses, particularly sensitive noise receivers</li> <li>c) detail what reasonable and feasible actions and measures shall be implemented to minimise noise impacts (including those identified in the REF)</li> </ul>	Contractor	Pre-construction



No.	Mitigation measure	Responsibility	Timing
	<p>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</p> <p>e) an Out of Hours Work Protocol (OOHWP) for the assessment, management and approval of works outside the standard construction hours identified in mitigation measure 26 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 written approval by the DES or as approved by EPA (where relevant to the issuing of an EPL). The OOHWP should be consistent with the Transport <i>Construction noise and vibration guideline (public transport infrastructure)</i> (Transport NSW, 2023a)</p> <p>f) a description of how the effectiveness of actions and measures shall be monitored during the proposed works, identification of the frequency of monitoring, the locations at which monitoring shall take place, recording and reporting of monitoring results and if any exceedance is detected, the manner in which any non-compliance shall be rectified.</p>		
	<p>The CNVMP shall consider and outline measures to reduce the noise and vibration impacts from construction activities. Where practicable at source measures including by construction planning/staging and equipment selection shall be prioritised over at receiver measures. Reasonable and feasible mitigation measures include:</p> <ul style="list-style-type: none"> <li>regularly training workers and contractors (such as at the site induction and toolbox talks) on the importance of minimising emissions and how to use equipment in ways to minimise noise and</li> <li>vibration</li> <li>avoiding any unnecessary emissions when carrying out manual operations and when operating plant</li> <li>ensuring spoil is placed and not dropped into awaiting trucks or other plant/vehicles</li> <li>avoiding/limiting simultaneous operation of noisy or vibratory plant and equipment within discernible range of a sensitive receiver where practicable</li> <li>switching off any equipment not in use for extended periods e.g. heavy vehicles engines will be switched off whilst being unloaded</li> <li>avoiding deliveries at night/evenings or other sensitive times wherever practicable</li> <li>no idling of delivery trucks</li> <li>ensuring truck drivers are informed of designated vehicle routes, parking locations and acceptable delivery hours for the site</li> <li>minimising talking loudly; no swearing or unnecessary shouting, or loud stereos/radios onsite; no dropping of materials from height where practicable, no throwing of metal items and slamming of doors</li> <li>maximising the offset distance between noisy or vibratory plant and sensitive receivers and maintaining safe working distances for workers</li> </ul>		

No. Mitigation measure	Responsibility	Timing
<ul style="list-style-type: none"> <li>directing noise-emitting plant away from sensitive receivers</li> <li>regularly inspecting and maintaining plant to avoid increased noise levels from rattling hatches, loose fittings etc</li> <li>use of quieter and less vibration emitting construction methods where feasible and reasonable</li> <li>non-tonal movement alarms (or an equivalent mechanism) 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.</li> </ul>		
<p><b>25. Property Condition Surveys</b></p> <p>The purpose of a property condition survey is to provide a clear record for comparison in case landowners have concerns about damage to property which they feel may have been caused as a result of construction work. Subject to landowner agreement, property condition surveys shall be completed prior to the commencement of piling, excavation or bulk fill or any vibratory impact works including jack hammering and compaction (Designated Works).</p> <p>Surveys are to be offered to owners of:</p> <ol style="list-style-type: none"> <li>all buildings/structures/roads within a distance of 50 metres from the edge of the Designated Works (measured in a straight line)</li> <li>all heritage listed buildings and other sensitive structures within 150 metres from the edge of the Designated Works.</li> <li>all locations that would be used for construction compounds</li> </ol> <p>Surveys are to be undertaken prior to the commencement of the Designated Works and again immediately upon completion of the Designated Works.</p> <p>Site compound locations are to include an assessment of any pre-existing contamination and a contamination clearance survey following demobilisation of the site compound.</p> <p>Owners of assets to be surveyed are to be contacted via letter at least 14 days prior to the intended commencement of property condition surveys. Letters of offer are to include the scope and methodology of the survey, and the process for making a claim regarding property damage should post-work property condition surveys confirm damage at the fault of the project.</p> <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 and provided to Transport. Evidence of a risk assessment must be provided to Transport for agreement prior to commencement of Designated Works.</p> <p>A copy of the survey(s) shall be given to each affected owner and Transport. A register of all properties surveyed shall be maintained.</p>	Contractor	Pre-construction and post-construction

No.	Mitigation measure	Responsibility	Timing
	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).		
26.	<p><b>Standard Construction Hours</b></p> <p>Construction activities shall be restricted to the hours of 7:00 am to 6:00 pm (Monday to Friday); 8:00 am to 1:00 pm (Saturday) and at no time on Sundays and public holidays except for the following works which are permitted outside these standard hours:</p> <ul style="list-style-type: none"> <li>a) any works which do not cause noise emissions to be more than 5dBA higher than the rating background level (RBL) at any nearby residential property and/or other noise sensitive receivers</li> <li>b) out of hours work identified and assessed in the REF or the approved OOHWP</li> <li>c) the delivery of plant, equipment and materials which is required outside these hours as requested by police or other authorities for safety reasons and with suitable notification to the community as approved by the DES</li> <li>d) Emergency Work to avoid the loss of lives, property and/or to prevent environmental harm</li> <li>e) any other work as approved by the DES and considered essential to the Proposal, or as approved by EPA (where an EPL is in effect).</li> </ul>	Contractor	Construction
27.	<p><b>Special Audible Characteristics Activities</b></p> <p>As per the <i>Construction noise and vibration guideline (public transport infrastructure)</i> (Transport for NSW, 2023a), construction activities with special audible characteristics will be limited to standard hours, and start no earlier than 8am unless otherwise approved by the DES in accordance with the CNVG.</p> <p>Rock breaking or hammering, jack hammering, pile driving, vibratory rolling, cutting of pavement, concrete or steel and any other activities which result in impulsive or tonal noise generation shall not be undertaken for more than three continuous hours, followed by a minimum one hour respite period, unless otherwise approved to by the DES, or as approved by EPA (where relevant to the issuing of an EPL).</p> <p><b>Note.</b> <i>Special audible characteristics</i> refers to noise with characteristics that can cause annoyance and disturbance, containing noticeable factors such as tonality, low frequency noise, impulsive or intermittent noise events. These characteristics may not be considered noisy in a quantitative sense.</p>	Contractor	Construction

No.	Mitigation measure	Responsibility	Timing
28.	<p><b>Vibration Criteria</b></p> <p>To avoid structural impacts as a result of vibration or direct contact with structures, the proposed work will be undertaken in accordance with the safe work distances outlined in the Noise and Vibration Impact Assessment (SLR, 2024). Where these distances cannot be met vibration trials and attended vibration monitoring of the trials will be undertaken in order to assess and mitigate vibration impacts.</p> <p>Vibration resulting from construction and received at any structure outside of the Proposal shall be limited to:</p> <ul style="list-style-type: none"> <li>a) for structural damage vibration –British Standard BS 7385-2:1993 <i>Evaluation and measurement for vibration in buildings Part 2</i> and/or German Standard DIN 4150:Part 3 – 1999: <i>Structural Vibration in Buildings: Effects on Structures</i></li> <li>b) for human exposure to vibration – the acceptable vibration values set out in the <i>Environmental Noise Management Assessing Vibration: A Technical Guideline</i> (Department of Environment and Conservation, 2006) 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).</li> </ul> <p>The Proposal also must address IS Essentials Env-3 Vibration level 1 criteria. These limits apply unless otherwise approved by the DES through the CEMP</p>	Contractor	Construction
29.	<p><b>Piling</b></p> <p>Wherever practical, piling activities shall be completed using non-percussive piles. If percussive piles are proposed to be used, written approval of the DES shall be obtained prior to commencement of piling activities.</p>	Contractor	Construction
30.	<p><b>Vibration Impacts to Heritage Structures</b></p> <p>To effectively mitigate potential impacts of vibration on heritage structures within the station, activities that cause vibration will be managed in accordance with British Standard BS 7385-2:1993. If a heritage building or structure is found to be structurally unsound (following inspection) a more conservative cosmetic damage objective of 2.5 mm/s peak component particle velocity (from DIN 4150) will be considered. Real time vibration monitoring will be conducted at commencement of relevant work to confirm compliance with the adopted standard. If vibration levels approach the determined trigger level, then the construction activity would cease and the heritage structure would be assessed and alternative construction methodologies developed, where practicable, before construction.</p>	Contractor	Construction
31.	<p>Where noise intensive equipment is to be used near sensitive receivers, it is recommended that the work is scheduled for standard daytime construction hours. Where this is not possible, the work shall be completed as early as possible in each work shift to minimise the potential for night-time impacts.</p>	Contractor	Construction



No.	Mitigation measure	Responsibility	Timing
32.	<p>Where work is identified as being within the vibration minimum working distances and is considered likely to exceed cosmetic damage criteria:</p> <ul style="list-style-type: none"> <li>different construction methods with lower source vibration levels shall be investigated and implemented, where feasible</li> <li>attended vibration measurements shall be carried out at the start of work to determine actual vibration levels at nearby receivers (works would be ceased if the monitoring indicates exceedance of the cosmetic damage criteria).</li> </ul>	Contractor	Construction
<b>Heritage Management</b>			
33.	<p><b>Design Response</b></p> <p>New work will be designed with a consideration of the architectural style and heritage elements of the station or precinct. The proposed elements shall be sympathetic to the original design and seek to emphasise key details whilst not overwhelming or detracting from the heritage significance of the place.</p>	Contractor	Detailed design
34.	<p><b>Heritage Induction</b></p> <p>As part of the site induction in accordance with mitigation measure 3, a heritage induction will be provided to workers prior to construction, informing them of the location of known heritage items and guidelines to follow if unexpected heritage items or deposits are located during construction.</p> <p>All construction staff will undergo an induction in the preliminary identification of Aboriginal cultural heritage material. This training will include information such as the importance of Aboriginal cultural heritage material and places to the Aboriginal community, as well as the legal implications of removal, disturbance and damage to any Aboriginal cultural heritage material and sites.</p>	Contractor	Pre-construction
35.	<p><b>Unexpected Heritage Finds</b></p> <p>If previously unidentified or unexpected Aboriginal objects or non-Aboriginal heritage/archaeological items are uncovered during construction, the procedures contained in Transport's <i>Unexpected Heritage Items Procedure</i> (Transport NSW, 2024c) will be followed, and work within the vicinity of the find would cease immediately. The TESR shall be immediately notified to co-ordinate a response, which may include direction to seek appropriate advice from a suitably qualified and experienced Heritage Advisor (in consultation with Heritage NSW).</p> <p>Works in the vicinity of the find shall not re-commence until written approval to recommence has been received from the DES. The event must be reported in Transport incident management system as a report only event in accordance with the Transport Environmental Incident Guideline.</p> <p>If human remains are found, work shall cease in the vicinity of the find, the site must be secured and the NSW Police and/or Heritage NSW notified. Where required, approvals for archaeological investigations, which may include an Aboriginal Heritage Impact Permit, will be obtained prior to work recommencing at the location. A</p>	Contractor	Construction

No.	Mitigation measure	Responsibility	Timing
	discovery of suspected human remains greater than 100 years old is an archaeological case and is not subject to the requirements of NSW Coroners Act 2009.		
36.	<b>Photographic Archival Recording</b> Archival recording of the Chester Hill Railway Station Group shall be undertaken in accordance with the Heritage NSW guidelines prior to works commencing. The archival recording shall be reviewed and approval by the TESR prior to submission to Heritage NSW or other government body. Copies of the archival recording are to be provided to Canterbury Bankstown Council for future reference.	Contractor	Pre-construction
37.	<b>Documentation of Changes</b> Copies of the 'as built' construction plans, photographs illustrating the completed work and the Archival Record will be lodged with the Transport Heritage team as a documentary record of changes to the station.	Contractor	Construction
38.	<b>Heritage Advisor</b> A suitably qualified and experience Heritage Advisor who is independent of the design and construction team's personnel shall be engaged to the satisfaction of the DES. The Heritage Advisor shall provide ongoing heritage, design and conservation advice throughout detailed design and any subsequent relevant design modifications to ensure that the final design adheres to the recommendations of the heritage assessments provided in the EIA. The Heritage Advisor involvement and reporting shall include, but not be limited to: <ol style="list-style-type: none"> <li>Attendance at design meetings and/or heritage meetings to provide iterative heritage advice to actively inform design development</li> <li>Targeted historical research to inform the iterative advice as required (to be documented as part of the below summary)</li> <li>Summary of the iterative heritage advice provided which should capture (as a minimum): <ul style="list-style-type: none"> <li>the optioneering process undertaken as part of the design development, including heritage pros &amp; cons</li> <li>discussion on why particular heritage sensitive solutions might be discounted</li> <li>discussion of the relevant detailed design stage</li> <li>recommendations for next steps to further mitigate heritage impacts</li> <li>Provide input and review heritage construction methodologies</li> </ul> </li> </ol> A progress draft of the above is to be provided at each detailed design stage. A final copy of the summary report is to be provided to Transport no later than one week after final submission. The summary report is to also include:	Contractor	Detailed design

No.	Mitigation measure	Responsibility	Timing
	<ul style="list-style-type: none"> <li>i. confirmation of the extent of involvement of the Heritage Advisor in the detailed design process at the completion of Approved for Construction (AFC) design stage</li> <li>ii. identification and assessment of any changes to, and/or additional to the scope of work from those identified in the EIA which would affect heritage significance</li> <li>iii. a description of the impacts, and recommended mitigation measures relating to any new or amended scope of work identified in (b) above including the requirement for additional heritage approvals for consultation.</li> </ul>		
39.	<p><b>Heritage Interpretation Plan</b></p> <p>Heritage interpretation shall be planned and integrated into the detailed design of the Proposal. The heritage interpretation planning shall be prepared by the Heritage Advisor (and sub-consultants as required i.e. graphics) with reference to <i>Sydney Trains Heritage Interpretation Guidelines</i>. The heritage interpretation planning shall be captured in a Heritage Interpretation Plan (HIP) that is to be issued as a progress report at each stage of detailed design. The final HIP must include all details necessary to proceed to fabrication and installation. The HIP is to be submitted in accordance with mitigation measure 4.</p>	Contractor	Detailed design
40.	<p><b>Protection from Damage</b></p> <p>During construction, suitable measures will be put in place to ensure the retained heritage elements are protected from damage. Measures may include hoardings, use of spotters during the movement of equipment and other measures as necessary.</p>	Contractor	Construction
41.	<p><b>Update to S170 Register</b></p> <p>On completion of work, an update will be prepared for the Section 170 Heritage and Conservation Register, with required details.</p>	Contractor	Completion
42.	<p><b>Protection of heritage items listed on the RailCorp Section 170 Conservation Register</b></p> <p>Design and construction of the Proposal within the curtilage of the Section 170 listed 'Chester Hill Railway Station Group' must be undertaken in accordance with the recommendations made in the Statement of Heritage Impact (Artefact Heritage, 2024).</p> <p>In accordance with Section 170a of the Heritage Act, if the Proposal includes demolition of significant fabric, TAHE must provide notification of the work to Heritage NSW 14 days (or 40 days if the item is identified as being of State significance, but is not listed on the NSW State Heritage Register) prior to the commencement of the work.</p>	Contractor	Detailed design and construction

No.	Mitigation measure	Responsibility	Timing
43.	<b>Illustrated Services Plan</b> The Contractor in collaboration with the Heritage Advisor must prepare and submit an illustrated services plan to detail all services routes in order to demonstrate compliance with the Heritage Technical Note: Installation of New Electrical and Data Services at Heritage Sites (2017). The illustrated services plan should include, but not be limited to; high voltage (HV), low voltage, communications, PA and CCTV. The illustrated services plan must be submitted and approved by the Transport Heritage Specialist prior to the commencement of permanent works.	Contractor	Pre-construction
44.	<b>Heritage Management Plan</b> A Heritage Management Plan (including detailed drawings, documentation and specifications) and Work Method Statement will be prepared as part of the CEMP to address heritage impacts and required management procedures to minimise risks.	Contractor	Pre-construction
45.	Mitigation measures in the Chester Hill Station Upgrade Statement of Heritage Impact (Artefact, 2024) will be implemented.	Contractor	Detailed design, pre-construction, construction, post-construction
<b>Socio-economic</b>			
46.	<b>Local Goods and Services</b> Sustainability criteria for the Proposal will be established to encourage the Contractor to purchase goods and services locally, helping to ensure the local community benefits from the construction of the Proposal.	Contractor	Pre-construction
47.	<b>Public Feedback</b> Feedback through the public display process will be used to facilitate opportunities for the community and stakeholders to have input into the Proposal, where practicable. Community and stakeholder feedback is welcomed throughout the project's design and construction stages, via the project website, email address or project Infoline.	Transport	Pre-construction
48.	<b>Website</b> Project information shall be made available to members of the public, either on dedicated pages on the Transport/Project website or details provided as to where/if hard copies of this information may be accessed. Project information to be provided includes: <ul style="list-style-type: none"> <li>a) a copy of the documents referred to under Condition 1 of any future approval</li> <li>b) 24 hour contact telephone number for information and complaints.</li> </ul> All documents uploaded to the website must be compliant with the Web Content Accessibility Guidelines Version 2.2.	Transport	Pre-construction



No.	Mitigation measure	Responsibility	Timing
49.	<p><b>Community Liaison Management Plan</b></p> <p>A Community Liaison Management Plan (CLMP) shall be prepared and implemented to engage with government agencies, relevant Councils, landowners, community members and other relevant stakeholders (such as Aboriginal stakeholders, local business chambers, utility and service providers, bus companies, Taxi Council and businesses). The CLMP shall comply with the obligations of these conditions and should include, but not necessarily be limited to:</p> <ul style="list-style-type: none"> <li>a) a comprehensive, project-specific analysis of stakeholders, issues and proposed strategies to manage issues through the duration of the Proposal</li> <li>b) details of the communication tools (traditional and digital) and activities that will be used to inform and engage with the community and stakeholders</li> <li>c) a program for the implementation of community liaison activities relating to key construction tasks and milestones with strategies for minimising impacts and informing the community</li> <li>d) policies and procedures for handling community complaints and enquiries, including the Contractor's nominated 24 hour contact for management of complaints and enquiries</li> <li>e) analysis of other major projects/influences in the area with the potential to result in cumulative impacts to the community and strategies for managing these.</li> </ul> <p>The CLMP shall be prepared to the satisfaction of the relevant Community and Place Director (or nominated delegate) prior to the commencement of construction, and is to be reviewed and revised six-monthly during the construction of the Proposal.</p>	Contractor	Pre-construction and construction
50.	<p><b>Community Notification and Liaison</b></p> <p>The local community shall be advised of any activities related to the Proposal with the potential to impact upon them.</p> <p>Prior to any site activities commencing and throughout the Proposal duration, the community is to be notified of works to be undertaken, the estimated hours of construction and details of how further information can be obtained (i.e. contact telephone number/email, website, newsletters etc.) including the 24 hour Construction Response Line number.</p> <p>Construction-specific impacts including information on traffic changes, parking 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 approved to by the relevant Community and Place Director. Notifications are to be distributed via letterbox and/or email as agreed with the impacted stakeholders.</p>	Contractor	Pre-construction and construction

No.	Mitigation measure	Responsibility	Timing
51.	<p><b>Complaints Management</b></p> <p>A 24 hour construction response line number shall be established and maintained for the construction.</p> <p>Details of all complaints received during construction, including complaints received in person and via email, are to be recorded on a project-specific complaints register, which is sent to the Principal Contractor daily upon receipt of a complaint. A verbal response to phone enquiries to acknowledge receipt of the complaint, and to confirm what action is proposed to be undertaken to resolve the issue (where possible), 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 where telephone details are provided or known. A detailed written response is to be provided to the complainant within seven calendar days for verbal and/or written complaints.</p> <p>Information on all complaints received during the previous 24 hours shall be forwarded to the TESR and Community &amp; Place each working day.</p>	Contractor	Construction
<b>Biodiversity</b>			
52.	<p><b>Removal of Trees or Vegetation</b></p> <p>A Tree and Hollow Replacement Plan is to be prepared in accordance with Transport's <i>Tree and Hollow Replacement Guideline</i>.</p> <p>Trees and vegetation nominated to be removed in the Arborist Assessment (Allied Tree Consultancy, 2024) will be clearly demarcated onsite prior to construction, to avoid unnecessary vegetation removal. Landowners consent shall be obtained prior to vegetation removal, should TAHE not be the landowner.</p> <p>Trees and vegetation to be retained will be protected through temporary protection measures discussed in mitigation measures below.</p> <p>Separate approval, in accordance with Transport's EMF-EM-TT-0144 Removal or trimming of vegetation application, is required for the trimming, cutting, pruning or removal of all trees or vegetation where the impact has not already been identified in the REF or Determination Report for the Proposal. The trimming, cutting, pruning or removal of trees or vegetation shall be undertaken in accordance with the mitigation measures.</p>	Contractor	Design and Construction
53.	<p><b>Biodiversity Management</b></p> <p>Construction of the Proposal must be undertaken in accordance with Transport's <i>Biodiversity Policy</i> (Transport for NSW 2022b), including the Transport's <i>Biodiversity Assessment Guideline</i> (Transport for NSW 2022e), Transport's <i>No net loss guidelines</i> (Transport for NSW, 2023c) and Transport's <i>Tree and hollow replacement guidelines</i> (Transport for NSW, 2023d).</p>	Contractor	Construction

No.	Mitigation measure	Responsibility	Timing
54.	<p><b>Tree and Vegetation Damage</b></p> <p>In the event of any tree or vegetation to be retained becoming damaged during construction, the Contractor would immediately notify the Transport Project Manager and TESR to coordinate the response which may include contacting an arborist to inspect and provide advice on remedial action, where possible.</p> <p>Where arborist advice indicates that a tree or vegetation may be at risk of failure due to project works the priority should be to retain and protect the tree or vegetation. Following completion of construction the arborist should reassess the tree and their advice followed. Where tree or vegetation removal is required, replacement must be in accordance with the Transport's Biodiversity Policy (Transport for NSW 2022b).</p>	Contractor	Construction
55.	<p><b>Weed Control</b></p> <p>Weed control measures, consistent with Transport's <i>Biodiversity Policy</i> (Transport for NSW, 2022b) and the <i>Pesticides Regulation 2017</i>, would be developed and implemented as part of the CEMP to manage the potential dispersal and establishment of weeds during the construction phase of the Proposal. This would include the management and disposal of weeds in accordance with the <i>Biosecurity Act 2015</i>.</p>	Contractor	Construction
56.	<p><b>Replanting Program</b></p> <p>Any vegetation removal shall be offset in accordance with Transport's <i>Biodiversity Policy</i> (Transport for NSW 2022b). All vegetation planted on-site is to consist of locally native species, unless otherwise approved by the DES or as required by a Heritage Approval/Recommendation, following consultation with the relevant Council, where relevant, and/or the owner of the land upon which the vegetation is to be planted.</p> <p>A replanting strategy and maintenance schedule of offsetting on and offsite is to be provided to the TESR for review and approval at least four weeks prior to the commencement of replanting.</p> <p>All vegetation would be maintained for at least 12 months following completion of construction or following planting (whichever ends last) (unless approved by the TESR).</p>	Contractor	Construction and operation
57.	<p><b>Tree Protection Zones</b></p> <p>Tree Protection Zones (TPZs) will be established around trees to be retained, as nominated in the Arborist Assessment (Allied Tree Consultancy, 2024) or as required to protect vegetation. Tree protection shall be undertaken in accordance with AS 4970-2009 <i>Protection of Trees on Development Sites</i> and will include exclusion fencing of TPZs. The tree dripline may be used as a guide for protecting trees where an exclusion zone is not established by an arborist/ecologist. Should the approved development be altered by a post-approval assessment, consideration of any additional TPZs beyond those identified in the Arborist Assessment (Allied Tree Consultancy, 2024) would be required and may need to be supported by additional or addendum arboricultural advice.</p>	Contractor	Construction

No.	Mitigation measure	Responsibility	Timing
58.	<p>A Flora and Fauna Management Sub-plan (FFMSP) will be prepared as part of the CEMP in accordance with the <i>Biodiversity Management Guideline EMF-BD-GD-0039</i> (Transport, 2024b). It will include, but is not limited to:</p> <ul style="list-style-type: none"> <li>plans showing areas to be cleared and areas to be protected</li> <li>pre-clearing survey requirements</li> <li>unexpected finds protocol</li> <li>weed and pathogen management protocols.</li> </ul> <p>Staff on site during pre-clearing surveys will need to be inducted so that there is an awareness for potential threatened species and their habitat and so that they can appropriately safeguard, manage and relocate any fauna if found during surveys.</p>	Contractor	Pre-construction Construction
59.	Measures to avoid and/or minimise the removal of native vegetation and/or habitat removal shall be investigated during detailed design and implemented where feasible. This will include exploring opportunities to retain the two existing platform trees.	Contractor	Detailed design Pre-construction
60.	Pre-clearance surveys shall be undertaken by a suitably qualified ecologist at a minimum for microbats in accordance with <i>Guide 1: Preclearing process</i> in Transport's <i>Biodiversity Management Guideline EMF-BD-GD-0039</i> (Transport, 2024b). If fauna is encountered, this will be undertaken in accordance with <i>Guide 9: Fauna handling</i> in Transport's <i>Biodiversity Management Guideline EMF-BD-GD-0039</i> (Transport, 2024b).	Contractor	Pre-construction
61.	Should fauna be encountered during the work, Transport's <i>Guide 9: Fauna handling</i> in Transport's <i>Biodiversity Management Guideline EMF-BD-GD-0039</i> (Transport, 2024b) shall be applied. In the event that threatened species are encountered, Transport's unexpected finds procedure will be followed in accordance with <i>Guide 1: Preclearing process</i> in Transport's <i>Biodiversity Management Guideline EMF-BD-GD-0039</i> (Transport, 2024b).	Contractor	Construction
62.	Tree protection zones shall be established for trees that are to be excluded from the vehicular access and site compound.	Contractor	Construction
<b>Soils and water</b>			
63.	<p><b>Storage and Use of Hazardous Materials</b></p> <p>Construction hazard and risk issues associated with the use and storage of hazardous materials shall be addressed through risk management measures, which shall be developed prior to construction as part of the overall CEMP, in accordance with relevant EPA guidelines, Transport's <i>EMF-EM-GD-0137 Chemical storage and spill response guidelines</i> (Transport for NSW, 2023f) and Australian and ISO standards. These measures shall include:</p> <ul style="list-style-type: none"> <li>a) the storage of hazardous materials, and refuelling/maintenance of construction plant and equipment are to be undertaken in clearly marked designated areas designed to contain spills and leaks</li> </ul>	Contractor	Pre-construction



No.	Mitigation measure	Responsibility	Timing
	<p>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</p> <p>c) all hazardous materials spills and leaks to be reported to site managers and actions to be immediately taken to remedy spills and leaks</p> <p>d) training in the use of spill kits to be given to all personnel involved in the storage, distribution or use of hazardous materials.</p>		
64.	<p><b>Erosion and Sediment Control</b></p> <p>Soil and water management measures shall be prepared, implemented and maintained for the mitigation of water quality impacts during construction of the Proposal in accordance with <i>Managing Urban Stormwater: Soils and Construction Volume 1 4th Edition</i> (Landcom, 2004). The following are required, based on the amount of disturbance proposed:</p> <ul style="list-style-type: none"> <li>soil and water management measures included on the ECM and in the CEMP for less than 250m<sup>2</sup> of disturbance</li> <li>erosion and sediment control plan (ESCP) for between 250-2,500m<sup>2</sup> of disturbance</li> <li>soil and water management plan (SWMP) for over 2,500m<sup>2</sup> of disturbance</li> </ul> <p>Management measures will be established prior to any clearing, grubbing or site establishment activities and will be maintained and regularly inspected (particularly following rainfall events) to ensure their ongoing functionality. At a minimum inspection will occur monthly and shall be reported in the inspection report. Management measures will be maintained until the work is complete and areas are stabilised. The management measures shall be reviewed and updated throughout construction so they remain relevant to the activities being undertaken.</p>	Contractor	Pre-construction and construction
65.	<p><b>Vehicle Maintenance</b></p> <p>Vehicles and machinery will be properly maintained and routinely inspected to minimise the risk of fuel/oil leaks. Construction plant, vehicles and equipment will also be refuelled offsite, or in a designated refuelling area.</p>	Contractor	Construction
66.	<p><b>Pollution Incident</b></p> <p>In the event of a pollution incident, work will cease in the immediate vicinity and the Contractor shall immediately notify the Transport Project Manager and TESR in accordance with the Transport Environmental Incident Procedure (EMF-EM-PR-0001). The EPA will be notified, in accordance with Part 5.7 of the POEO Act.</p>	Contractor	Construction
67.	<p><b>Existing Drainage</b></p> <p>The existing drainage systems will remain operational throughout the construction phase and would not be worsened or damaged by construction.</p>	Contractor	Construction

No.	Mitigation measure	Responsibility	Timing
68.	<b>Groundwater</b> Should groundwater be encountered during excavation work, groundwater will be managed in accordance with the requirements of the <i>Waste Classification Guidelines</i> (EPA, 2014) and Transport's <i>Water Discharge and Reuse Guideline</i> (Transport for NSW, 2019a).	Contractor	Construction
69.	Weather forecasts will be regularly monitored during construction and if there is a high rainfall event work will cease and equipment and materials shall be removed from the affected area.	Contractor	Construction
<b>Air quality</b>			
70.	<b>Minimising Impacts to Air Quality</b> To minimise air quality impacts and the generation of dust from construction activities, the following measures will be implemented: <ul style="list-style-type: none"> <li>• plant and machinery will be switched off when not in use, and not left idling</li> <li>• vehicle and machinery movements during construction will be restricted to designated areas and sealed/compacted surfaces where practicable</li> <li>• apply water (or alternate measures) to exposed surfaces (e.g. unpaved roads, stockpiles, hardstand areas and other exposed surfaces)</li> <li>• cover stockpiles when not in use</li> <li>• appropriately cover loads on trucks transporting material to and from the construction site and securely fix tailgates of road transport trucks prior to loading and immediately after unloading</li> <li>• prevent mud and dirt being tracked onto sealed road surfaces</li> <li>• details on how methods for management of emissions will be incorporated into project inductions, training and pre-start/toolbox talks</li> <li>• details for procedure to ensure plant and machinery are regularly checked and maintained in a proper and efficient condition.</li> </ul> These methods are to be identified in the CEMP.	Contractor	Pre-construction and construction
<b>Waste and contamination</b>			
71.	<b>Waste Management Plan</b> The CEMP (or separate Waste Management Plan, if necessary) must address waste management and will at a minimum: <ul style="list-style-type: none"> <li>• identify all potential waste streams associated with the work and outline methods of disposal of waste that cannot be reused or recycled at appropriately licensed facilities</li> </ul>	Contractor	Pre-construction

No.	Mitigation measure	Responsibility	Timing
	<ul style="list-style-type: none"> <li>• apply the waste hierarchy to resource output streams and justification provided</li> <li>• detail other onsite management practices such as keeping areas free of rubbish</li> <li>• specify controls and containment procedures for hazardous waste and asbestos waste</li> <li>• outline the reporting regime for collating construction waste data</li> <li>• identify risk and opportunities associated with resources outputs and implement measures to minimise resource outputs during design, construction and operation</li> <li>• develop project performance targets for resource outputs for the delivery phase</li> <li>• identify opportunities to beneficially reuse resource outputs</li> <li>• develop a management plan for resource outputs and implement design phase actions.</li> </ul>		
72.	<p><b>Hazardous Materials Survey</b></p> <p>A Hazardous Materials Survey in accordance with AS 2601 (2001) <i>Demolition of Structures</i> shall be undertaken by an appropriately qualified environmental scientist prior to the demolition of the existing stairs and canopy, and station building modifications.</p> <p>Subsequent removal of any hazardous material is to be undertaken in accordance with applicable EPA, SafeWork NSW and Safe Work Australia guidelines.</p>	Contractor	Pre-construction
73.	<p><b>Contamination Investigation</b></p> <p>Prior to construction, an investigation of the Proposal site shall be undertaken by a suitably qualified Environmental Consultant, in accordance with the level of assessment and requirements stipulated by the <i>National Environment Protection (Assessment of Site Contamination) Amendment Measure (NEPM) 2013</i>. The assessment shall also be generally undertaken in accordance with:</p> <ol style="list-style-type: none"> <li>Contaminated Sites - Sampling Design Guidelines (EPA, 2022)</li> <li>AS 4482 (2005) Guide to the investigation and sampling of sites with potentially contaminated soil.</li> </ol> <p>The investigation report shall be prepared in accordance with the <i>Guidelines for Consultants Reporting on Contaminated Sites</i> (Office of Environment and Heritage, 2011) and shall also include a preliminary waste classification in accordance with the <i>Waste Classification Guidelines</i> (EPA, 2014).</p> <p>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.</p> <p>Note: Nothing in this condition removes any obligation to adhere to the requirements under the NSW <i>Contaminated Land Management Act 1997</i> (or other legislation).</p>	Contractor	Pre-construction

No.	Mitigation measure	Responsibility	Timing
74.	<p><b>Unidentified Contamination (Other Than Asbestos)</b></p> <p>If previously unidentified contamination (excluding asbestos) is discovered during construction, work in the affected area must cease immediately, and an investigation must be undertaken and report prepared to determine the nature, extent and degree of any contamination. The level of reporting must be appropriate for the identified contamination in accordance with relevant EPA guidelines, including the <i>Guidelines for Consultants Reporting on Contaminated Sites</i> (Office of Environment and Heritage, 2011). The event must be reported in Transport incident management system as a report only event in accordance with the Transport Environmental Incident Procedure.</p> <p>A copy of any contamination report shall be submitted to the TESR for review in accordance with mitigation measure 4. The DES shall determine whether consultation with the relevant Council and/or EPA is required prior to continuation of construction within the affected area.</p>	Contractor	Construction
75.	<p><b>Asbestos Management</b></p> <p>If previously unidentified asbestos contamination is discovered during construction, work in the affected area must cease immediately, and an investigation must be undertaken and a report prepared to determine the nature, extent and degree of the asbestos contamination. The level of reporting must be appropriate for the identified contamination in accordance with relevant EPA, Safe Work Australia and SafeWork NSW guidelines and include the proposed methodology for the remediation of the asbestos contamination. Remediation activities must not take place until receipt of the investigation report. The event must be reported in Transport incident management system as a report only event in accordance with the Transport Environmental Incident Procedure.</p> <p>Works may only recommence upon receipt of a validation report from a suitably qualified contamination specialist that the remediation activities have been undertaken in accordance with the investigation report and remediation methodology.</p> <p><i>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 mitigation measure 74 and mitigation measure 75.</i></p>	Contractor	Construction
76.	<p><b>Spoil Reuse, Removal and Classification</b></p> <p>All excavated spoil suitable for reuse will be reused on site and distributed as approved by the TESR. The quantity and locations for reuse of excavated material will be further reviewed and confirmed with the TESR during construction.</p> <p>All spoil to be removed from site will be tested to confirm the presence of any contamination. Any contaminated spoil would be disposed of at an appropriately licensed facility.</p> <p>All spoil and waste must be classified in accordance with the <i>Waste Classification Guidelines Part 1: Classifying waste</i> (EPA, 2014) prior to disposal.</p>	Contractor	Construction



No.	Mitigation measure	Responsibility	Timing
77.	<b>Concrete Washout</b> Any concrete washout will be established and maintained in accordance with Transport's <i>EMF-EM-GD-0145 Concrete washout guideline</i> (Transport for NSW, 2023g) with details included in the CEMP and location marked on the ECM.	Contractor	Construction
78.	<b>Mulch and landscaping</b> 1. Mulch used in landscaping must, to the extent possible, be derived from trees, shrubs and any other vegetative material that is approved by the Principal for use as mulch, removed during the clearing and grubbing works on the Site. If the mulch produced in this way is insufficient or not available, make up the shortfall by using imported hardwood chip that complies with Australian Standard AS 4454, the EPA Mulch Order 2016 and Mulch Exemption 2016. Imported hardwood chip must also comply with the following requirements: <ul style="list-style-type: none"> <li>a) hardwood chip must only be derived from waste hardwood timber. Woodchip derived from trees which have been specifically harvested for that purpose will not be accepted under any circumstances</li> <li>b) the material must comprise hardwood chips with not more than 5% fines by volume, and must not contain any bark</li> <li>c) the average size of the woodchip must be approximately 30 mm x 20 mm x 5 mm and the maximum length of chip must not exceed 50 mm</li> <li>d) hardwood chip must be free of soil, weeds, stones, vermin, insects or other foreign material.</li> </ul> 2. Prior to procuring, the Contractor must provide in writing to the Principal the source of mulch, as well as a sample of mulch and product documentation demonstrating compliance, for approval or for other quality assurance diligence and surveillance purposes. 3. Prior to importing, the Contractor must ensure all imported mulch is visually inspected at the supplier's premises, with samples collected and tested in accordance with AS 4454. The Contractor must track batches of mulch to ensure the same mulch inspected and tested is delivered to site. 4. During unloading and land application, the Contractor must ensure that a suitably qualified expert visually inspects each load of mulch for compliance. All visual inspections of mulch must be documented and include as a minimum: <ul style="list-style-type: none"> <li>a) location, date, and time of inspection</li> <li>b) name of inspector</li> <li>c) product name, supplier name, volume of material</li> <li>d) photographs of material inspected</li> <li>e) sample collection details (when applicable).</li> </ul>	Contractor	Construction

No.	Mitigation measure	Responsibility	Timing
<b>Sustainability, climate change and greenhouse gases</b>			
79.	<b>Sustainable Design Guidelines</b> Detailed design of the Proposal will be undertaken in accordance with the <i>Transport Sustainable Design Guidelines – Version 4.0</i> (Transport for NSW, 2017) and is to target a gold rating and achieve a minimum silver rating.	Contractor	During design
80.	<b>Carbon Footprint Exercise</b> The detailed design process will undertake a compliant carbon footprinting exercise in accordance with the Transport Carbon Tool or other approved modelling tools. The carbon footprint will to be used to inform decision making in design and construction.	Contractor	During design
81.	<b>Sustainability Officer</b> A suitably qualified and experienced Sustainability Officer shall be appointed who is responsible for implementing the sustainability objectives for the Proposal, in line with the Proposal's overarching Project Sustainability Plan. Details of the Sustainability Officer including defined responsibilities, duration and resource allocation throughout the appointment are to be submitted to the satisfaction of the Director of Sustainability prior to the preparation of the Sustainability Management Plan.	Contractor	Pre-construction
82.	<b>Sustainability Management Plan</b> <sup>–</sup> 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: <ul style="list-style-type: none"> <li>a) a completed electronic checklist demonstrating compliance with the <i>Transport Sustainable Design Guidelines Version 4.0</i> (ST-114)</li> <li>b) a statement outlining the Construction Contactor's own corporate sustainability policies, obligations, goals, targets and commitments</li> <li>c) a description of the processes and methodologies for encouraging and identifying innovative sustainability outcomes on the Proposal, and the areas targeted for innovative sustainable solutions to be explored and/or implemented on the Proposal.</li> <li>d) the approach to the identification of opportunities to reduce carbon emissions, energy use and embodied lifecycle impacts of the Proposal. This should include a summary of initiatives proposed for implementation to meet energy and carbon management objectives and targets</li> </ul>	Contractor	Pre-construction

No.	Mitigation measure	Responsibility	Timing
<ul style="list-style-type: none"> <li>e) the approach to sustainable procurement including how procurement processes have taken in to account the principles of <i>ISO 20400: 2017 – Sustainable Procurement</i> in the selection of all materials, products and services</li> <li>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.</li> </ul>	<p>A copy of the SMP shall be submitted to the Director of Sustainability at least 30 days prior to the commencement of construction, for written approval (or such time as is otherwise approved by the Director).</p>		
<b>Cumulative impacts</b>			
<p>83. <b>Ongoing Cumulative Impacts</b></p> <p>The potential cumulative impacts associated with the Proposal will be further considered as the design develops and as further information regarding the location and timing of potential developments is released. Environmental management measures will be developed in the CEMP, and implemented as appropriate. The CLMP will capture how the known cumulative impacts will be managed with the community and key stakeholders.</p>		Contractor	Pre-construction

### 7.3 Licensing and approvals

Table 7-2: Summary of licensing and approvals required

Instrument	Requirement	Timing
Road Occupancy Licence	Work requiring the closure of lanes on Chester Hill Road would be carried out in line with a Road Occupancy Licence (ROL) to be obtained from the City of Canterbury Bankstown Council.	Pre-construction



## 8. Sustainability

### 8.1 Sustainability policy context

Consistent with the Future Transport Strategy, Transport is committed to managing impacts on the environment and operating in an environmentally sustainable manner. These commitments are set out in the Transport Environment and Sustainability Policy (Transport, 2020) and Transport Net Zero and Climate Change Policy (Transport, 2023a).

The Proposal has been developed and would be delivered in accordance with Transport's policies and the Transport for NSW Sustainability Plan (Transport, 2021).

### 8.2 Sustainability issues, opportunities and initiatives

The material sustainability issues and opportunities for the Proposal have been considered in the development of the sustainability objectives in Section 2.3.3, the sustainability initiatives and the consideration of a sustainability rating as described in Section 8.3.

Table 8-1 identifies how the Proposal has responded to the Transport Environment and Sustainability Policy (Transport, 2020) and sets out initiatives and recommendations for the Proposal. Sustainability objectives are outlined in Section 2.3.3.

Table 8-1 Sustainability objectives and initiatives for the Chester Hill Station Upgrade

Sustainability focus areas	Issue	Objectives	Initiatives (how is the project responding)
Respond to climate change	Climate resilience	The Proposal is to carry out a climate risk assessment that mitigates all extreme and high residual risks.	<ul style="list-style-type: none"> <li>A Detailed Climate Risk Assessment has been carried out for the Proposal (refer to Section 6.11 of this REF).</li> <li>Adaptation measures would be further developed in the detailed design.</li> </ul>
	Energy and carbon	<ul style="list-style-type: none"> <li>Reduction of GHG emissions through materials choice, optimising design and construction practices onsite.</li> <li>The Proposal is required to establish a baseline footprint using the Transport Carbon Tool.</li> </ul>	<p>Initiatives would be further investigated in detailed design such as:</p> <ul style="list-style-type: none"> <li>use of renewable energy during construction</li> <li>concrete materials replacement through substitute cementitious material</li> <li>asphalt component materials replacement using maximum amount of reclaimed asphalt pavement</li> <li>fossil fuel free construction opportunities</li> <li>value engineering to look for opportunities to reduce material volumes</li> <li>the Transport Carbon Tool to be used to demonstrate the required emissions reduction from baseline measurements.</li> </ul>
Protect and enhance biodiversity	Biodiversity management	The Proposal is required to comply with the latest Transport guideline for calculating biodiversity offsets.	Tree removal and replacement is discussed in Section 6.7 of this REF. A total of eight trees would be required to be planted in line with Transport's <i>Tree and Hollow Replacement Guideline</i> (Transport, 2023d). These would be planted in the local area to offset the removal of the two existing platform trees. Opportunities would also be explored during detailed design to retain the platform trees.
Improve environmental outcomes	Water cycle management	The Proposal is required to monitor and report on water consumption during construction and reduce potable water consumption where practicable	Opportunities would be investigated in detailed design.

### 8.3 Sustainability rating

The Chester Hill Station Upgrade would apply the following Sustainability rating tool throughout the detailed design phase:

- *Transport Sustainable Design Guidelines* (V.4) – the Proposal is aiming to achieve a minimum Silver rating.

To deliver effective sustainability initiatives, the delivery Contractor would be responsible for ensuring requirements are embedded into the design, procurement, costing, construction, and maintenance and reported regularly to Transport.

Transport would ensure requirements are included in relevant contracts for the works and manage the ongoing inclusion and monitor outcomes of sustainability across the project lifecycle.

## 9. Conclusion

This chapter provides the justification for the Proposal taking into account its biophysical, social and economic impacts, the suitability of the site and whether or not the Proposal is in the public interest. The Proposal is also considered in the context of the objectives of the EP&A Act, including the principles of ecologically sustainable development as defined in section 193 of the Environmental Planning and Assessment Regulation 2021.

### 9.1 Justification

The Proposal is considered to be consistent with a number of strategies and plans, including:

- Future Transport Strategy (Transport, 2022a)
- NSW Disability Inclusion Action Plan (2021-2025) (NSW Government, 2021)
- A Metropolis of Three Cities: Greater Sydney Region Plan (Greater Sydney Commission, 2018a)
- South District Plan (Greater Sydney Commission, 2018b)
- Staying Ahead: State Infrastructure Strategy 2022-2042 (Infrastructure NSW, 2022).

The Proposal would meet the key strategic objectives within the above strategies and plans, as outlined in Section 2.1.

The Proposal forms part of the Safe Accessible Transport program. This program is designed to drive a stronger customer experience outcome, with improvements made to amenity, access and safety. The Proposal aims to deliver improved connectivity between modes including greater opportunities for active transport, encourage greater public transport use by providing safe and welcoming spaces, and better integration of interchanges within the communities they serve.

#### 9.1.1 Social factors

Over the long-term, the Proposal would provide social benefits to the Chester Hill community and the wider Sydney Trains customer network through improved accessibility. This would be as a result of the installation of the elevated walkway, including the lift and new stairs, platform regrading, installation of TGSIs and accessibility upgrades to station interchange facilities, including upgrades to bus stops, an accessible parking space, an accessible kiss and ride space, and bicycle parking. Customer amenity and safety would also be improved through provision of the new family accessible toilet and unisex ambulant toilet, improved CCTV, improved signage and wayfinding, upgrades to the station PA system and new lighting. The Proposal is anticipated to result in an overall improved experience for commuters using the station and the Sydney Trains network.

The construction of the Proposal would result in minor social impacts through disruptions to pedestrian and traffic flow as a result of temporary partial road closures and minor noise and dust impacts.

#### 9.1.2 Biophysical factors

The Proposal would result in the removal of two trees along the station platform. In accordance with Transport's *Tree and Hollow Replacement Guidelines* (Transport, 2023d), a total of eight trees would be planted for the Proposal, which would be planted throughout the local area. This is anticipated to result in minimal impacts to the overall ecological values of the area. Opportunities would be explored during detailed design to retain the two platform trees. Provided standard mitigation measures are in place, no substantial impacts are expected to threatened flora or threatened ecological communities. Native and exotic fauna may incidentally use vegetation within the Proposal area, however the vegetation expected for removal does not constitute an important habitat for fauna species. The operation of the Proposal is not anticipated to result in significant impacts to biodiversity.



During construction, there is potential for erosion and sediment to impact Villawood Drain and Duck River given their proximity to the Proposal. There is also the potential for impacts from accidental spills or inadequate fuel and chemical storage practices resulting in localised contamination of water quality. These impacts would be minimised through the implementation of erosion and sediment controls and procedures for managing the storage and use of hazardous materials including fuels. There would also be minor air quality impacts as a result of dust produced from excavation work and minor additional exhaust fumes from construction vehicles. The operation of plant and equipment would result in increases in exhaust emissions, however these impacts are anticipated to be localised, short-term and minor.

9.1.3 Economic factors

The Proposal would result in improved access to Chester Hill Station, which would improve access for all customers to the public transport network. This would allow for customers of all abilities to access goods and services throughout Greater Sydney more readily. The construction of the lift from the platform to Chester Hill Road and accessibility improvements at station interchange facilities also has the potential to increase patronage at local businesses in Chester Hill.

9.1.4 Public interest

The Proposal would be in the public interest through accessibility improvements to Chester Hill Station which would improve the ability for all customers to use the public transport network. The construction of the lift to the platform, platform regrading work, accessibility improvements at station interchange facilities and construction of the family accessible toilet and unisex ambulant toilet would all be in the public interest. In addition, safety and amenity improvements at Chester Hill Station, including improved CCTV, improved signage and wayfinding, upgrades to the station PA system, and new lighting, would provide benefits to all customers using Chester Hill Station.

9.2 Objects of the EP&A Act

Table 9-1 Objects of the Environmental Planning and Assessment Act 1979

Instrument	Requirement
1.3(a) To promote the social and economic welfare of the community and a better environment by the proper management, development and conservation of the State's natural and other resources.	The Proposal would promote the social and economic welfare of the community through improved accessibility at Chester Hill Station, allowing customers of all abilities to access the station and the wider public transport network. The construction of the lift to the platform, platform regrading work, station interchange facility upgrades and station toilet upgrades would improve the usability of the station for customers of all abilities. In addition, upgrades to the station CCTV system, PA system, lighting, and signage and wayfinding would allow for improved management of the station and its customers.
1.3(b) To facilitate ecologically sustainable development by integrating relevant economic, environmental and social considerations in decision-making about environmental planning and assessment.	Ecologically sustainable development has been considered throughout the development of the Proposal, with the legislative context of ecologically sustainable development considered in Section 4 and the environmental, economic and social impacts of the Proposal considered in Chapter 6.  Mitigation measures are proposed to be implemented to minimise construction impacts, including construction traffic, noise, heritage

Instrument	Requirement
	and biodiversity impacts. This includes the preparation of a CEMP to make sure safeguards and management measures are implemented and maintained during the construction period. Mitigation measures would also be implemented to minimise operational impacts, including visual impacts. Ecologically sustainable development is further discussed in Section 9.2.1.
1.3(c) To promote the orderly and economic use and development of land.	The Proposal is required to improve the use of Chester Hill Station and surrounding public transport interchange facilities through accessibility and safety upgrades. This would allow for orderly and economic use of land particularly as it involves the upgrade of existing rail infrastructure.
1.3(d) To promote the delivery and maintenance of affordable housing.	Not relevant to the Proposal.
1.3(e) To protect the environment, including the conservation of threatened and other species of native animals and plants, ecological communities and their habitats.	The Proposal would require the removal of two trees along the platform, which would be replaced by eight trees in the local area in line with Transport's <i>Tree and Hollow Replacement Guidelines</i> (Transport, 2023d). Native and exotic fauna would likely incidentally use vegetation within the Proposal area, however the vegetation expected for removal does not constitute an important habitat for fauna species. The Proposal would not result in significant impacts to threatened species, ecological communities or their habitats.
1.3(f) To promote the sustainable management of built and cultural heritage (including Aboriginal cultural heritage).	The Proposal is not anticipated to impact Aboriginal cultural heritage. Despite this, an Unexpected Heritage Items Procedure would be implemented if any previously unidentified or unexpected heritage items are discovered during construction. Upgrades to the station building would minimise impacts to heritage fabric as much as possible and would aim to integrate with the existing heritage design where possible, including through the use of doors and trim that would be painted to replicate the existing heritage features.
1.3(g) To promote good design and amenity of the built environment.	Both the urban design and the landscape concept for the Proposal has been developed to achieve an integrated outcome that helps fit the Proposal as sensitively as possible into its context and to minimise the impacts of the Proposal on the existing landscape character of the surrounding area. Mitigation measures would be implemented in the detailed design stage to ensure that the design objectives are realised.

Instrument	Requirement
1.3(h) To promote the proper construction and maintenance of buildings, including the protection of the health and safety of their occupants.	The Proposal would involve upgrades to the station building, including a new family accessible toilet and ambulant toilet and reconfiguration of the existing storage room to provide a new shared services equipment room. Reconfiguration of the station building would improve accessibility for all users, including through alignment of the toilet floor to the platform floor level, which would contribute to overall improved accessibility of Chester Hill Station and improved health and safety outcomes for staff and customers using the station.
1.3(i) To promote the sharing of the responsibility for environmental planning and assessment between the different levels of government in the State.	Transport are responsible as the determining authority for this Proposal under Division 5.1 of the EP&A Act.
1.3(j) To provide increased opportunity for community participation in environmental planning and assessment.	Consultation with the community and relevant government agencies has been carried out during the development of the Proposal. Details on this consultation can be found in Chapter 5. There would be further opportunities for the public to comment on the Proposal during the exhibition of the REF.

## 9.2.1 Ecologically sustainable development

Ecologically sustainable development (ESD) is development that improves the total quality of life, both now and in the future, in a way that maintains the ecological processes on which life depends. The principles of ESD have been an integral consideration throughout the development of the project.

ESD requires the effective integration of economic and environmental considerations in decision-making processes. The four main principles supporting the achievement of ESD as per the EP&A Act are discussed below. Further information on consideration of sustainability issues, opportunities and initiatives is provided in Section 3.2.4 and Chapter 8.

### The precautionary principle

The precautionary principle deals with reconciling scientific uncertainty about environmental impacts with certainty in decision-making. It provides that where there is a threat of serious or irreversible environmental damage, the absence of full scientific certainty should not be used as a reason to postpone measures to prevent environmental degradation.

This principle was considered during options development (refer to Chapter 2). The precautionary principle has guided the assessment of environmental impacts for this REF and the development of mitigation measures.

A number of safeguards have been proposed to minimise potential impacts and to respond to areas of scientific uncertainty. These safeguards would be implemented prior to and during construction of the Proposal, as well as during operation. No safeguards have been postponed as a result of a lack of scientific uncertainty. A CEMP would be prepared prior to the commencement of construction, which would make sure the Proposal achieves a high-level of environmental performance.

### Intergenerational equity

Social equity is concerned with the distribution of economic, social and environmental costs and benefits. Inter-generational equity introduces a temporal element with a focus on minimising the distribution of costs to future generations.

The Proposal would not result in any impacts that are likely to adversely impact the health, diversity or productivity of the environment for future generations. The Proposal would improve accessibility and safety at Chester Hill Station for current and future generations, which would allow for all customers to access the public transport network from Chester Hill more easily.

Should the Proposal not proceed, the principle of intergenerational equity may be compromised, as future generations would not benefit from improved accessibility and safety at Chester Hill Station, meaning customers with accessibility needs would be limited in their ability to access goods and services via the public transport network.

### Conservation of biological diversity and ecological integrity

The Proposal would result in minimal impacts to biological diversity and ecological integrity. Two trees would be removed along the platform as part of the Proposal. The removal of these trees would be offset through the planting of eight trees in the local area in line with Transport's *Tree and Hollow Replacement Guidelines* (Transport, 2023d). The Proposal is not anticipated to result in significant impacts to threatened species or threatened ecological communities.

### Improved valuation, pricing and incentive mechanisms

The principle of internalising environmental costs into decision making requires consideration of all environmental resources that may be affected by the carrying out of a project, including air, water, land and living things.

Environmental issues were considered as key matters in the initial design process and in the economic and financial feasibility assessments for the Proposal. The value placed on environmental resources is demonstrated in the extent of the planning and environmental investigations outlined in Chapter 6, and in the design of the mitigation measures described in Section 7.2. Implementation of these mitigation measures would result in an economic cost to Transport, which would be included in both the capital and operating cost of the Proposal.

In addition, the value of the Proposal to the community in terms of improved safety and accessibility has been recognised during development of the Proposal as the Proposal would improve accessibility for all users of Chester Hill Station.

## 9.3 Conclusion

The proposed accessibility upgrades at Chester Hill Station are subject to assessment under Division 5.1 of the EP&A Act. The REF has examined and taken into account to the fullest extent possible all matters affecting or likely to affect the environment by reason of the proposed activity.

This has included consideration (where relevant) of conservation agreements and plans of management under the NPW Act, biodiversity stewardship sites under the BC Act, wilderness areas, areas of outstanding value, impacts on threatened species and ecological communities and their habitats, and other protected fauna and native plants. It has also considered potential impacts to matters of national environmental significance listed under the EPBC Act.

A number of potential environmental impacts from the Proposal have been avoided or reduced during the concept design development and options assessment. The Proposal, as described in the REF, best meets the project objectives but would still result in some traffic, landscape character and visual amenity, noise and vibration, heritage, socio-economic, biodiversity and greenhouse gas impacts. Mitigation measures as detailed in this REF would ameliorate or minimise these expected impacts. The Proposal would also improve accessibility and safety at Chester Hill Station and allow all customers to access the wider public transport network from Chester Hill Station, including from



station interchange facilities. On balance, the Proposal is considered justified and the following conclusions are made.

### 9.3.1 Significance of impact under NSW legislation

The Proposal would be unlikely to cause a significant impact on the environment. Therefore, it is not necessary for an environmental impact statement to be prepared nor approval to be sought from the Minister for Planning under Division 5.2 of the EP&A Act. A Biodiversity Development Assessment Report or Species Impact Statement is not required. The Proposal is subject to assessment under Division 5.1 of the EP&A Act. Consent from Council is not required.

### 9.3.2 Significance of impact under Australian legislation

The Proposal is not likely to have a significant impact on matters of national environmental significance nor the environment of Commonwealth land within the meaning of the *Environment Protection and Biodiversity Conservation Act 1999* (Commonwealth). A referral to the Australian Department of Climate Change, Energy, the Environment and Water is not required.

# 10. Certification

I certify that I have reviewed and endorsed the contents of this REF and, to the best of my knowledge, it is in accordance with the EP&A Act, the EP&A Regulation and the Guidelines approved under Section 170 of the EP&A Regulation, and the information is neither false nor misleading. I accept it on behalf of Transport for NSW.

Name: Zoe McLaughlin  
Position: Manager, Environment and Planning  
Company name: Aurecon Australasia Pty Ltd  
Date: 26/08/2024

I have reviewed and accept the contents of this REF and that it is a true account of the Proposal.

Name: Clinton Parks  
Position: Project Manager  
Transport region/program: Safe Accessible Transport program  
Date: 26/08/2024

# 11. EP&A Regulation publication requirement

Table 11-1 EP&A Regulation publication requirement

Requirement	Yes/No
Does this REF need to be published under section 171(4) of the EP&A Regulation?	Yes

## 12. References

- Allied Tree Consultancy (2024) Safe Accessible Transport Program –Chester Hill Station Arboricultural Impact Assessment Report.
- Artefact Heritage (2024) Chester Hill Station Upgrade –Safe Accessible Transport Program Statement of Heritage Impact.
- Aurecon (2023a) TAP Urban Design Plan Chester Hill Station Revision E.
- Aurecon (2023b) Transport Access Program Tranche 4 (TAP4) Chester Hill Station Concept Design Report.
- Aurecon (2023c) TAP4 -Chester Hill Station Concept Design Desktop Hydrology Study.
- Aurecon (2023d) Climate Risk Assessment Report.
- Aurecon (2024a) Safe Accessible Transport Program –Chester Hill Station Traffic, Transport and Access Impact Assessment.
- Aurecon (2024b) Safe Accessible Transport Program –Chester Hill Station Urban Design and Visual Impact Assessment.
- Australia ICOMOS (2013) Burra Charter.
- Bureau of Meteorology (2023) Bankstown Airport AWS data.
- Cardno (2022) Chester Hill Station Upgrade Preliminary Site Investigation.
- City of Canterbury Bankstown (2020) Connective City 2036: City of Canterbury Bankstown Local Strategic Planning Statement.
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- City of Canterbury Bankstown (2024) Planning maps.
- Civic Design (2009) Villawood Drain Works-as-executed Study.
- Clean Energy Regulator (2023) National Greenhouse Emissions Reporting Scheme.
- Commonwealth DCCEEW (2024a) *Protected Matters Search Tool*. On-line resources accessed via: <https://pmst.awe.gov.au/#/map?lng=131.52832031250003&lat=-28.6905876542507&zoom=5&baseLayers=Imagery,ImageryLabels>
- Commonwealth DCCEEW (2024b) *National Flying-fox monitoring viewer*. On-line resources accessed via: <https://www.environment.gov.au/webgis-framework/apps/ffc-wide/ffc-wide.jsf>
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- DPE (2022) Guideline for Division 5.1 assessments.
- DPE (2023) *NSW State Vegetation Type Map NSW Extant PCT*, Current Release C2.0M2.0 December 2023.



- DPI (2024) *Key Fish Habitat Maps*. On-line resource accessed via:  
<https://www.dpi.nsw.gov.au/fishing/habitat/publications/pubs/key-fish-habitat-maps>
- DPIE (2020) Environmental Management Plan Guideline–Guideline for infrastructure projects.
- EHG (2024a) *BioNet Atlas*. NSW Department of Climate Change, Energy, The Environment and Water via Environment and Heritage Group. On-line resource accessed via:  
<https://www.environment.nsw.gov.au/topics/animals-and-plants/biodiversity/nsw-bionet>
- EHG (2024b) *BioNet Vegetation Classification*. NSW Department of Climate Change, Energy, The Environment and Water via Environment and Heritage Group. On-line resource accessed via:  
<https://vegetation.bionet.nsw.gov.au/default.aspx>
- EPA (1995) Contaminated sites–sampling design guidelines.
- EPA (2014) Waste Classification Guidelines.
- Greater Sydney Commission (2018a) A Metropolis of Three Cities–Greater Sydney Region Plan.
- Greater Sydney Commission (2018b) South District Plan.
- Infrastructure NSW (2022) *Staying Ahead: State Infrastructure Strategy 2022-2042*.
- Landcom (2004) *Blue Book – Managing urban stormwater: soils and construction*.
- NSW Department of Environment and Conservation (2005) *Recovering bushland on the Cumberland Plain–best practice guidelines for the management and restoration of bushland*.
- NSW Government (2021) *NSW Disability Inclusion Action Plan (2021-2025)*.
- Office of Environment and Heritage (2011) *Guidelines for Consultants Reporting on Contaminated Sites*.
- Roads and Maritime Services (2011) *Procedure for Aboriginal Cultural Heritage Consultation and Investigation*.
- SLR (2024) *Safe Accessible Transport Program–Chester Hill Station Upgrade Noise and Vibration Impact Assessment*.
- Transport for NSW (2017) *Transport Sustainable Design Guidelines–Version 4.0*.
- Transport for NSW (2019a) *Water Discharge and Reuse Guideline*.
- Transport for NSW (2020) *Transport Environment and Sustainability Policy*.
- Transport for NSW (2021) *Transport for NSW Sustainability Plan*.
- Transport for NSW (2022a) *Future Transport Strategy*.
- Transport for NSW (2022b) *Biodiversity Policy*.
- Transport for NSW (2022c) *Infrastructure Project Style Guide November 2022*.
- Transport for NSW (2022e) *Biodiversity Assessment Guideline*.
- Transport for NSW (2023a) *Net Zero and Climate Change Policy*.
- Transport for NSW (2023b) *Construction Noise and Vibration Guideline (Public Transport Infrastructure)*.
- Transport for NSW (2023c) *Transport Performance and Analytics Data*.
- Transport for NSW (2023d) *Tree and hollow replacement guidelines*.
- Transport for NSW (2023e) *Environmental controls map guideline*.

Transport  
for NSW

- Transport for NSW (2023f) Chemical storage and spill response guidelines.
- Transport for NSW (2023g) Concrete washout guideline.
- Transport for NSW (2024a) Preliminary assessment results for Chester Hill Station Upgrade (SAT) based on Stage 1 PACHCI.
- Transport for NSW (2024b) Biodiversity Management Guideline.
- Transport for NSW (2024c) Unexpected Heritage Items Procedure.

## Terms and acronyms used in this REF

Term / Acronym	Description
ABS	Australian Bureau of Statistics
AEP	Annual Exceedance Probability
AFC	Approved for construction
AHIMS	Aboriginal Heritage Information Management System
AWS	Automatic weather station
BC Act	<i>Biodiversity Conservation Act 2016 (NSW)</i>
BSRs	Baseline sustainability requirements
CCTV	Closed Circuit Television
CECR	Construction Environmental Compliance Report
CEMP	Construction environmental management plan
CERT	Carbon Estimate Reporting Tool
CLMP	Community Liaison Management Plan
Commonwealth DCCEEW	Commonwealth Department of Climate Change, Energy, the Environment and Water
CNVG-PTI	Construction Noise and Vibration Guideline (Public Transport Infrastructure)
CNVMP	Construction Noise and Vibration Management Plan
CPTED	Crime Prevention Through Environmental Design
CSM	Conceptual site model
DBH	Diameter at Breast Height
DBYD	Dial Before You Dig
DDA	<i>Disability Discrimination Act 1992 (Cwlth)</i>
DDVR	Detailed design validation report
DPE	Former NSW Department of Planning and Environment, now split into DPHI and NSW DCCEEW
DPHI	Department of Planning, Housing and Infrastructure
DSAPT	<i>Disability Standards for Accessible Public Transport (2002)</i>
ECM	Environmental controls map
EIA	Environmental impact assessment
EMS	Environmental Management System
EPA	Environment Protection Authority
EP&A Act	<i>Environmental Planning and Assessment Act 1979 (NSW)</i> . Provides the legislative framework for land use planning and development assessment in NSW
EP&A Regulation	Environmental Planning and Assessment Regulation 2021.
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999 (Commonwealth)</i> . Provides for the protection of the environment, especially matters of national environmental significance, and provides a national assessment and approvals process
EPL	Environment Protection Licence
ESCP	Erosion and sediment control plan
ESD	Ecologically sustainable development. Development which uses, conserves and enhances the resources of the community so that ecological processes on which life depends, are maintained and the total quality of life, now and in the future, can be increased
FFMSP	Flora and Fauna Management Sub-plan
FM Act	<i>Fisheries Management Act 1994 (NSW)</i>

Term / Acronym	Description
GHG	Greenhouse gas
Heritage Act	<i>Heritage Act 1977 (NSW)</i>
HIP	Heritage Interpretation Plan
HV	High Voltage
HVI	Heat vulnerability index
LCA	Life cycle analysis
LCZ	Landscape Character Zone
LEP	Local Environmental Plan. A type of planning instrument made under Part 3 of the EP&A Act.
LGA	Local Government Area
NCA	Noise Catchment Area
NML	Noise Management Level
NPW Act	<i>National Parks and Wildlife Act 1974 (NSW)</i>
NSW DCCEEW	New South Wales Department of Climate Change, Energy, the Environment and Water
OOHW	Out of hours work
OOHWP	Out of hours work protocol
PA system	Public Address system
PACHCI	Procedure for Aboriginal Cultural Heritage Consultation and Investigations
PCT	Plant Community Type
PM	Particulate matter
PMST	Protected Matters Search Tool
POEO Act	<i>Protection of the Environment Operations Act 1997</i>
Proposal	The Chester Hill Station Upgrade, as described in Chapter 3.
PSI	Preliminary Site Investigation
RBL	Rating background levels
Roads Act	<i>Roads Act 1993</i>
RMS	Former NSW Roads and Maritime Services, now Transport for NSW
ROL	Road Occupancy Licence
SDG	Sustainability Design Guideline
SEED	Sharing and Enabling Environmental Data
SEPP	State Environmental Planning Policy. A type of planning instrument made under Part 3 of the EP&A Act.
SEPP (Biodiversity and Conservation)	State Environmental Planning Policy (Biodiversity and Conservation) 2021
SEPP (Eastern Harbour City)	State Environmental Planning Policy (Precincts – Eastern Harbour City) 2021
SEPP (Resilience and Hazards)	State Environmental Planning Policy (Resilience and Hazards) 2021
SEPP (Transport and Infrastructure)	State Environmental Planning Policy (Transport and Infrastructure) 2021
SMP	Sustainability Management Plan
SoHI	Statement of Heritage Impact
SSFL	Southern Sydney Freight Line
Station	Chester Hill Station
SWMP	Soil and Water Management Plan
TAP	Transport Access Program
TAHE	Transport Asset Holding Entity



Term / Acronym	Description
tCO <sub>2-e</sub>	Tonnes of carbon dioxide equivalence
TEC	Threatened ecological community
TESR	Transport Environment and Sustainability Representative
TGSI	Tactile Ground Surface Indicators
TMP	Traffic Management Plan
Transport	Transport for NSW
UDVIA	Urban Design and Visual Impact Assessment
UDLP	Urban Design and Landscape Plan
UNSDGs	United Nations Sustainable Development Goals
WARR Act	<i>Waste Avoidance and Recovery Act 2001</i>
WELS	Water Efficiency Labelling Scheme
WoNS	Weeds of National Significance

## Appendix A - Consideration of section 171(2) factors, section 171A factors and matters of national environmental significance and Commonwealth land

## Consideration of section 171(2) factors

In addition to the requirements of the Guideline for Division 5.1 assessments (DPE 2022) as detailed in the REF, the following factors, listed in section 171(2) of the Environmental Planning and Assessment Regulation 2021, have also been considered to assess the likely impacts of the Proposal on the natural and built environment.

Factor	Description of impact	Duration and extent
a) Environmental impact on the community.	There would be some temporary impacts to community during the construction phase in relation to traffic, noise, access and visual amenity. During operation, the Proposal would result in benefits associated with accessibility improvements at Chester Hill Station with minimal adverse operational impacts. Mitigation measures outlined in Section 7.2 would be implemented to manage and minimise any adverse impacts.	Short-term, minor adverse impacts  Long-term positive impacts
b) The transformation of the locality.	The Proposal would introduce new visible elements to the station precinct, including the new elevated walkway and lift shaft, new stairs, new canopies along the platform and along Chester Hill Road, and alterations to station interchange facilities. These new elements would have a visual impact, however they would be consistent with the features of a railway facility and would not lead to a major transformation of the locality. Design criteria has informed the Proposal's design to minimise any transformation of the wider locality. Opportunities to include public art or Connecting with Country principles would be explored as the design progresses to integrate the Proposal within the wider locality.	Long-term, minor adverse impacts
c) Any environmental impact on the ecosystems of the locality.	Two trees would be removed along the platform during the construction phase of the Proposal, however this is not expected to have a substantial impact on the overall ecological values of the area as they would not result in the loss of naturally occurring plant communities. Native and exotic fauna would likely incidentally use the vegetation within the Proposal area, however the trees to be removed do not constitute important fauna habitat. The two trees to be removed on the platform would require eight trees to be planted within the local area in line with Transport's <i>Tree and Hollow Replacement Guideline</i> (Transport, 2023d). Opportunities would also be explored to retain the two platform trees during detailed design.	Short-term, minor adverse impacts
d) Any reduction of the aesthetic, recreational, scientific or other environmental quality or value of a locality.	The Proposal would result in the introduction of new visible elements to the station precinct (including the new elevated walkway and lift shaft, new canopies and alterations to station interchange facilities) which would have a visual impact but would not result in a major impact on the landscape character of the locality.	Long-term, minor adverse impacts

Factor	Description of impact	Duration and extent
e) Any effect on any locality, place or building having aesthetic, anthropological, archaeological, architectural, cultural, historical, scientific or social significance or other special value for present or future generations.	<p>The Proposal would result in a positive contribution to the area as it would provide equitable access to Chester Hill Station and improve the amenity of the station for all customers.</p> <p>Chester Hill Railway Station Group is listed on the TAHE Section 170 Heritage and Conservation Register and is noted as having historical, aesthetic and social significance, as well as being representative of 1920s suburban railway stations. The Proposal would result in impacts to heritage features such as the station building, platform and overbridge as a result of accessibility upgrades, however the Proposal is considered necessary to improve access to Chester Hill Station and the wider railway network for all customers.</p> <p>Construction of the Proposal is considered unlikely to harm Aboriginal cultural heritage values and non-Aboriginal heritage archaeological items of significance.</p>	Long-term, moderate adverse impacts
f) Any impact on the habitat of protected fauna (within the meaning of the <i>Biodiversity and Conservation Act 2016</i> ).	The Proposal would not have any impact on the habitat of protected fauna.	Nil
g) Any endangering of a species of animal, plant or other form of life, whether living on land, in water or in the air.	The Proposal is unlikely to endanger any species of animal, plant or other form of life, whether living on land, in water or in the air.	Nil
h) Any long-term effects on the environment	The Proposal would result in minor long-term visual impacts as a result of the introduction of prominent new features, including the new elevated walkway and lift shaft, new canopies, and alterations to station interchange facilities, however these elements would be consistent with the features of a railway facility. The Proposal would not result in adverse long-term traffic, noise, heritage, socio-economic, biodiversity, soil and water, contamination or flooding impacts. The improved accessibility at Chester Hill Station as a result of the Proposal would result in long-term positive impacts.	<p>Long-term, positive impacts</p> <p>Long-term, minor adverse impacts</p>
i) Any degradation of the quality of the environment.	The Proposal is unlikely to result in any degradation of the quality of the environment.	Nil



Factor	Description of impact	Duration and extent
j) Any risk to the safety of the environment.	The Proposal is unlikely to cause any pollution or safety risks to the environment provided management and mitigation measures outlined in Section 7.2 are implemented. Specific management measures have been included to manage risks associated with the storage and use of hazardous materials during construction and additional investigations have been recommended to confirm the presence of asbestos within existing station infrastructure.	Short-term, minor adverse impacts
k) Any reduction in the range of beneficial uses of the environment.	The Proposal is unlikely to result in any reduction in the range of beneficial uses of the environment.	Nil
l) Any pollution of the environment.	The Proposal would result in some noise, vibration, greenhouse gas and dust emissions during the construction phase. These would be minimised through the implementation of measures included in Section 7.2.	Short-term, minor adverse impacts.
m) Any environmental problems associated with the disposal of waste	The Proposal is unlikely to cause any environmental problems associated with the disposal of waste. Transport would carry out the Proposal having regard to the requirements of the WARR Act, and a site-specific Waste Management Plan would be prepared as part of the CEMP. Mitigation measures would be implemented to ensure waste is reduced, reused or recycled where practical.	Short-term, negligible impacts.
n) Any increased demands on resources (natural or otherwise) that are, or are likely to become, in short supply.	The Proposal is unlikely to increase demands on resources that are, or are likely to become, in short supply.	Nil
o) The cumulative environmental effect with other existing or likely future activities.	A search of the NSW Major Projects website and the City of Canterbury Bankstown Council Development Application Register revealed two projects with the potential for cumulative impacts alongside the Proposal. Potential cumulative impacts would include minor traffic and noise impacts, however these would be minimised through standard mitigation measures outlined in Section 7.2.	Short-term, minor adverse impacts
p) Any impact on coastal processes and coastal hazards, including those under projected climate change conditions.	The Proposal would not affect or be affected by any coastal processes or hazards, including those under projected climate change conditions.	Nil

Factor	Description of impact	Duration and extent
q) Applicable local strategic planning statements, regional strategic plans or district strategic plans made under the Act, Division 3.1	Strategic plans relevant to the Proposal which have been considered in this REF (refer to Section 2.1) include: <ul style="list-style-type: none"> <li>• Future Transport Strategy</li> <li>• NSW Disability Inclusion Action Plan (2020-2025)</li> <li>• A Metropolis of Three Cities – Greater Sydney Region Plan</li> <li>• South District Plan</li> <li>• Building Momentum – State Infrastructure Strategy 2022 – 2042.</li> </ul>	Nil
r) Other relevant environmental factors	In considering the potential impacts of this Proposal all relevant environmental factors have been considered, refer to Chapter 6 of this assessment.	Nil

## Consideration of section 171A factors – activities in catchments

### SEPP Biodiversity and Conservation – Chapter 6 (Water Catchments)

Chapter 6 (Water Catchment) of SEPP (Biodiversity and Conservation) relates to the use of land within regulated catchments. In these catchments Transport is required to consider the environmental impact of activities to which Division 5.1 of the EP&A Act applies before carrying out the activity.

The four regulated catchments are:

- the Sydney Drinking Water Catchment,
- the Sydney Harbour Catchment,
- the Georges River Catchment,
- the Hawkesbury-Nepean Catchment.

In undertaking an activity in a regulated catchment Transport must satisfy sections 6.6(2), 6.7(2), 6.8(2) and 6.9(2) and consider environmental impacts listed in sections 6.6(1), 6.7(1), 6.8(1) and 6.9(1) of State Environmental Planning Policy (Biodiversity and Conservation) 2021. This includes specific consideration of water quality and quantity, aquatic ecology, flooding, and recreation and public access.

## Water quality and quantity

Table C1 Water quality and quantity considerations, SEPP (Biodiversity and Conservation)

Section	Factor	Impact/Comment
<b>The project must be satisfied the below before undertaking the activity:</b>		
6.6(2)(a)	The effect on the quality of water entering a natural waterbody would be as close as possible to neutral or beneficial	Activities which could disturb soil during construction, including excavations, have the potential to impact local water quality as a result of erosion and sedimentation. There is also a risk of contaminating local water quality and the stormwater network as a result of accidental spills or inadequate fuel and chemical storage practices. However, impacts would be minimised through the implementation of erosion and sediment controls during construction as outlined in Section 7.2. As such, any residual impact following the implementation of mitigation measures would be as close as possible to neutral.
6.6(2)(b)	The impact on water flow in a natural waterbody would be minimised	The Proposal is not anticipated to result in significant changes to water flow or increases in runoff volumes compared to the existing scenario. The Proposal would result in platform drainage being changed from a two-way fall to a one-way fall, resulting in increased stormwater runoff to the northern track and reduced stormwater runoff to the southern track. It is assumed that this minor increase in stormwater runoff as a result of platform regrading would not result in increases in water flows or nearby natural waterbodies.
<b>The project must consider the below before undertaking the activity:</b>		
6.6(1)(a)	Consider whether the development would have a neutral or beneficial effect on the quality of water entering a waterway	Activities which could disturb soil during construction, including excavations, have the potential to impact local water quality as a result of erosion and sedimentation. There is also a risk of contaminating local water quality and the stormwater network as a result of accidental spills or inadequate fuel and chemical storage practices. However, impacts would be minimised through the implementation of erosion and sediment controls during construction as outlined in Section 7.2. In addition, the distance of the closest waterway (being Villawood Drain which is 600 metres southwest of the Proposal area), would minimise the likelihood of impacts to water quality. Any residual impact following the implementation of mitigation measures would be as close as possible to neutral.
6.6(1) (b)	Consider whether the development would have an adverse impact on water flow in a natural waterbody,	The Proposal is not anticipated to have an adverse impact on water flow in a natural waterbody as the closest natural waterbody is 1.4 kilometres away from the Proposal area.
6.6(1) (c)	Consider whether the development would increase the amount of	The Proposal is not anticipated to result in significant increases in runoff volumes compared to the existing scenario. The Proposal would result in platform drainage being changed from a two-way fall to a one-

Section	Factor	Impact/Comment
6.6(1) (d)	<p>stormwater run-off from a site,</p> <p>Consider whether the development would incorporate on-site stormwater retention, infiltration or reuse,</p>	<p>way fall, resulting in increased stormwater runoff to the northern track and reduced stormwater runoff to the southern track. It is assumed that this increase in stormwater runoff as a result of platform regrading would have no significant impact to track drainage and would not result in increases in stormwater runoff from the site.</p> <p>New stormwater drainage connections from new canopies to the existing stormwater system have been included in the Proposal. The management and infiltration of stormwater would be considered as the design progresses, including through the proposed design of canopies, consideration of the capture and treatment of stormwater within the proposed design and the use of garden beds to assist with stormwater treatment.</p>
6.6(1) (e)	<p>Consider the impact of the development on the level and quality of the water table,</p>	<p>Based on geotechnical investigations carried out for the Proposal, groundwater levels have been determined to be around two metres below ground level (at the railway line level). The Proposal is considered unlikely to intercept groundwater during excavations (e.g. excavations for the lift pit would only reach a depth of 1.4 metres below ground level). However, should groundwater be encountered during excavation, no substantial volumes of water are expected to be extracted and it would be managed in accordance with Transport and NSW EPA guidelines so that there would be minimal impact on the level and quality of the water table.</p>
6.6(1) (f)	<p>Consider the cumulative environmental impact of the development on the regulated catchment,</p>	<p>Nearby projects with the potential for cumulative impacts alongside the Proposal have been identified in Section 6.13. These projects and the Proposal are unlikely to have cumulative impacts on the Georges River Catchment.</p>
6.6(1) (g)	<p>Consider whether the development makes adequate provision to protect the quality and quantity of ground water.</p>	<p>The Proposal is considered unlikely to encounter groundwater during excavations. Adequate provisions for the protection of groundwater quality and quantity have been included in Section 7.2 (refer to mitigation measure 68).</p>



Aquatic ecology

Table C2 Aquatic ecology considerations, SEPP (Biodiversity and Conservation)

Section	Factor	Impact/Comment
<b>The project must satisfied of the below before undertaking the activity:</b>		
6.7(2)(a)	The direct, indirect or cumulative adverse impact on terrestrial, aquatic or migratory animals or vegetation will be kept to the minimum necessary for the carrying out of the development	The Proposal would involve the removal of two trees along the platform, which is considered the minimum necessary for carrying out of the development and would be offset by additional tree planting. This is not expected to have a substantial impact on the overall ecological values of the area.
6.7(2)(b)	The development will not have a direct, indirect or cumulative adverse impact on aquatic reserves	The Proposal area does not intersect any waterways or aquatic reserves. Standard erosion and sediment control measures would be implemented to minimise any indirect impacts to aquatic reserves (refer to mitigation measure 65).
6.7(2)(c)	If a controlled activity approval under the Water Management Act 2000 or a permit under the Fisheries Management Act 1994 is required in relation to the clearing of riparian vegetation — the approval or permit has been obtained	The Proposal would not require the clearing of riparian vegetation, on this basis a controlled activity permit under the <i>Water Management Act 2000</i> and a permit under the <i>Fisheries Management Act 1994</i> would not be required.
6.7(2)(d)	The erosion of land abutting a natural waterbody or the sedimentation of a natural waterbody will be minimised	The Proposal is not adjacent to a natural waterbody. Erosion and sedimentation impacts would be minimised through the implementation of erosion and sediment controls during construction as per mitigation measure 64 outlined in Section 7.2.
6.7(2)(e)	The adverse impact on wetlands that are not in the coastal wetlands and littoral rainforests area will be minimised.	The Proposal would not impact wetlands.
<b>The project must consider the below before undertaking the activity:</b>		
6.7(1)(a)	Consider whether the development will have a direct, indirect or cumulative adverse impact on terrestrial, aquatic or migratory animals or vegetation	The Proposal would involve the removal of two trees along the platform. This is not expected to have a substantial impact on the overall ecological values of the area as this would not result in the loss of naturally occurring plant community. Given clearing is limited to two trees in an already disturbed environment, the likelihood of impacts to threatened biodiversity (i.e. TECs, threatened species and their habitat) is minimised. Impacts to aquatic biodiversity would be minimised through the implementation of standard erosion and sediment control measures (refer to mitigation measure 64)

Section	Factor	Impact/Comment
6.7(1) (b)	Consider whether the development involves the clearing of riparian vegetation and, if so, whether the development will require — (i) a controlled activity approval under the Water Management Act 2000, or (ii) a permit under the Fisheries Management Act 1994	and the Proposal has been deemed as not likely to significantly impact migratory species within the meaning of the EPBC Act.  The Proposal would not require the clearing of riparian vegetation, on this basis a controlled activity permit under the <i>Water Management Act 2000</i> and a permit under the <i>Fisheries Management Act 1994</i> would not be required.
6.7(1) (c)	Consider whether the development will minimise or avoid — (i) the erosion of land abutting a natural waterbody, or (ii) the sedimentation of a natural waterbody	Erosion and sedimentation impacts would be minimised through the implementation of erosion and sediment controls during construction as per mitigation measure 64 outlined in Section 7.2.
6.7(1) (d)	Consider whether the development will have an adverse impact on wetlands that are not in the coastal wetlands and littoral rainforests area	The Proposal would not impact wetlands.
6.7(1) (e)	Consider whether the development includes adequate mitigations and rehabilitation measures to protect aquatic ecology	Given impacts to aquatic ecology would be limited to indirect impacts (potential runoff impacts), measures to protect aquatic ecology as part of the Proposal would include erosion and sediment control measures included in mitigation measure 64.
6.7(1) (f)	Consider if the development site adjoins a natural waterbody — whether additional measures are required to ensure a neutral or beneficial effect on the water quality of the waterbody. Example — Additional measures may include the incorporation of a vegetated buffer between the waterbody and the site.	The Proposal area does not adjoin a natural waterbody.

## Flooding

Table C3 Flooding considerations, SEPP (Biodiversity and Conservation)

Section	Factor	Impact/Comment
<b>The project must satisfied of the below before undertaking the activity:</b>		
6.8(2)(a)	On flood liable land in a regulated catchment, the development will not – If there is a flood, result in a release of pollutants that may have an adverse impact on the water quality of a natural waterbody, or	There is the potential for accidental spills or inadequate fuel and chemical storage practices to result in localised contamination of local water quality during flooding events. However, this impact would be minimised through implementation of mitigation measure 63, which provides for the storage and use of hazardous materials, including requirements for spill kits. In addition, if the potential for a flood event within the Proposal area is identified, work would cease and equipment and materials would be removed from the one per cent AEP flood extent prior to the flood event. As such, any impacts on water quality are expected to be minor and localised and are not expected to have an adverse impact on the water quality of a natural waterbody.
6.8(2)(b)	On flood liable land in a regulated catchment, the development will not – have an adverse impact on the natural recession of floodwaters into wetlands and other riverine ecosystems.	The Proposal is not anticipated to have an adverse impact on the natural recession of floodwaters into wetlands or other riverine ecosystems.
<b>The project must consider the below:</b>		
6.8(1)	Consider the likely impact of the development on periodic flooding that benefits wetlands and other riverine ecosystems	The Proposal is not anticipated to have an impact on periodic flooding that benefits wetlands and other riverine ecosystems.

## Recreation and public access

Table C4 Recreation and public access considerations, SEPP (Biodiversity and Conservation)

Section	Factor	Impact/Comment
<b>The project must satisfied of the below before undertaking the activity:</b>		
6.9(2)(a)	The development will maintain or improve public access to and from natural waterbodies for recreational purposes, including fishing, swimming and boating, without adverse impact on natural waterbodies, watercourses, wetlands or riparian vegetation	The Proposal would not impact access to and from natural waterbodies for recreational purposes, including fishing, swimming and boating.

Section	Factor	Impact/Comment
6.9(2)(b)	New or existing points of public access between natural waterbodies and the site of the development will be stable and safe	The Proposal would not result in the establishment of new points of public access to natural waterbodies and there are no existing points of public access between Chester Hill Station and a natural waterbody.
6.9(2)(c)	If land forming part of the foreshore of a natural waterbody will be made available for public access as a result of the development but is not in public ownership – public access to and use of the land will be mitigated.	Land forming part of the foreshore of a natural waterbody would not be made available for public access as a result of the Proposal.
<b>The project must consider the below before undertaking the activity:</b>		
6.9(1)(a)	Consider the likely impact of the development on recreational land uses in the regulated catchment	The Proposal would result in temporary reduced availability of land in Nugent Park south as a result of the establishment of the temporary site compound. However, this would only result in minor temporary localised impacts to recreational land uses within the wider Georges River Catchment.
6.9(1)(b)	Consider whether the development would maintain or improve public access to and around foreshores without adverse impact on natural waterbodies, watercourses, wetlands or riparian vegetation	The Proposal would not impact public access to and around foreshores.

## Matters of National Environmental Significance and Commonwealth land

Under the environmental assessment provisions of the EPBC Act, the following matters of national environmental significance and impacts on Commonwealth land are required to be considered to assist in determining whether the Proposal should be referred to the Australian Department of Climate Change, Energy, the Environment and Water.

Factor	Impact
a Any impact on a World Heritage property?	Nil
b Any impact on a National Heritage place?	Nil
c Any impact on a wetland of international importance?	Nil
d Any impact on a listed threatened species or communities?  Provided mitigation measures are adhered to, the Proposal is expected to have a minor negative impact on fauna, which may include threatened fauna.	No significant impact on threatened species would occur as a result of the Proposal (refer to Section 6.7).
e Any impacts on listed migratory species?	Nil
f Any impact on a Commonwealth marine area?	Nil
g Does the Proposal involve a nuclear action (including uranium mining)?	Nil
h Additionally, any impact (direct or indirect) on the environment of Commonwealth land?	Nil



## Appendix B - Statutory consultation checklists

## SEPP (Transport and Infrastructure)

### Certain development types

Development type	Description	Yes / No	If 'yes' consult with	SEPP (Transport and Infrastructure) Section
Car Park	Does the project include a car park intended for the use by commuters using regular bus services?	No	Local council and the occupiers of adjoining land	Section 2.110
Bus Depots	Does the project propose a bus depot?	No	Local council and the occupiers of adjoining land	Section 2.110

### Development within the Coastal Zone

Development type	Description	Yes / No	If 'yes' consult with	SEPP (Transport and Infrastructure) Section
Development with impacts on certain land within the coastal zone	Is the Proposal within a coastal vulnerability area and is inconsistent with a certified coastal management program applying to that land?	No	Local council	Section 2.14

Note: See interactive map at [Planning Portal NSW spatial viewer -find a property](#). Note the coastal vulnerability area has not yet been mapped.

Note: a certified coastal zone management plan is taken to be a certified coastal management program.

### Council related infrastructure or services

Development type	Potential impact	Yes / No	If 'yes' consult with	SEPP (Transport and Infrastructure) Section
Stormwater	Are the works likely to have a <i>substantial</i> impact on the stormwater management services which are provided by council?	No	Local council	Section 2.10
Traffic	Are the works likely to generate traffic to an extent that would <i>strain</i> the capacity of the existing road system in a local government area?	No	Local council	Section 2.10
Sewerage system	Would the works involve connection to a council owned sewerage system? If so, would this connection have a <i>substantial</i>	No	Local council	Section 2.10

Development type	Potential impact	Yes / No	If 'yes' consult with	SEPP (Transport and Infrastructure) Section
	impact on the capacity of any part of the system?			
Water usage	Would the works involve connection to a council owned water supply system? If so, would this require the use of a <i>substantial</i> volume of water?	No	Local council	Section 2.10
Temporary structures	Would the works involve the installation of a temporary structure on, or the enclosing of, a public place which is under local council management or control? If so, would this cause more than a <i>minor</i> or <i>inconsequential</i> disruption to pedestrian or vehicular flow?	Yes	Local council	Section 2.10
Road & footpath excavation	Would the works involve more than <i>minor</i> or <i>inconsequential</i> excavation of a road or adjacent footpath for which council is the roads authority and responsible for maintenance?	Yes	Local council	Section 2.10

#### Local heritage items

Development type	Potential impact	Yes / No	If 'yes' consult with	SEPP (Transport and Infrastructure) Section
Local heritage	Is there is a local heritage item (that is not also a State heritage item) or a heritage conservation area in the study area for the works? If yes, does a heritage assessment indicate that the potential impacts to the heritage significance of the item/area are more than minor or inconsequential?	No	Local council	Section 2.11

#### Flood liable land

Development type	Potential impact	Yes / No	If 'yes' consult with	SEPP (Transport and Infrastructure) Section
Flood liable land	Are the works located on flood liable land? If so, would the works change flood patterns to more than a <i>minor</i> extent?	Yes	Local council	Section 2.12

Development type	Potential impact	Yes / No	If 'yes' consult with	SEPP (Transport and Infrastructure) Section
Flood liable land	Are the works located on flood liable land? (to any extent). If so, do the works comprise more than minor alterations or additions to, or the demolition of, a building, emergency works or routine maintenance?	Yes	State Emergency Services  Email: rra@ses.nsw.gov.au	Section 2.13

Note: Flood liable land means land that is susceptible to flooding by the probable maximum flood event, identified in accordance with the principles set out in the manual entitled Floodplain Development Manual: the management of flood liable land published by the New South Wales Government.

#### Public authorities other than councils

Development type	Potential impact	Yes / No	If 'yes' consult with	SEPP (Transport and Infrastructure) Section
National parks and reserves	Are the works adjacent to a national park or nature reserve, or other area reserved under the <i>National Parks and Wildlife Act 1974</i> , or on land acquired under that Act?	No	Environment and Heritage Group, NSW DCCEEW	Section 2.15(2)(a)
National parks and reserves	Are the works on land in Zone E1 National Parks and Nature Reserves or in a land use zone equivalent to that zone?	No	Environment and Heritage Group, NSW DCCEEW	Section 2.15(2)(b)
Navigable waters	Do the works include a fixed or floating structure in or over navigable waters?	No	Transport for NSW - Maritime	Section 2.15(2)(c)
Artificial light	Would the works increase the amount of artificial light in the night sky and that is on land within the dark sky region as identified on the dark sky region map? (Note: the dark sky region is within 200 kilometres of the Siding Spring Observatory)	No	Director of the Siding Spring Observatory	Section 2.15(2)(d)

Development type	Potential impact	Yes / No	If 'yes' consult with	SEPP (Transport and Infrastructure) Section
Defence communications buffer land	Are the works on buffer land around the defence communications facility near Morundah? (Note: refer to Defence Communications Facility Buffer Map referred to in section 5.15 of Lockhart LEP 2012, Narrandera LEP 2013 and Urana LEP 2011.	No	Secretary of the Commonwealth Department of Defence	Section 2.15(2)(e)
Mine subsidence land	Are the works on land in a mine subsidence district within the meaning of the <i>Mine Subsidence Compensation Act 1961</i> ?	No	Mine Subsidence Board	Section 2.15(2)(f)
Willandra Lakes region world heritage property	Is the development on, or reasonably likely to have an impact on, a part of the Willandra Lakes Region World Heritage Property?	No	The World Heritage Advisory Committee and Heritage NSW	Section 2.15(2)(g)
Western Parkland City land	Is the development within a Western City operational area specified in Schedule 2 of the <i>Western Parkland City Authority Act 2018</i> , with a capital investment value of \$30 million or more?	No	The Western Parkland City Authority constituted under that Act.  Email: <a href="mailto:planningreferral@wpca.sydney">planningreferral@wpca.sydney</a> Note: It is recommended to confirm email address with WPCA prior to consultation.	Section 2.15(2)(h)



## Appendix C – EPBC Act PMST Search Results



Australian Government

Department of Climate Change, Energy,  
the Environment and Water

# EPBC Act Protected Matters Report

This report provides general guidance on matters of national environmental significance and other matters protected by the EPBC Act in the area you have selected. Please see the caveat for interpretation of information provided here.

Report created: 18-Jun-2024

[Summary](#)

[Details](#)

[Matters of NES](#)

[Other Matters Protected by the EPBC Act](#)

[Extra Information](#)

[Caveat](#)

[Acknowledgements](#)

# Summary

## Matters of National Environment Significance

This part of the report summarises the matters of national environmental significance that may occur in, or may relate to, the area you nominated. Further information is available in the detail part of the report, which can be accessed by scrolling or following the links below. If you are proposing to undertake an activity that may have a significant impact on one or more matters of national environmental significance then you should consider the [Administrative Guidelines on Significance](#).

<a href="#">World Heritage Properties:</a>	1
<a href="#">National Heritage Places:</a>	2
<a href="#">Wetlands of International Importance (Ramsar</a>	1
<a href="#">Great Barrier Reef Marine Park:</a>	None
<a href="#">Commonwealth Marine Area:</a>	None
<a href="#">Listed Threatened Ecological Communities:</a>	12
<a href="#">Listed Threatened Species:</a>	108
<a href="#">Listed Migratory Species:</a>	60

## Other Matters Protected by the EPBC Act

This part of the report summarises other matters protected under the Act that may relate to the area you nominated. Approval may be required for a proposed activity that significantly affects the environment on Commonwealth land, when the action is outside the Commonwealth land, or the environment anywhere when the action is taken on Commonwealth land. Approval may also be required for the Commonwealth or Commonwealth agencies proposing to take an action that is likely to have a significant impact on the environment anywhere.

The EPBC Act protects the environment on Commonwealth land, the environment from the actions taken on Commonwealth land, and the environment from actions taken by Commonwealth agencies. As heritage values of a place are part of the 'environment', these aspects of the EPBC Act protect the Commonwealth Heritage values of a Commonwealth Heritage place. Information on the new heritage laws can be found at <https://www.dcceew.gov.au/parks-heritage/heritage>

A [permit](#) may be required for activities in or on a Commonwealth area that may affect a member of a listed threatened species or ecological community, a member of a listed migratory species, whales and other cetaceans, or a member of a listed marine species.

<a href="#">Commonwealth Lands:</a>	1831
<a href="#">Commonwealth Heritage Places:</a>	6
<a href="#">Listed Marine Species:</a>	72
<a href="#">Whales and Other Cetaceans:</a>	None
<a href="#">Critical Habitats:</a>	None
<a href="#">Commonwealth Reserves Terrestrial:</a>	None
<a href="#">Australian Marine Parks:</a>	None
<a href="#">Habitat Critical to the Survival of Marine Turtles:</a>	None

## Extra Information

This part of the report provides information that may also be relevant to the area you have

<a href="#">State and Territory Reserves:</a>	3
<a href="#">Regional Forest Agreements:</a>	None
<a href="#">Nationally Important Wetlands:</a>	4
<a href="#">EPBC Act Referrals:</a>	100
<a href="#">Key Ecological Features (Marine):</a>	None
<a href="#">Biologically Important Areas:</a>	None
<a href="#">Bioregional Assessments:</a>	1
<a href="#">Geological and Bioregional Assessments:</a>	None

# Details

## Matters of National Environmental Significance

World Heritage Properties		[ Resource Information ]	
Name	State	Legal Status	Buffer Status
<a href="#">Australian Convict Sites (Old Government House and Domain)</a>	NSW	Declared property	In buffer area only

National Heritage Places		[ Resource Information ]	
Name	State	Legal Status	Buffer Status
Historic			
<a href="#">Old Government House and the Government Domain</a>	NSW	Listed place	In buffer area only
<a href="#">Parramatta Female Factory and Institutions Precinct</a>	NSW	Listed place	In buffer area only

Wetlands of International Importance (Ramsar Wetlands)		[ Resource Information ]	
Ramsar Site Name		Proximity	Buffer Status
<a href="#">Towra point nature reserve</a>		Within 10km of Ramsar site	In buffer area only

Listed Threatened Ecological Communities	[ <u>Resource Information</u> ]
For threatened ecological communities where the distribution is well known, maps are derived from recovery plans, State vegetation maps, remote sensing imagery and other sources. Where threatened ecological community distributions are less well known, existing vegetation maps and point location data are used to produce indicative distribution maps.	
Status of Vulnerable, Disallowed and Ineligible are not MNES under the EPBC Act.	

Community Name	Threatened Category	Presence Text	Buffer Status
<a href="#">Castlereagh Scribbly Gum and Agnes Banks Woodlands of the Sydney Basin Bioregion</a>	Endangered	Community likely to occur within area	In feature area
<a href="#">Coastal Swamp Oak (Casuarina glauca) Forest of New South Wales and South East Queensland ecological community</a>	Endangered	Community likely to occur within area	In feature area
<a href="#">Coastal Swamp Sclerophyll Forest of New South Wales and South East Queensland</a>	Endangered	Community likely to occur within area	In feature area
<a href="#">Coastal Upland Swamps in the Sydney Basin Bioregion</a>	Endangered	Community may occur	In buffer area only
<a href="#">Cooks River/Castlereagh Ironbark Forest of the Sydney Basin Bioregion</a>	Critically Endangered	Community likely to occur within area	In feature area
<a href="#">Cumberland Plain Shale Woodlands and Shale-Gravel Transition Forest</a>	Critically Endangered	Community likely to occur within area	In buffer area only

Community Name	Threatened Category	Presence Text	Buffer Status
<a href="#">River-flat eucalypt forest on coastal floodplains of southern New South Wales and eastern Victoria</a>	Critically Endangered	Community likely to occur within area	In feature area
<a href="#">Shale Sandstone Transition Forest of the Sydney Basin Bioregion</a>	Critically Endangered	Community likely to occur within area	In buffer area only
<a href="#">Subtropical and Temperate Coastal Saltmarsh</a>	Vulnerable	Community likely to occur within area	In buffer area only
<a href="#">Turpentine-Ironbark Forest of the Sydney Basin Bioregion</a>	Critically Endangered	Community likely to occur within area	In buffer area only
<a href="#">Upland Basalt Eucalypt Forests of the Sydney Basin Bioregion</a>	Endangered	Community may occur within area	In buffer area only
<a href="#">Western Sydney Dry Rainforest and Moist Woodland on Shale</a>	Critically Endangered	Community may occur within area	In feature area

Listed Threatened Species

[ [Resource Information](#) ]

Status of Conservation Dependent and Extinct are not MNES under the EPBC Act.  
Number is the current name ID.

Scientific Name	Threatened Category	Presence Text	Buffer Status
BIRD			
<a href="#">Anthochaera phrygia</a> Regent Honeyeater [82338]	Critically Endangered	Species or species habitat known to occur within area	In feature area
<a href="#">Aphelocephala leucopsis</a> Southern Whiteface [529]	Vulnerable	Species or species habitat may occur within area	In feature area
<a href="#">Ardenna grisea</a> Sooty Shearwater [82651]	Vulnerable	Species or species habitat likely to occur within area	In buffer area only
<a href="#">Arenaria interpres</a> Ruddy Turnstone [872]	Vulnerable	Foraging, feeding or related behaviour known to occur within area	In buffer area only
<a href="#">Botaurus poiciloptilus</a> Australasian Bittern [1001]	Endangered	Species or species habitat known to occur within area	In feature area
<a href="#">Calidris acuminata</a> Sharp-tailed Sandpiper [874]	Vulnerable	Foraging, feeding or related behaviour known to occur within area	In feature area



Scientific Name	Threatened Category	Presence Text	Buffer Status
<a href="#">Calidris canutus</a> Red Knot, Knot [855]	Vulnerable	Species or species habitat known to occur within area	In buffer area only
<a href="#">Calidris ferruginea</a> Curlew Sandpiper [856]	Critically Endangered	Species or species habitat known to occur within area	In feature area
<a href="#">Calidris tenuirostris</a> Great Knot [862]	Vulnerable	Foraging, feeding or related behaviour known to occur within area	In buffer area only
<a href="#">Callocephalon fimbriatum</a> Gang-gang Cockatoo [768]	Endangered	Species or species habitat known to occur within area	In feature area
<a href="#">Calyptorhynchus lathami lathami</a> South-eastern Glossy Black-Cockatoo [67036]	Vulnerable	Species or species habitat known to occur within area	In feature area
<a href="#">Charadrius leschenaultii</a> Greater Sand Plover, Large Sand Plover [877]	Vulnerable	Species or species habitat may occur within area	In feature area
<a href="#">Charadrius mongolus</a> Lesser Sand Plover, Mongolian Plover [879]	Endangered	Foraging, feeding or related behaviour known to occur within area	In buffer area only
<a href="#">Climacteris picumnus victoriae</a> Brown Treecreeper (south-eastern) [67062]	Vulnerable	Species or species habitat likely to occur within area	In feature area
<a href="#">Dasyornis brachypterus</a> Eastern Bristlebird [533]	Endangered	Species or species habitat may occur within area	In feature area
<a href="#">Diomedea antipodensis</a> Antipodean Albatross [64458]	Vulnerable	Foraging, feeding or related behaviour likely to occur within area	In buffer area only

Scientific Name	Threatened Category	Presence Text	Buffer Status
<a href="#">Diomedea antipodensis gibsoni</a> Gibson's Albatross [82270]	Vulnerable	Foraging, feeding or related behaviour likely to occur within area	In buffer area only
<a href="#">Diomedea epomophora</a> Southern Royal Albatross [89221]	Vulnerable	Foraging, feeding or related behaviour likely to occur within area	In buffer area only
<a href="#">Diomedea exulans</a> Wandering Albatross [89223]	Vulnerable	Foraging, feeding or related behaviour likely to occur within area	In buffer area only
<a href="#">Diomedea sanfordi</a> Northern Royal Albatross [64456]	Endangered	Species or species habitat may occur within area	In buffer area only
<a href="#">Erythroriorchis radiatus</a> Red Goshawk [942]	Endangered	Species or species habitat may occur within area	In feature area
<a href="#">Falco hypoleucos</a> Grey Falcon [929]	Vulnerable	Species or species habitat likely to occur within area	In feature area
<a href="#">Gallinago hardwickii</a> Latham's Snipe, Japanese Snipe [863]	Vulnerable	Species or species habitat known to occur within area	In feature area
<a href="#">Grantiella picta</a> Painted Honeyeater [470]	Vulnerable	Species or species habitat likely to occur within area	In feature area
<a href="#">Hirundapus caudacutus</a> White-throated Needletail [682]	Vulnerable	Species or species habitat known to occur within area	In feature area
<a href="#">Lathamus discolor</a> Swift Parrot [744]	Critically Endangered	Species or species habitat known to occur within area	In feature area
<a href="#">Limosa lapponica baueri</a> Nunivak Bar-tailed Godwit, Western Alaskan Bar-tailed Godwit [86380]	Endangered	Species or species habitat known to occur within area	In buffer area only

Scientific Name	Threatened Category	Presence Text	Buffer Status
<a href="#">Limosa limosa</a> Black-tailed Godwit [845]	Endangered	Foraging, feeding or related behaviour known to occur within area	In buffer area only
<a href="#">Macronectes giganteus</a> Southern Giant-Petrel, Southern Giant Petrel [1060]	Endangered	Species or species habitat may occur within area	In buffer area only
<a href="#">Macronectes halli</a> Northern Giant Petrel [1061]	Vulnerable	Foraging, feeding or related behaviour likely to occur within area	In buffer area only
<a href="#">Melanodryas cucullata cucullata</a> South-eastern Hooded Robin, Hooded Robin (south-eastern) [67093]	Endangered	Species or species habitat likely to occur within area	In feature area
<a href="#">Neophema chrysogaster</a> Orange-bellied Parrot [747]	Critically Endangered	Species or species habitat may occur within area	In buffer area only
<a href="#">Neophema chrysostoma</a> Blue-winged Parrot [726]	Vulnerable	Species or species habitat may occur within area	In feature area
<a href="#">Numenius madagascariensis</a> Eastern Curlew, Far Eastern Curlew [847]	Critically Endangered	Species or species habitat known to occur within area	In feature area
<a href="#">Pachyptila turtur subantarctica</a> Fairy Prion (southern) [64445]	Vulnerable	Species or species habitat known to occur within area	In buffer area only
<a href="#">Pycnoptilus floccosus</a> Pilotbird [525]	Vulnerable	Species or species habitat likely to occur within area	In feature area
<a href="#">Rostratula australis</a> Australian Painted Snipe [77037]	Endangered	Species or species habitat known to occur within area	In feature area
<a href="#">Stagonopleura guttata</a> Diamond Firetail [59398]	Vulnerable	Species or species habitat likely to occur within area	In feature area

Scientific Name	Threatened Category	Presence Text	Buffer Status
<a href="#">Sternula nereis nereis</a> Australian Fairy Tern [82950]	Vulnerable	Breeding likely to occur within area	In buffer area only
<a href="#">Thalassarche bulleri</a> Buller's Albatross, Pacific Albatross [64460]	Vulnerable	Species or species habitat may occur within area	In buffer area only
<a href="#">Thalassarche bulleri platei</a> Northern Buller's Albatross, Pacific Albatross [82273]	Vulnerable	Species or species habitat may occur within area	In buffer area only
<a href="#">Thalassarche cauta</a> Shy Albatross [89224]	Endangered	Foraging, feeding or related behaviour likely to occur within area	In buffer area only
<a href="#">Thalassarche eremita</a> Chatham Albatross [64457]	Endangered	Foraging, feeding or related behaviour may occur within area	In buffer area only
<a href="#">Thalassarche impavida</a> Campbell Albatross, Campbell Black-browed Albatross [64459]	Vulnerable	Species or species habitat may occur within area	In buffer area only
<a href="#">Thalassarche melanophris</a> Black-browed Albatross [66472]	Vulnerable	Foraging, feeding or related behaviour likely to occur within area	In buffer area only
<a href="#">Thalassarche salvini</a> Salvin's Albatross [64463]	Vulnerable	Foraging, feeding or related behaviour likely to occur within area	In buffer area only
<a href="#">Thalassarche steadi</a> White-capped Albatross [64462]	Vulnerable	Foraging, feeding or related behaviour known to occur within area	In buffer area only
<a href="#">Tringa nebularia</a> Common Greenshank, Greenshank [832]	Endangered	Species or species habitat known to occur within area	In feature area

FISH

Scientific Name	Threatened Category	Presence Text	Buffer Status
<a href="#">Epinephelus daemeli</a> Black Rockcod, Black Cod, Saddled Rockcod [68449]	Vulnerable	Species or species habitat likely to occur within area	In buffer area only
<a href="#">Macquaria australasica</a> Macquarie Perch [66632]	Endangered	Species or species habitat known to occur within area	In feature area
FROG			
<a href="#">Heleioporus australiacus</a> Giant Burrowing Frog [1973]	Vulnerable	Species or species habitat likely to occur within area	In feature area
<a href="#">Litoria aurea</a> Green and Golden Bell Frog [1870]	Vulnerable	Species or species habitat known to occur within area	In feature area
<a href="#">Mixophyes balbus</a> Stuttering Frog, Southern Barred Frog (in Victoria) [1942]	Vulnerable	Species or species habitat may occur within area	In buffer area only
MAMMAL			
<a href="#">Chalinolobus dwyeri</a> Large-eared Pied Bat, Large Pied Bat [183]	Endangered	Species or species habitat known to occur within area	In feature area
<a href="#">Dasyurus maculatus maculatus (SE mainland population)</a> Spot-tailed Quoll, Spotted-tail Quoll, Tiger Quoll (southeastern mainland population) [75184]	Endangered	Species or species habitat known to occur within area	In feature area
<a href="#">Isoodon obesulus obesulus</a> Southern Brown Bandicoot (eastern), Southern Brown Bandicoot (south-eastern) [68050]	Endangered	Species or species habitat may occur within area	In buffer area only
<a href="#">Notamacropus parma</a> Parma Wallaby [89289]	Vulnerable	Species or species habitat may occur within area	In buffer area only
<a href="#">Petauroides volans</a> Greater Glider (southern and central) [254]	Endangered	Species or species habitat known to occur within area	In feature area
<a href="#">Petaurus australis australis</a> Yellow-bellied Glider (south-eastern) [87600]	Vulnerable	Species or species habitat likely to occur within area	In feature area



Scientific Name	Threatened Category	Presence Text	Buffer Status
<a href="#">Petrogale penicillata</a> Brush-tailed Rock-wallaby [225]	Vulnerable	Species or species habitat may occur within area	In buffer area only
<a href="#">Phascolarctos cinereus (combined populations of Qld, NSW and the ACT)</a> Koala (combined populations of Queensland, New South Wales and the Australian Capital Territory) [85104]	Endangered	Species or species habitat known to occur within area	In feature area
<a href="#">Pseudomys novaehollandiae</a> New Holland Mouse, Pookila [96]	Vulnerable	Species or species habitat known to occur within area	In feature area
<a href="#">Pteropus poliocephalus</a> Grey-headed Flying-fox [186]	Vulnerable	Roosting known to occur within area	In feature area
PLANT			
<a href="#">Acacia baueri subsp. aspera</a> [18662]	Endangered	Species or species habitat may occur within area	In buffer area only
<a href="#">Acacia bynoeana</a> Bynoe's Wattle, Tiny Wattle [8575]	Vulnerable	Species or species habitat may occur within area	In feature area
<a href="#">Acacia pubescens</a> Downy Wattle, Hairy Stemmed Wattle [18800]	Vulnerable	Species or species habitat known to occur within area	In feature area
<a href="#">Acacia terminalis subsp. Eastern Sydney (G.P.Phillips 126) listed as Acacia terminalis subsp. terminalis MS</a> Sunshine Wattle (Sydney region) [91564]	Endangered	Species or species habitat may occur within area	In buffer area only
<a href="#">Allocasuarina glareicola</a> [21932]	Endangered	Migration route known to occur within area	In feature area
<a href="#">Asterolasia elegans</a> [56780]	Endangered	Species or species habitat may occur within area	In buffer area only
<a href="#">Caladenia tessellata</a> Thick-lipped Spider-orchid, Daddy Long-legs [2119]	Vulnerable	Species or species habitat likely to occur within area	In feature area

Scientific Name	Threatened Category	Presence Text	Buffer Status
<a href="#">Cryptostylis hunteriana</a> Leafless Tongue-orchid [19533]	Vulnerable	Species or species habitat likely to occur within area	In feature area
<a href="#">Cynanchum elegans</a> White-flowered Wax Plant [12533]	Endangered	Species or species habitat likely to occur within area	In buffer area only
<a href="#">Darwinia biflora</a> [14619]	Vulnerable	Species or species habitat likely to occur within area	In buffer area only
<a href="#">Deyeuxia appressa</a> [7438]	Endangered	Species or species habitat likely to occur within area	In buffer area only
<a href="#">Eucalyptus camfieldii</a> Camfield's Stringybark [15460]	Vulnerable	Species or species habitat may occur within area	In buffer area only
<a href="#">Genoplesium baueri</a> Yellow Gnat-orchid, Bauer's Midge Orchid, Brittle Midge Orchid [7528]	Endangered	Species or species habitat known to occur within area	In feature area
<a href="#">Grevillea parviflora subsp. parviflora</a> Small-flower Grevillea [64910]	Vulnerable	Species or species habitat known to occur within area	In buffer area only
<a href="#">Hibbertia puberula subsp. glabrescens</a> [86645]	Critically Endangered	Species or species habitat known to occur within area	In buffer area only
<a href="#">Kunzea rupestris</a> [8798]	Vulnerable	Species or species habitat may occur within area	In buffer area only
<a href="#">Lasiopetalum joyceae</a> [20311]	Vulnerable	Species or species habitat may occur within area	In buffer area only
<a href="#">Leucopogon exolasius</a> Woronora Beard-heath [14251]	Vulnerable	Species or species habitat known to occur within area	In feature area

Scientific Name	Threatened Category	Presence Text	Buffer Status
<a href="#">Melaleuca biconvexa</a> Biconvex Paperbark [5583]	Vulnerable	Species or species habitat may occur within area	In buffer area only
<a href="#">Melaleuca deanei</a> Deane's Melaleuca [5818]	Vulnerable	Species or species habitat known to occur within area	In feature area
<a href="#">Persicaria elatior</a> Knotweed, Tall Knotweed [5831]	Vulnerable	Species or species habitat likely to occur within area	In feature area
<a href="#">Persoonia hirsuta</a> Hairy Geebung, Hairy Persoonia [19006]	Endangered	Species or species habitat likely to occur within area	In buffer area only
<a href="#">Persoonia nutans</a> Nodding Geebung [18119]	Endangered	Species or species habitat known to occur within area	In buffer area only
<a href="#">Pimelea curviflora var. curviflora</a> [4182]	Vulnerable	Species or species habitat known to occur within area	In feature area
<a href="#">Pimelea spicata</a> Spiked Rice-flower [20834]	Endangered	Species or species habitat known to occur within area	In feature area
<a href="#">Pomaderris brunnea</a> Rufous Pomaderris, Brown Pomaderris [16845]	Vulnerable	Species or species habitat likely to occur within area	In feature area
<a href="#">Pterostylis gibbosa</a> Illawarra Greenhood, Rufa Greenhood, Pouched Greenhood [4562]	Endangered	Species or species habitat may occur within area	In buffer area only
<a href="#">Pterostylis saxicola</a> Sydney Plains Greenhood [64537]	Endangered	Species or species habitat known to occur within area	In feature area
<a href="#">Pultenaea aristata</a> [18062]	Vulnerable	Species or species habitat may occur within area	In buffer area only

Scientific Name	Threatened Category	Presence Text	Buffer Status
<a href="#">Rhizanthella slateri</a> Eastern Underground Orchid [11768]	Endangered	Species or species habitat may occur within area	In buffer area only
<a href="#">Rhodamnia rubescens</a> Scrub Turpentine, Brown Malletwood [15763]	Critically Endangered	Species or species habitat known to occur within area	In feature area
<a href="#">Rhodomyrtus psidioides</a> Native Guava [19162]	Critically Endangered	Species or species habitat may occur within area	In feature area
<a href="#">Syzygium paniculatum</a> Magenta Lilly Pilly, Magenta Cherry, Daguba, Scrub Cherry, Creek Lilly Pilly, Brush Cherry [20307]	Vulnerable	Species or species habitat known to occur within area	In feature area
<a href="#">Thelymitra kangaloonica</a> Kangaloon Sun Orchid [81861]	Critically Endangered	Species or species habitat may occur within area	In buffer area only
<a href="#">Thesium australe</a> Austral Toadflax, Toadflax [15202]	Vulnerable	Species or species habitat known to occur within area	In feature area
REPTILE			
<a href="#">Aprasia parapulchella</a> Pink-tailed Worm-lizard, Pink-tailed Legless Lizard [1665]	Vulnerable	Species or species habitat may occur within area	In buffer area only
<a href="#">Caretta caretta</a> Loggerhead Turtle [1763]	Endangered	Species or species habitat known to occur within area	In buffer area only
<a href="#">Chelonia mydas</a> Green Turtle [1765]	Vulnerable	Species or species habitat known to occur within area	In buffer area only
<a href="#">Delma impar</a> Striped Legless Lizard, Striped Snake-lizard [1649]	Vulnerable	Species or species habitat may occur within area	In feature area
<a href="#">Dermochelys coriacea</a> Leatherback Turtle, Leathery Turtle, Luth [1768]	Endangered	Species or species habitat known to occur within area	In buffer area only

Scientific Name	Threatened Category	Presence Text	Buffer Status
<a href="#">Eretmochelys imbricata</a> Hawksbill Turtle [1766]	Vulnerable	Species or species habitat known to occur within area	In buffer area only
<a href="#">Hoplocephalus bungaroides</a> Broad-headed Snake [1182]	Endangered	Species or species habitat likely to occur within area	In feature area
<a href="#">Natator depressus</a> Flatback Turtle [59257]	Vulnerable	Species or species habitat known to occur within area	In buffer area only
SHARK			
<a href="#">Sphyrna lewini</a> Scalloped Hammerhead [85267]	Conservation Dependent	Species or species habitat likely to occur within area	In buffer area only
SNAIL			
<a href="#">Pommerhelix duralensis</a> Dural Land Snail [85268]	Endangered	Species or species habitat known to occur within area	In buffer area only
Listed Migratory Species [ Resource Information ]			
Scientific Name	Threatened Category	Presence Text	Buffer Status
Migratory Marine Birds			
<a href="#">Anous stolidus</a> Common Noddy [825]		Species or species habitat likely to occur within area	In buffer area only
<a href="#">Apus pacificus</a> Fork-tailed Swift [678]		Species or species habitat likely to occur within area	In feature area
<a href="#">Ardeenna grisea</a> Sooty Shearwater [82651]	Vulnerable	Species or species habitat likely to occur within area	In buffer area only
<a href="#">Calonectris leucomelas</a> Streaked Shearwater [1077]		Species or species habitat known to occur within area	In buffer area only
<a href="#">Diomedea antipodensis</a> Antipodean Albatross [64458]	Vulnerable	Foraging, feeding or related behaviour likely to occur within area	In buffer area only



Scientific Name	Threatened Category	Presence Text	Buffer Status
<a href="#">Diomedea epomophora</a> Southern Royal Albatross [89221]	Vulnerable	Foraging, feeding or related behaviour likely to occur within area	In buffer area only
<a href="#">Diomedea exulans</a> Wandering Albatross [89223]	Vulnerable	Foraging, feeding or related behaviour likely to occur within area	In buffer area only
<a href="#">Diomedea sanfordi</a> Northern Royal Albatross [64456]	Endangered	Species or species habitat may occur within area	In buffer area only
<a href="#">Fregata ariel</a> Lesser Frigatebird, Least Frigatebird [1012]		Species or species habitat likely to occur within area	In buffer area only
<a href="#">Fregata minor</a> Great Frigatebird, Greater Frigatebird [1013]		Species or species habitat may occur within area	In buffer area only
<a href="#">Macronectes giganteus</a> Southern Giant-Petrel, Southern Giant Petrel [1060]	Endangered	Species or species habitat may occur within area	In buffer area only
<a href="#">Macronectes halli</a> Northern Giant Petrel [1061]	Vulnerable	Foraging, feeding or related behaviour likely to occur within area	In buffer area only
<a href="#">Phaethon lepturus</a> White-tailed Tropicbird [1014]		Species or species habitat may occur within area	In buffer area only
<a href="#">Thalassarche bulleri</a> Buller's Albatross, Pacific Albatross [64460]	Vulnerable	Species or species habitat may occur within area	In buffer area only
<a href="#">Thalassarche cauta</a> Shy Albatross [89224]	Endangered	Foraging, feeding or related behaviour likely to occur within area	In buffer area only

Scientific Name	Threatened Category	Presence Text	Buffer Status
<a href="#">Thalassarche eremita</a> Chatham Albatross [64457]	Endangered	Foraging, feeding or related behaviour may occur within area	In buffer area only
<a href="#">Thalassarche impavida</a> Campbell Albatross, Campbell Black-browed Albatross [64459]	Vulnerable	Species or species habitat may occur within area	In buffer area only
<a href="#">Thalassarche melanophris</a> Black-browed Albatross [66472]	Vulnerable	Foraging, feeding or related behaviour likely to occur within area	In buffer area only
<a href="#">Thalassarche salvini</a> Salvin's Albatross [64463]	Vulnerable	Foraging, feeding or related behaviour likely to occur within area	In buffer area only
<a href="#">Thalassarche steadi</a> White-capped Albatross [64462]	Vulnerable	Foraging, feeding or related behaviour known to occur within area	In buffer area only
Migratory Marine Species			
<a href="#">Caretta caretta</a> Loggerhead Turtle [1763]	Endangered	Species or species habitat known to occur within area	In buffer area only
<a href="#">Chelonia mydas</a> Green Turtle [1765]	Vulnerable	Species or species habitat known to occur within area	In buffer area only
<a href="#">Dermochelys coriacea</a> Leatherback Turtle, Leathery Turtle, Luth [1768]	Endangered	Species or species habitat known to occur within area	In buffer area only
<a href="#">Eretmochelys imbricata</a> Hawksbill Turtle [1766]	Vulnerable	Species or species habitat known to occur within area	In buffer area only
<a href="#">Lamna nasus</a> Porbeagle, Mackerel Shark [83288]		Species or species habitat likely to occur within area	In buffer area only

Scientific Name	Threatened Category	Presence Text	Buffer Status	
<a href="#">Mobula alfredi as Manta alfredi</a> Reef Manta Ray, Coastal Manta Ray [90033]		Species or species habitat known to occur within area	In buffer area only	
<a href="#">Mobula birostris as Manta birostris</a> Giant Manta Ray [90034]		Species or species habitat may occur within area	In buffer area only	
<a href="#">Natator depressus</a> Flatback Turtle [59257]		Vulnerable	Species or species habitat known to occur within area	In buffer area only
Migratory Terrestrial Species				
<a href="#">Cuculus optatus</a> Oriental Cuckoo, Horsfield's Cuckoo [86651]		Species or species habitat may occur within area	In feature area	
<a href="#">Hirundapus caudacutus</a> White-throated Needletail [682]		Vulnerable	Species or species habitat known to occur within area	In feature area
<a href="#">Monarcha melanopsis</a> Black-faced Monarch [609]			Species or species habitat known to occur within area	In feature area
<a href="#">Motacilla flava</a> Yellow Wagtail [644]		Species or species habitat likely to occur within area	In feature area	
<a href="#">Myiagra cyanoleuca</a> Satin Flycatcher [612]		Species or species habitat known to occur within area	In feature area	
<a href="#">Rhipidura rufifrons</a> Rufous Fantail [592]		Species or species habitat known to occur within area	In feature area	
<a href="#">Symposiachrus trivirgatus as Monarcha trivirgatus</a> Spectacled Monarch [83946]		Species or species habitat known to occur within area	In buffer area only	
Migratory Wetlands Species				
<a href="#">Actitis hypoleucos</a> Common Sandpiper [59309]		Species or species habitat known to occur within area	In feature area	

Scientific Name	Threatened Category	Presence Text	Buffer Status
<a href="#">Arenaria interpres</a> Ruddy Turnstone [872]	Vulnerable	Foraging, feeding or related behaviour known to occur within area	In buffer area only
<a href="#">Calidris acuminata</a> Sharp-tailed Sandpiper [874]	Vulnerable	Foraging, feeding or related behaviour known to occur within area	In feature area
<a href="#">Calidris canutus</a> Red Knot, Knot [855]	Vulnerable	Species or species habitat known to occur within area	In buffer area only
<a href="#">Calidris ferruginea</a> Curlew Sandpiper [856]	Critically Endangered	Species or species habitat known to occur within area	In feature area
<a href="#">Calidris melanotos</a> Pectoral Sandpiper [858]		Species or species habitat known to occur within area	In feature area
<a href="#">Calidris pugnax as Philomachus pugnax</a> Ruff [91256]		Foraging, feeding or related behaviour known to occur within area	In buffer area only
<a href="#">Calidris ruficollis</a> Red-necked Stint [860]		Foraging, feeding or related behaviour known to occur within area	In buffer area only
<a href="#">Calidris tenuirostris</a> Great Knot [862]	Vulnerable	Foraging, feeding or related behaviour known to occur within area	In buffer area only
<a href="#">Charadrius bicinctus</a> Double-banded Plover [895]		Foraging, feeding or related behaviour known to occur within area	In buffer area only
<a href="#">Charadrius leschenaultii</a> Greater Sand Plover, Large Sand Plover [877]	Vulnerable	Species or species habitat may occur within area	In feature area

Scientific Name	Threatened Category	Presence Text	Buffer Status
<a href="#">Charadrius mongolus</a> Lesser Sand Plover, Mongolian Plover [879]	Endangered	Foraging, feeding or related behaviour known to occur within area	In buffer area only
<a href="#">Gallinago hardwickii</a> Latham's Snipe, Japanese Snipe [863]	Vulnerable	Species or species habitat known to occur within area	In feature area
<a href="#">Gallinago megala</a> Swinhoe's Snipe [864]		Foraging, feeding or related behaviour likely to occur within area	In buffer area only
<a href="#">Gallinago stenura</a> Pin-tailed Snipe [841]		Foraging, feeding or related behaviour likely to occur within area	In buffer area only
<a href="#">Limosa lapponica</a> Bar-tailed Godwit [844]		Species or species habitat known to occur within area	In buffer area only
<a href="#">Limosa limosa</a> Black-tailed Godwit [845]	Endangered	Foraging, feeding or related behaviour known to occur within area	In buffer area only
<a href="#">Numenius madagascariensis</a> Eastern Curlew, Far Eastern Curlew [847]	Critically Endangered	Species or species habitat known to occur within area	In feature area
<a href="#">Numenius minutus</a> Little Curlew, Little Whimbrel [848]		Foraging, feeding or related behaviour likely to occur within area	In buffer area only
<a href="#">Numenius phaeopus</a> Whimbrel [849]		Foraging, feeding or related behaviour known to occur within area	In buffer area only
<a href="#">Pandion haliaetus</a> Osprey [952]		Species or species habitat known to occur within area	In buffer area only



Scientific Name	Threatened Category	Presence Text	Buffer Status
<a href="#">Pluvialis fulva</a> Pacific Golden Plover [25545]		Foraging, feeding or related behaviour known to occur within area	In buffer area only
<a href="#">Tringa brevipes</a> Grey-tailed Tattler [851]		Foraging, feeding or related behaviour known to occur within area	In buffer area only
<a href="#">Tringa nebularia</a> Common Greenshank, Greenshank [832]	Endangered	Species or species habitat known to occur within area	In feature area
<a href="#">Tringa stagnatilis</a> Marsh Sandpiper, Little Greenshank [833]		Foraging, feeding or related behaviour known to occur within area	In buffer area only

### Other Matters Protected by the EPBC Act

Commonwealth Lands

[ [Resource Information](#) ]

The Commonwealth area listed below may indicate the presence of Commonwealth land in this vicinity. Due to the unreliability of the data source, all proposals should be checked as to whether it impacts on a Commonwealth area, before making a definitive decision. Contact the State or Territory government land department for further information.

Commonwealth Land Name	State	Buffer Status
Australian Wool Testing Authority Limited		
Commonwealth Land - Australian Wool Testing Authority Limited [14537]	NSW	In buffer area only
Commonwealth Bank of Australia		
Commonwealth Land - Commonwealth Bank of Australia [14407]	NSW	In buffer area only
Commonwealth Land - Commonwealth Bank of Australia [14406]	NSW	In buffer area only
Commonwealth Land - Commonwealth Bank of Australia [14408]	NSW	In buffer area only
Commonwealth Trading Bank of Australia		
Commonwealth Land - Commonwealth Trading Bank of Australia [14503]	NSW	In buffer area only
Communications, Information Technology and the Arts - Australian Postal Corporation		
Commonwealth Land - Australian Postal Commission [14495]	NSW	In buffer area only
Commonwealth Land - Australian Postal Commission [13040]	NSW	In buffer area only
Commonwealth Land - Australian Postal Commission [14504]	NSW	In buffer area only

Commonwealth Land Name	State	Buffer Status
Commonwealth Land - Australian Postal Commission [14473]	NSW	In buffer area only
Commonwealth Land - Australian Postal Commission [13864]	NSW	In buffer area only
Commonwealth Land - Australian Postal Commission [13002]	NSW	In buffer area only
Commonwealth Land - Australian Postal Commission [15698]	NSW	In buffer area only
Commonwealth Land - Australian Postal Commission [14426]	NSW	In buffer area only
Commonwealth Land - Australian Postal Commission [13845]	NSW	In buffer area only
Commonwealth Land - Australian Postal Commission [12995]	NSW	In buffer area only
Commonwealth Land - Australian Postal Corporation [15604]	NSW	In buffer area only
Commonwealth Land - Australian Postal Corporation [14421]	NSW	In buffer area only
Commonwealth Land - Australian Postal Corporation [14422]	NSW	In buffer area only
Commonwealth Land - Australian Postal Corporation [16471]	NSW	In buffer area only
Commonwealth Land - Australian Postal Corporation [14602]	NSW	In buffer area only
Commonwealth Land - Australian Postal Corporation [16051]	NSW	In buffer area only
Commonwealth Land - Australian Postal Corporation [12997]	NSW	In buffer area only
Commonwealth Land - Australia Post [15591]	NSW	In buffer area only
Communications, Information Technology and the Arts - Telstra Corporation Limited		
Commonwealth Land - Australian & Overseas Telecommunications Corporation [13000]	NSW	In buffer area only
Commonwealth Land - Australian Telecommunications Commission [13014]	NSW	In buffer area only
Commonwealth Land - Australian Telecommunications Commission [14494]	NSW	In buffer area only
Commonwealth Land - Australian Telecommunications Commission [14496]	NSW	In buffer area only
Commonwealth Land - Australian Telecommunications Commission [13882]	NSW	In buffer area only
Commonwealth Land - Australian Telecommunications Commission [13883]	NSW	In buffer area only
Commonwealth Land - Australian Telecommunications Commission [13019]	NSW	In buffer area only
Commonwealth Land - Australian Telecommunications Commission [13018]	NSW	In buffer area only

Commonwealth Land Name	State	Buffer Status
Commonwealth Land - Australian Telecommunications Commission [14529]	NSW	In buffer area only
Commonwealth Land - Australian Telecommunications Commission [14414]	NSW	In buffer area only
Commonwealth Land - Australian Telecommunications Commission [14418]	NSW	In buffer area only
Commonwealth Land - Australian Telecommunications Commission [14463]	NSW	In buffer area only
Commonwealth Land - Australian Telecommunications Commission [14409]	NSW	In buffer area only
Commonwealth Land - Australian Telecommunications Commission [14428]	NSW	In buffer area only
Commonwealth Land - Australian Telecommunications Commission [16448]	NSW	In buffer area only
Commonwealth Land - Australian Telecommunications Commission [12999]	NSW	In buffer area only
Commonwealth Land - Australian Telecommunications Commission [14484]	NSW	In buffer area only
Commonwealth Land - Australian Telecommunications Commission [14485]	NSW	In buffer area only
Commonwealth Land - Australian Telecommunications Corporation [13503]	NSW	In buffer area only
Commonwealth Land - Australian Telecommunications Corporation [12998]	NSW	In buffer area only
Commonwealth Land - Telstra Corporation Limited [15703]	NSW	In buffer area only
Commonwealth Land - Telstra Corporation Limited [13860]	NSW	In buffer area only
Commonwealth Land - Telstra Corporation Limited [14412]	NSW	In buffer area only
Commonwealth Land - Telstra Corporation Limited [14442]	NSW	In buffer area only
Commonwealth Land - Telstra Corporation Limited [13849]	NSW	In buffer area only
Commonwealth Land - Telstra Corporation Limited [12996]	NSW	In buffer area only
Commonwealth Land - Telstra Corporation Limited [14530]	NSW	In buffer area only
Defence		
Commonwealth Land - Defence Service Homes Corporation [13874]	NSW	In buffer area only
Commonwealth Land - Defence Service Homes Corporation [13875]	NSW	In buffer area only
Commonwealth Land - Defence Service Homes Corporation [13877]	NSW	In buffer area only

Commonwealth Land Name	State	Buffer Status
Commonwealth Land - Defence Service Homes Corporation [13876]	NSW	In buffer area only
Commonwealth Land - Defence Service Homes Corporation [13871]	NSW	In buffer area only
Commonwealth Land - Defence Service Homes Corporation [13870]	NSW	In buffer area only
Commonwealth Land - Defence Service Homes Corporation [13873]	NSW	In buffer area only
Commonwealth Land - Defence Service Homes Corporation [13872]	NSW	In buffer area only
Commonwealth Land - Defence Service Homes Corporation [13879]	NSW	In buffer area only
Commonwealth Land - Defence Service Homes Corporation [13010]	NSW	In buffer area only
Commonwealth Land - Defence Service Homes Corporation [14505]	NSW	In buffer area only
Commonwealth Land - Defence Service Homes Corporation [13005]	NSW	In buffer area only
Commonwealth Land - Defence Service Homes Corporation [14573]	NSW	In buffer area only
Commonwealth Land - Defence Service Homes Corporation [14572]	NSW	In buffer area only
Commonwealth Land - Defence Service Homes Corporation [13003]	NSW	In buffer area only
Commonwealth Land - Defence Service Homes Corporation [13846]	NSW	In buffer area only
Commonwealth Land - Defence Service Homes Corporation [14527]	NSW	In buffer area only
Commonwealth Land - Defence Service Homes Corporation [13869]	NSW	In buffer area only
Commonwealth Land - Director of Defence Service Homes [14571]	NSW	In buffer area only
Commonwealth Land - Director of Defence Service Homes [14425]	NSW	In buffer area only
Commonwealth Land - Director of Defence Service Homes [14569]	NSW	In buffer area only
Defence - 1/15 RNSWL - LANCER BARRACKS - PARRAMATTA [11122]	NSW	In buffer area only
Defence - ADFRU PARRAMATTA [10242]	NSW	In buffer area only
Defence - CAMP SAPPER-EAST HILLS (Lot 2) : CAMP SAPPER TRAINING AREA (Lot 1) [10237]	NSW	In buffer area only
Defence - CAMP SAPPER-EAST HILLS (Lot 2) : CAMP SAPPER TRAINING AREA (Lot 1) [10236]	NSW	In buffer area only
Defence - CHESTER HILL (NO 2 STORE DPT) [10011]	NSW	In buffer area only
Defence - CHESTER HILL (NO 2 STORE DPT) [10010]	NSW	In buffer area only
Defence - CONCORD OFFICE ACCN [11093]	NSW	In buffer area only
Defence - EAST HILLS BARRACKS - OP SAFE HAVEN [10191]	NSW	In buffer area only

Commonwealth Land Name	State	Buffer Status
Defence - LIDCOMBE MULTI-USER DEPOT [11115]	NSW	In buffer area only
Defence - LIDCOMBE MULTI-USER DEPOT [11114]	NSW	In buffer area only
Defence - LIDCOMBE MULTI-USER DEPOT [11113]	NSW	In buffer area only
Defence - MERRYLANDS [10204]	NSW	In buffer area only
Defence - MOOREBANK AREA INC SME [10205]	NSW	In buffer area only
Defence - NEWINGTON [11042]	NSW	In buffer area only
Defence - NEWINGTON [10292]	NSW	In buffer area only
Defence - NEWINGTON [11043]	NSW	In buffer area only
Defence - NEWINGTON [10291]	NSW	In buffer area only
Defence - NEWINGTON [10290]	NSW	In buffer area only
Defence - NEWINGTON [11049]	NSW	In buffer area only
Defence - NEWINGTON [11046]	NSW	In buffer area only
Defence - NEWINGTON [10296]	NSW	In buffer area only
Defence - NEWINGTON [11047]	NSW	In buffer area only
Defence - NEWINGTON [10295]	NSW	In buffer area only
Defence - NEWINGTON [11040]	NSW	In buffer area only
Defence - NEWINGTON [10294]	NSW	In buffer area only
Defence - NEWINGTON [11041]	NSW	In buffer area only
Defence - NEWINGTON [10293]	NSW	In buffer area only
Defence - NEWINGTON [11044]	NSW	In buffer area only
Defence - NEWINGTON [11045]	NSW	In buffer area only
Defence - NEWINGTON [10515]	NSW	In buffer area only
Defence - NEWINGTON [10516]	NSW	In buffer area only
Defence - NEWINGTON [10511]	NSW	In buffer area only
Defence - NEWINGTON [10512]	NSW	In buffer area only
Defence - NEWINGTON [10513]	NSW	In buffer area only
Defence - NEWINGTON [10514]	NSW	In buffer area only



Commonwealth Land Name	State	Buffer Status
Defence - NEWINGTON [10518]	NSW	In buffer area only
Defence - NEWINGTON [10519]	NSW	In buffer area only
Defence - NEWINGTON [10459]	NSW	In buffer area only
Defence - NEWINGTON [10510]	NSW	In buffer area only
Defence - NEWINGTON [10553]	NSW	In buffer area only
Defence - NEWINGTON [10559]	NSW	In buffer area only
Defence - NEWINGTON [10558]	NSW	In buffer area only
Defence - NEWINGTON [10297]	NSW	In buffer area only
Defence - NEWINGTON [10299]	NSW	In buffer area only
Defence - NEWINGTON [10298]	NSW	In buffer area only
Defence - NEWINGTON [10458]	NSW	In buffer area only
Defence - NEWINGTON [10456]	NSW	In buffer area only
Defence - NEWINGTON [10358]	NSW	In buffer area only
Defence - NEWINGTON [10454]	NSW	In buffer area only
Defence - NEWINGTON [10457]	NSW	In buffer area only
Defence - NEWINGTON [10455]	NSW	In buffer area only
Defence - NEWINGTON [11048]	NSW	In buffer area only
Defence - NEWINGTON [10423]	NSW	In buffer area only
Defence - NEWINGTON [10422]	NSW	In buffer area only
Defence - NEWINGTON [10421]	NSW	In buffer area only
Defence - NEWINGTON [10420]	NSW	In buffer area only
Defence - NEWINGTON [10429]	NSW	In buffer area only
Defence - NEWINGTON [10428]	NSW	In buffer area only
Defence - NEWINGTON [10356]	NSW	In buffer area only
Defence - NEWINGTON [10451]	NSW	In buffer area only
Defence - NEWINGTON [10450]	NSW	In buffer area only
Defence - NEWINGTON [10453]	NSW	In buffer area only

Commonwealth Land Name	State	Buffer Status
Defence - NEWINGTON [10452]	NSW	In buffer area only
Defence - NEWINGTON [10613]	NSW	In buffer area only
Defence - NEWINGTON [10382]	NSW	In buffer area only
Defence - NEWINGTON [10931]	NSW	In buffer area only
Defence - NEWINGTON [10933]	NSW	In buffer area only
Defence - NEWINGTON [10930]	NSW	In buffer area only
Defence - NEWINGTON [10808]	NSW	In buffer area only
Defence - NEWINGTON [10804]	NSW	In buffer area only
Defence - NEWINGTON [10807]	NSW	In buffer area only
Defence - NEWINGTON [10932]	NSW	In buffer area only
Defence - NEWINGTON [10806]	NSW	In buffer area only
Defence - NEWINGTON [10809]	NSW	In buffer area only
Defence - NEWINGTON [10552]	NSW	In buffer area only
Defence - NEWINGTON [10551]	NSW	In buffer area only
Defence - NEWINGTON [10550]	NSW	In buffer area only
Defence - NEWINGTON [10557]	NSW	In buffer area only
Defence - NEWINGTON [10802]	NSW	In buffer area only
Defence - NEWINGTON [10803]	NSW	In buffer area only
Defence - NEWINGTON [10805]	NSW	In buffer area only
Defence - NEWINGTON [10619]	NSW	In buffer area only
Defence - NEWINGTON [10517]	NSW	In buffer area only
Defence - NEWINGTON [10935]	NSW	In buffer area only
Defence - NEWINGTON [10934]	NSW	In buffer area only
Defence - NEWINGTON [10556]	NSW	In buffer area only
Defence - NEWINGTON [10555]	NSW	In buffer area only
Defence - NEWINGTON [10554]	NSW	In buffer area only
Defence - NEWINGTON [10799]	NSW	In buffer area only

Commonwealth Land Name	State	Buffer Status
Defence - NEWINGTON [10796]	NSW	In buffer area only
Defence - NEWINGTON [10797]	NSW	In buffer area only
Defence - NEWINGTON [10830]	NSW	In buffer area only
Defence - NEWINGTON [10839]	NSW	In buffer area only
Defence - NEWINGTON [10790]	NSW	In buffer area only
Defence - NEWINGTON [10791]	NSW	In buffer area only
Defence - NEWINGTON [10794]	NSW	In buffer area only
Defence - NEWINGTON [10795]	NSW	In buffer area only
Defence - NEWINGTON [10792]	NSW	In buffer area only
Defence - NEWINGTON [10793]	NSW	In buffer area only
Defence - NEWINGTON [10833]	NSW	In buffer area only
Defence - NEWINGTON [10834]	NSW	In buffer area only
Defence - NEWINGTON [10831]	NSW	In buffer area only
Defence - NEWINGTON [10832]	NSW	In buffer area only
Defence - NEWINGTON [10837]	NSW	In buffer area only
Defence - NEWINGTON [10835]	NSW	In buffer area only
Defence - NEWINGTON [10836]	NSW	In buffer area only
Defence - NEWINGTON [10424]	NSW	In buffer area only
Defence - NEWINGTON [10425]	NSW	In buffer area only
Defence - NEWINGTON [10426]	NSW	In buffer area only
Defence - NEWINGTON [10427]	NSW	In buffer area only
Defence - NEWINGTON [10343]	NSW	In buffer area only
Defence - NEWINGTON [10340]	NSW	In buffer area only
Defence - NEWINGTON [10345]	NSW	In buffer area only
Defence - NEWINGTON [10342]	NSW	In buffer area only
Defence - NEWINGTON [10347]	NSW	In buffer area only
Defence - NEWINGTON [10344]	NSW	In buffer area only

Commonwealth Land Name	State	Buffer Status
Defence - NEWINGTON [10346]	NSW	In buffer area only
Defence - NEWINGTON [10983]	NSW	In buffer area only
Defence - NEWINGTON [10341]	NSW	In buffer area only
Defence - NEWINGTON [10838]	NSW	In buffer area only
Defence - NEWINGTON [10348]	NSW	In buffer area only
Defence - NEWINGTON [10349]	NSW	In buffer area only
Defence - NEWINGTON [10637]	NSW	In buffer area only
Defence - NEWINGTON [10634]	NSW	In buffer area only
Defence - NEWINGTON [10631]	NSW	In buffer area only
Defence - NEWINGTON [10636]	NSW	In buffer area only
Defence - NEWINGTON [10639]	NSW	In buffer area only
Defence - NEWINGTON [10635]	NSW	In buffer area only
Defence - NEWINGTON [10638]	NSW	In buffer area only
Defence - NEWINGTON [10798]	NSW	In buffer area only
Defence - NEWINGTON [10894]	NSW	In buffer area only
Defence - NEWINGTON [10897]	NSW	In buffer area only
Defence - NEWINGTON [10895]	NSW	In buffer area only
Defence - NEWINGTON [10896]	NSW	In buffer area only
Defence - NEWINGTON [10380]	NSW	In buffer area only
Defence - NEWINGTON [10383]	NSW	In buffer area only
Defence - NEWINGTON [10387]	NSW	In buffer area only
Defence - NEWINGTON [10386]	NSW	In buffer area only
Defence - NEWINGTON [10381]	NSW	In buffer area only
Defence - NEWINGTON [10632]	NSW	In buffer area only
Defence - NEWINGTON [10967]	NSW	In buffer area only
Defence - NEWINGTON [10966]	NSW	In buffer area only
Defence - NEWINGTON [10965]	NSW	In buffer area only

Commonwealth Land Name	State	Buffer Status
Defence - NEWINGTON [10964]	NSW	In buffer area only
Defence - NEWINGTON [10963]	NSW	In buffer area only
Defence - NEWINGTON [10962]	NSW	In buffer area only
Defence - NEWINGTON [10961]	NSW	In buffer area only
Defence - NEWINGTON [10960]	NSW	In buffer area only
Defence - NEWINGTON [10633]	NSW	In buffer area only
Defence - NEWINGTON [10630]	NSW	In buffer area only
Defence - NEWINGTON [10969]	NSW	In buffer area only
Defence - NEWINGTON [10968]	NSW	In buffer area only
Defence - NEWINGTON [10899]	NSW	In buffer area only
Defence - NEWINGTON [10898]	NSW	In buffer area only
Defence - NEWINGTON [10891]	NSW	In buffer area only
Defence - NEWINGTON [10890]	NSW	In buffer area only
Defence - NEWINGTON [10893]	NSW	In buffer area only
Defence - NEWINGTON [10892]	NSW	In buffer area only
Defence - NEWINGTON [10583]	NSW	In buffer area only
Defence - NEWINGTON [10582]	NSW	In buffer area only
Defence - NEWINGTON [10581]	NSW	In buffer area only
Defence - NEWINGTON [10580]	NSW	In buffer area only
Defence - NEWINGTON [10584]	NSW	In buffer area only
Defence - NEWINGTON [10585]	NSW	In buffer area only
Defence - NEWINGTON [10586]	NSW	In buffer area only
Defence - NEWINGTON [10587]	NSW	In buffer area only
Defence - NEWINGTON [10588]	NSW	In buffer area only
Defence - NEWINGTON [10589]	NSW	In buffer area only
Defence - NEWINGTON [10651]	NSW	In buffer area only
Defence - NEWINGTON [10855]	NSW	In buffer area only



Commonwealth Land Name	State	Buffer Status
Defence - NEWINGTON [10857]	NSW	In buffer area only
Defence - NEWINGTON [10854]	NSW	In buffer area only
Defence - NEWINGTON [10851]	NSW	In buffer area only
Defence - NEWINGTON [10856]	NSW	In buffer area only
Defence - NEWINGTON [10853]	NSW	In buffer area only
Defence - NEWINGTON [10850]	NSW	In buffer area only
Defence - NEWINGTON [10859]	NSW	In buffer area only
Defence - NEWINGTON [10852]	NSW	In buffer area only
Defence - NEWINGTON [10858]	NSW	In buffer area only
Defence - NEWINGTON [10921]	NSW	In buffer area only
Defence - NEWINGTON [10920]	NSW	In buffer area only
Defence - NEWINGTON [10924]	NSW	In buffer area only
Defence - NEWINGTON [10925]	NSW	In buffer area only
Defence - NEWINGTON [10922]	NSW	In buffer area only
Defence - NEWINGTON [10923]	NSW	In buffer area only
Defence - NEWINGTON [10928]	NSW	In buffer area only
Defence - NEWINGTON [10929]	NSW	In buffer area only
Defence - NEWINGTON [10926]	NSW	In buffer area only
Defence - NEWINGTON [10927]	NSW	In buffer area only
Defence - NEWINGTON [10670]	NSW	In buffer area only
Defence - NEWINGTON [10671]	NSW	In buffer area only
Defence - NEWINGTON [10672]	NSW	In buffer area only
Defence - NEWINGTON [10673]	NSW	In buffer area only
Defence - NEWINGTON [10678]	NSW	In buffer area only
Defence - NEWINGTON [10679]	NSW	In buffer area only
Defence - NEWINGTON [10677]	NSW	In buffer area only
Defence - NEWINGTON [10676]	NSW	In buffer area only

Commonwealth Land Name	State	Buffer Status
Defence - NEWINGTON [10675]	NSW	In buffer area only
Defence - NEWINGTON [10674]	NSW	In buffer area only
Defence - NEWINGTON [10819]	NSW	In buffer area only
Defence - NEWINGTON [10816]	NSW	In buffer area only
Defence - NEWINGTON [10818]	NSW	In buffer area only
Defence - NEWINGTON [10465]	NSW	In buffer area only
Defence - NEWINGTON [10322]	NSW	In buffer area only
Defence - NEWINGTON [10466]	NSW	In buffer area only
Defence - NEWINGTON [10323]	NSW	In buffer area only
Defence - NEWINGTON [10467]	NSW	In buffer area only
Defence - NEWINGTON [10460]	NSW	In buffer area only
Defence - NEWINGTON [10461]	NSW	In buffer area only
Defence - NEWINGTON [10394]	NSW	In buffer area only
Defence - NEWINGTON [10462]	NSW	In buffer area only
Defence - NEWINGTON [10395]	NSW	In buffer area only
Defence - NEWINGTON [10463]	NSW	In buffer area only
Defence - NEWINGTON [10398]	NSW	In buffer area only
Defence - NEWINGTON [10468]	NSW	In buffer area only
Defence - NEWINGTON [10399]	NSW	In buffer area only
Defence - NEWINGTON [10469]	NSW	In buffer area only
Defence - NEWINGTON [10262]	NSW	In buffer area only
Defence - NEWINGTON [10881]	NSW	In buffer area only
Defence - NEWINGTON [10392]	NSW	In buffer area only
Defence - NEWINGTON [10464]	NSW	In buffer area only
Defence - NEWINGTON [10888]	NSW	In buffer area only
Defence - NEWINGTON [10889]	NSW	In buffer area only
Defence - NEWINGTON [10372]	NSW	In buffer area only

Commonwealth Land Name	State	Buffer Status
Defence - NEWINGTON [10396]	NSW	In buffer area only
Defence - NEWINGTON [10373]	NSW	In buffer area only
Defence - NEWINGTON [10391]	NSW	In buffer area only
Defence - NEWINGTON [10390]	NSW	In buffer area only
Defence - NEWINGTON [10393]	NSW	In buffer area only
Defence - NEWINGTON [10544]	NSW	In buffer area only
Defence - NEWINGTON [10545]	NSW	In buffer area only
Defence - NEWINGTON [10509]	NSW	In buffer area only
Defence - NEWINGTON [10546]	NSW	In buffer area only
Defence - NEWINGTON [11011]	NSW	In buffer area only
Defence - NEWINGTON [10547]	NSW	In buffer area only
Defence - NEWINGTON [10397]	NSW	In buffer area only
Defence - NEWINGTON [10502]	NSW	In buffer area only
Defence - NEWINGTON [10541]	NSW	In buffer area only
Defence - NEWINGTON [10501]	NSW	In buffer area only
Defence - NEWINGTON [10542]	NSW	In buffer area only
Defence - NEWINGTON [10508]	NSW	In buffer area only
Defence - NEWINGTON [10543]	NSW	In buffer area only
Defence - NEWINGTON [10503]	NSW	In buffer area only
Defence - NEWINGTON [10886]	NSW	In buffer area only
Defence - NEWINGTON [10905]	NSW	In buffer area only
Defence - NEWINGTON [10880]	NSW	In buffer area only
Defence - NEWINGTON [10378]	NSW	In buffer area only
Defence - NEWINGTON [10883]	NSW	In buffer area only
Defence - NEWINGTON [10379]	NSW	In buffer area only
Defence - NEWINGTON [10374]	NSW	In buffer area only
Defence - NEWINGTON [10549]	NSW	In buffer area only

Commonwealth Land Name	State	Buffer Status
Defence - NEWINGTON [10884]	NSW	In buffer area only
Defence - NEWINGTON [10540]	NSW	In buffer area only
Defence - NEWINGTON [10887]	NSW	In buffer area only
Defence - NEWINGTON [10882]	NSW	In buffer area only
Defence - NEWINGTON [10548]	NSW	In buffer area only
Defence - NEWINGTON [10885]	NSW	In buffer area only
Defence - NEWINGTON [10371]	NSW	In buffer area only
Defence - NEWINGTON [10375]	NSW	In buffer area only
Defence - NEWINGTON [10376]	NSW	In buffer area only
Defence - NEWINGTON [10377]	NSW	In buffer area only
Defence - NEWINGTON [10370]	NSW	In buffer area only
Defence - NEWINGTON [10812]	NSW	In buffer area only
Defence - NEWINGTON [10261]	NSW	In buffer area only
Defence - NEWINGTON [10813]	NSW	In buffer area only
Defence - NEWINGTON [10266]	NSW	In buffer area only
Defence - NEWINGTON [10810]	NSW	In buffer area only
Defence - NEWINGTON [10263]	NSW	In buffer area only
Defence - NEWINGTON [10811]	NSW	In buffer area only
Defence - NEWINGTON [10260]	NSW	In buffer area only
Defence - NEWINGTON [10973]	NSW	In buffer area only
Defence - NEWINGTON [10970]	NSW	In buffer area only
Defence - NEWINGTON [10269]	NSW	In buffer area only
Defence - NEWINGTON [10972]	NSW	In buffer area only
Defence - NEWINGTON [10265]	NSW	In buffer area only
Defence - NEWINGTON [10268]	NSW	In buffer area only
Defence - NEWINGTON [10267]	NSW	In buffer area only
Defence - NEWINGTON [10815]	NSW	In buffer area only

Commonwealth Land Name	State	Buffer Status
Defence - NEWINGTON [10264]	NSW	In buffer area only
Defence - NEWINGTON [10978]	NSW	In buffer area only
Defence - NEWINGTON [10992]	NSW	In buffer area only
Defence - NEWINGTON [10993]	NSW	In buffer area only
Defence - NEWINGTON [10975]	NSW	In buffer area only
Defence - NEWINGTON [10974]	NSW	In buffer area only
Defence - NEWINGTON [10977]	NSW	In buffer area only
Defence - NEWINGTON [10976]	NSW	In buffer area only
Defence - NEWINGTON [10814]	NSW	In buffer area only
Defence - NEWINGTON [10817]	NSW	In buffer area only
Defence - NEWINGTON [10994]	NSW	In buffer area only
Defence - NEWINGTON [10999]	NSW	In buffer area only
Defence - NEWINGTON [10996]	NSW	In buffer area only
Defence - NEWINGTON [10995]	NSW	In buffer area only
Defence - NEWINGTON [10990]	NSW	In buffer area only
Defence - NEWINGTON [10997]	NSW	In buffer area only
Defence - NEWINGTON [10991]	NSW	In buffer area only
Defence - NEWINGTON [10998]	NSW	In buffer area only
Defence - NEWINGTON [11070]	NSW	In buffer area only
Defence - NEWINGTON [11050]	NSW	In buffer area only
Defence - NEWINGTON [10787]	NSW	In buffer area only
Defence - NEWINGTON [10786]	NSW	In buffer area only
Defence - NEWINGTON [10789]	NSW	In buffer area only
Defence - NEWINGTON [10788]	NSW	In buffer area only
Defence - NEWINGTON [11008]	NSW	In buffer area only
Defence - NEWINGTON [10979]	NSW	In buffer area only
Defence - NEWINGTON [11004]	NSW	In buffer area only



Commonwealth Land Name	State	Buffer Status
Defence - NEWINGTON [11005]	NSW	In buffer area only
Defence - NEWINGTON [11002]	NSW	In buffer area only
Defence - NEWINGTON [11003]	NSW	In buffer area only
Defence - NEWINGTON [10337]	NSW	In buffer area only
Defence - NEWINGTON [10336]	NSW	In buffer area only
Defence - NEWINGTON [10258]	NSW	In buffer area only
Defence - NEWINGTON [10259]	NSW	In buffer area only
Defence - NEWINGTON [10339]	NSW	In buffer area only
Defence - NEWINGTON [10338]	NSW	In buffer area only
Defence - NEWINGTON [10250]	NSW	In buffer area only
Defence - NEWINGTON [10251]	NSW	In buffer area only
Defence - NEWINGTON [10252]	NSW	In buffer area only
Defence - NEWINGTON [10253]	NSW	In buffer area only
Defence - NEWINGTON [10739]	NSW	In buffer area only
Defence - NEWINGTON [10738]	NSW	In buffer area only
Defence - NEWINGTON [10257]	NSW	In buffer area only
Defence - NEWINGTON [10255]	NSW	In buffer area only
Defence - NEWINGTON [10256]	NSW	In buffer area only
Defence - NEWINGTON [10781]	NSW	In buffer area only
Defence - NEWINGTON [10254]	NSW	In buffer area only
Defence - NEWINGTON [10783]	NSW	In buffer area only
Defence - NEWINGTON [10780]	NSW	In buffer area only
Defence - NEWINGTON [10785]	NSW	In buffer area only
Defence - NEWINGTON [10782]	NSW	In buffer area only
Defence - NEWINGTON [10784]	NSW	In buffer area only
Defence - NEWINGTON [10733]	NSW	In buffer area only
Defence - NEWINGTON [10732]	NSW	In buffer area only

Commonwealth Land Name	State	Buffer Status
Defence - NEWINGTON [10731]	NSW	In buffer area only
Defence - NEWINGTON [10737]	NSW	In buffer area only
Defence - NEWINGTON [10736]	NSW	In buffer area only
Defence - NEWINGTON [10734]	NSW	In buffer area only
Defence - NEWINGTON [10735]	NSW	In buffer area only
Defence - NEWINGTON [10335]	NSW	In buffer area only
Defence - NEWINGTON [10332]	NSW	In buffer area only
Defence - NEWINGTON [10331]	NSW	In buffer area only
Defence - NEWINGTON [10334]	NSW	In buffer area only
Defence - NEWINGTON [10333]	NSW	In buffer area only
Defence - NEWINGTON [10330]	NSW	In buffer area only
Defence - NEWINGTON [10600]	NSW	In buffer area only
Defence - NEWINGTON [10601]	NSW	In buffer area only
Defence - NEWINGTON [10604]	NSW	In buffer area only
Defence - NEWINGTON [10605]	NSW	In buffer area only
Defence - NEWINGTON [10602]	NSW	In buffer area only
Defence - NEWINGTON [10603]	NSW	In buffer area only
Defence - NEWINGTON [10620]	NSW	In buffer area only
Defence - NEWINGTON [10621]	NSW	In buffer area only
Defence - NEWINGTON [10622]	NSW	In buffer area only
Defence - NEWINGTON [10623]	NSW	In buffer area only
Defence - NEWINGTON [10624]	NSW	In buffer area only
Defence - NEWINGTON [10625]	NSW	In buffer area only
Defence - NEWINGTON [10626]	NSW	In buffer area only
Defence - NEWINGTON [10627]	NSW	In buffer area only
Defence - NEWINGTON [10629]	NSW	In buffer area only
Defence - NEWINGTON [10628]	NSW	In buffer area only

Commonwealth Land Name	State	Buffer Status
Defence - NEWINGTON [10609]	NSW	In buffer area only
Defence - NEWINGTON [10606]	NSW	In buffer area only
Defence - NEWINGTON [10607]	NSW	In buffer area only
Defence - NEWINGTON [10608]	NSW	In buffer area only
Defence - NEWINGTON [10413]	NSW	In buffer area only
Defence - NEWINGTON [10958]	NSW	In buffer area only
Defence - NEWINGTON [11007]	NSW	In buffer area only
Defence - NEWINGTON [10954]	NSW	In buffer area only
Defence - NEWINGTON [10955]	NSW	In buffer area only
Defence - NEWINGTON [10956]	NSW	In buffer area only
Defence - NEWINGTON [10957]	NSW	In buffer area only
Defence - NEWINGTON [10950]	NSW	In buffer area only
Defence - NEWINGTON [10951]	NSW	In buffer area only
Defence - NEWINGTON [10952]	NSW	In buffer area only
Defence - NEWINGTON [10953]	NSW	In buffer area only
Defence - NEWINGTON [10959]	NSW	In buffer area only
Defence - NEWINGTON [10438]	NSW	In buffer area only
Defence - NEWINGTON [10433]	NSW	In buffer area only
Defence - NEWINGTON [10439]	NSW	In buffer area only
Defence - NEWINGTON [10971]	NSW	In buffer area only
Defence - NEWINGTON [10770]	NSW	In buffer area only
Defence - NEWINGTON [10776]	NSW	In buffer area only
Defence - NEWINGTON [10777]	NSW	In buffer area only
Defence - NEWINGTON [10775]	NSW	In buffer area only
Defence - NEWINGTON [10772]	NSW	In buffer area only
Defence - NEWINGTON [10773]	NSW	In buffer area only
Defence - NEWINGTON [10771]	NSW	In buffer area only

Commonwealth Land Name	State	Buffer Status
Defence - NEWINGTON [11001]	NSW	In buffer area only
Defence - NEWINGTON [10779]	NSW	In buffer area only
Defence - NEWINGTON [10778]	NSW	In buffer area only
Defence - NEWINGTON [10648]	NSW	In buffer area only
Defence - NEWINGTON [10649]	NSW	In buffer area only
Defence - NEWINGTON [10644]	NSW	In buffer area only
Defence - NEWINGTON [10640]	NSW	In buffer area only
Defence - NEWINGTON [10647]	NSW	In buffer area only
Defence - NEWINGTON [10646]	NSW	In buffer area only
Defence - NEWINGTON [10645]	NSW	In buffer area only
Defence - NEWINGTON [10641]	NSW	In buffer area only
Defence - NEWINGTON [10642]	NSW	In buffer area only
Defence - NEWINGTON [10643]	NSW	In buffer area only
Defence - NEWINGTON [10482]	NSW	In buffer area only
Defence - NEWINGTON [10483]	NSW	In buffer area only
Defence - NEWINGTON [10488]	NSW	In buffer area only
Defence - NEWINGTON [10489]	NSW	In buffer area only
Defence - NEWINGTON [10480]	NSW	In buffer area only
Defence - NEWINGTON [10481]	NSW	In buffer area only
Defence - NEWINGTON [10486]	NSW	In buffer area only
Defence - NEWINGTON [10487]	NSW	In buffer area only
Defence - NEWINGTON [10388]	NSW	In buffer area only
Defence - NEWINGTON [10484]	NSW	In buffer area only
Defence - NEWINGTON [10389]	NSW	In buffer area only
Defence - NEWINGTON [10485]	NSW	In buffer area only
Defence - NEWINGTON [10911]	NSW	In buffer area only
Defence - NEWINGTON [10910]	NSW	In buffer area only

Commonwealth Land Name	State	Buffer Status
Defence - NEWINGTON [10917]	NSW	In buffer area only
Defence - NEWINGTON [10916]	NSW	In buffer area only
Defence - NEWINGTON [10915]	NSW	In buffer area only
Defence - NEWINGTON [10914]	NSW	In buffer area only
Defence - NEWINGTON [10980]	NSW	In buffer area only
Defence - NEWINGTON [10912]	NSW	In buffer area only
Defence - NEWINGTON [10913]	NSW	In buffer area only
Defence - NEWINGTON [10919]	NSW	In buffer area only
Defence - NEWINGTON [10918]	NSW	In buffer area only
Defence - NEWINGTON [10800]	NSW	In buffer area only
Defence - NEWINGTON [10801]	NSW	In buffer area only
Defence - NEWINGTON [10758]	NSW	In buffer area only
Defence - NEWINGTON [10981]	NSW	In buffer area only
Defence - NEWINGTON [10774]	NSW	In buffer area only
Defence - NEWINGTON [10759]	NSW	In buffer area only
Defence - NEWINGTON [10752]	NSW	In buffer area only
Defence - NEWINGTON [10753]	NSW	In buffer area only
Defence - NEWINGTON [10750]	NSW	In buffer area only
Defence - NEWINGTON [10751]	NSW	In buffer area only
Defence - NEWINGTON [10756]	NSW	In buffer area only
Defence - NEWINGTON [10757]	NSW	In buffer area only
Defence - NEWINGTON [10754]	NSW	In buffer area only
Defence - NEWINGTON [10755]	NSW	In buffer area only
Defence - NEWINGTON [11069]	NSW	In buffer area only
Defence - NEWINGTON [10989]	NSW	In buffer area only
Defence - NEWINGTON [10985]	NSW	In buffer area only
Defence - NEWINGTON [10986]	NSW	In buffer area only



Commonwealth Land Name	State	Buffer Status
Defence - NEWINGTON [10987]	NSW	In buffer area only
Defence - NEWINGTON [10988]	NSW	In buffer area only
Defence - NEWINGTON [10825]	NSW	In buffer area only
Defence - NEWINGTON [10982]	NSW	In buffer area only
Defence - NEWINGTON [10984]	NSW	In buffer area only
Defence - NEWINGTON [11062]	NSW	In buffer area only
Defence - NEWINGTON [11061]	NSW	In buffer area only
Defence - NEWINGTON [11068]	NSW	In buffer area only
Defence - NEWINGTON [11063]	NSW	In buffer area only
Defence - NEWINGTON [11066]	NSW	In buffer area only
Defence - NEWINGTON [11065]	NSW	In buffer area only
Defence - NEWINGTON [11060]	NSW	In buffer area only
Defence - NEWINGTON [11067]	NSW	In buffer area only
Defence - NEWINGTON [11064]	NSW	In buffer area only
Defence - NEWINGTON [10824]	NSW	In buffer area only
Defence - NEWINGTON [10823]	NSW	In buffer area only
Defence - NEWINGTON [10822]	NSW	In buffer area only
Defence - NEWINGTON [10829]	NSW	In buffer area only
Defence - NEWINGTON [10828]	NSW	In buffer area only
Defence - NEWINGTON [10827]	NSW	In buffer area only
Defence - NEWINGTON [10826]	NSW	In buffer area only
Defence - NEWINGTON [10821]	NSW	In buffer area only
Defence - NEWINGTON [10820]	NSW	In buffer area only
Defence - NEWINGTON [10363]	NSW	In buffer area only
Defence - NEWINGTON [10365]	NSW	In buffer area only
Defence - NEWINGTON [10364]	NSW	In buffer area only
Defence - NEWINGTON [10367]	NSW	In buffer area only

Commonwealth Land Name	State	Buffer Status
Defence - NEWINGTON [10366]	NSW	In buffer area only
Defence - NEWINGTON [10369]	NSW	In buffer area only
Defence - NEWINGTON [10368]	NSW	In buffer area only
Defence - NEWINGTON [11000]	NSW	In buffer area only
Defence - NEWINGTON [11054]	NSW	In buffer area only
Defence - NEWINGTON [10863]	NSW	In buffer area only
Defence - NEWINGTON [10864]	NSW	In buffer area only
Defence - NEWINGTON [10861]	NSW	In buffer area only
Defence - NEWINGTON [10862]	NSW	In buffer area only
Defence - NEWINGTON [10867]	NSW	In buffer area only
Defence - NEWINGTON [10865]	NSW	In buffer area only
Defence - NEWINGTON [10866]	NSW	In buffer area only
Defence - NEWINGTON [10869]	NSW	In buffer area only
Defence - NEWINGTON [10860]	NSW	In buffer area only
Defence - NEWINGTON [10868]	NSW	In buffer area only
Defence - NEWINGTON [10611]	NSW	In buffer area only
Defence - NEWINGTON [10610]	NSW	In buffer area only
Defence - NEWINGTON [10612]	NSW	In buffer area only
Defence - NEWINGTON [10615]	NSW	In buffer area only
Defence - NEWINGTON [10614]	NSW	In buffer area only
Defence - NEWINGTON [10617]	NSW	In buffer area only
Defence - NEWINGTON [10616]	NSW	In buffer area only
Defence - NEWINGTON [10618]	NSW	In buffer area only
Defence - NEWINGTON [10321]	NSW	In buffer area only
Defence - NEWINGTON [10320]	NSW	In buffer area only
Defence - NEWINGTON [10327]	NSW	In buffer area only
Defence - NEWINGTON [10326]	NSW	In buffer area only

Commonwealth Land Name	State	Buffer Status
Defence - NEWINGTON [10325]	NSW	In buffer area only
Defence - NEWINGTON [10324]	NSW	In buffer area only
Defence - NEWINGTON [10329]	NSW	In buffer area only
Defence - NEWINGTON [10328]	NSW	In buffer area only
Defence - NEWINGTON [10726]	NSW	In buffer area only
Defence - NEWINGTON [10725]	NSW	In buffer area only
Defence - NEWINGTON [10720]	NSW	In buffer area only
Defence - NEWINGTON [10721]	NSW	In buffer area only
Defence - NEWINGTON [10722]	NSW	In buffer area only
Defence - NEWINGTON [10535]	NSW	In buffer area only
Defence - NEWINGTON [10534]	NSW	In buffer area only
Defence - NEWINGTON [10539]	NSW	In buffer area only
Defence - NEWINGTON [10538]	NSW	In buffer area only
Defence - NEWINGTON [10531]	NSW	In buffer area only
Defence - NEWINGTON [10530]	NSW	In buffer area only
Defence - NEWINGTON [10537]	NSW	In buffer area only
Defence - NEWINGTON [10536]	NSW	In buffer area only
Defence - NEWINGTON [10533]	NSW	In buffer area only
Defence - NEWINGTON [10532]	NSW	In buffer area only
Defence - NEWINGTON [10430]	NSW	In buffer area only
Defence - NEWINGTON [10437]	NSW	In buffer area only
Defence - NEWINGTON [10432]	NSW	In buffer area only
Defence - NEWINGTON [10431]	NSW	In buffer area only
Defence - NEWINGTON [10434]	NSW	In buffer area only
Defence - NEWINGTON [10435]	NSW	In buffer area only
Defence - NEWINGTON [10436]	NSW	In buffer area only
Defence - NEWINGTON [10683]	NSW	In buffer area only

Commonwealth Land Name	State	Buffer Status
Defence - NEWINGTON [10682]	NSW	In buffer area only
Defence - NEWINGTON [10685]	NSW	In buffer area only
Defence - NEWINGTON [10684]	NSW	In buffer area only
Defence - NEWINGTON [10687]	NSW	In buffer area only
Defence - NEWINGTON [10686]	NSW	In buffer area only
Defence - NEWINGTON [10689]	NSW	In buffer area only
Defence - NEWINGTON [10688]	NSW	In buffer area only
Defence - NEWINGTON [10681]	NSW	In buffer area only
Defence - NEWINGTON [10680]	NSW	In buffer area only
Defence - NEWINGTON [10729]	NSW	In buffer area only
Defence - NEWINGTON [10727]	NSW	In buffer area only
Defence - NEWINGTON [10728]	NSW	In buffer area only
Defence - NEWINGTON [10319]	NSW	In buffer area only
Defence - NEWINGTON [10312]	NSW	In buffer area only
Defence - NEWINGTON [10318]	NSW	In buffer area only
Defence - NEWINGTON [10313]	NSW	In buffer area only
Defence - NEWINGTON [10311]	NSW	In buffer area only
Defence - NEWINGTON [10310]	NSW	In buffer area only
Defence - NEWINGTON [10316]	NSW	In buffer area only
Defence - NEWINGTON [10317]	NSW	In buffer area only
Defence - NEWINGTON [10314]	NSW	In buffer area only
Defence - NEWINGTON [10315]	NSW	In buffer area only
Defence - NEWINGTON [10945]	NSW	In buffer area only
Defence - NEWINGTON [10944]	NSW	In buffer area only
Defence - NEWINGTON [11055]	NSW	In buffer area only
Defence - NEWINGTON [10941]	NSW	In buffer area only
Defence - NEWINGTON [10942]	NSW	In buffer area only

Commonwealth Land Name	State	Buffer Status
Defence - NEWINGTON [10947]	NSW	In buffer area only
Defence - NEWINGTON [10940]	NSW	In buffer area only
Defence - NEWINGTON [10946]	NSW	In buffer area only
Defence - NEWINGTON [10948]	NSW	In buffer area only
Defence - NEWINGTON [10943]	NSW	In buffer area only
Defence - NEWINGTON [10949]	NSW	In buffer area only
Defence - NEWINGTON [10491]	NSW	In buffer area only
Defence - NEWINGTON [10496]	NSW	In buffer area only
Defence - NEWINGTON [10493]	NSW	In buffer area only
Defence - NEWINGTON [10490]	NSW	In buffer area only
Defence - NEWINGTON [10492]	NSW	In buffer area only
Defence - NEWINGTON [10497]	NSW	In buffer area only
Defence - NEWINGTON [10657]	NSW	In buffer area only
Defence - NEWINGTON [10658]	NSW	In buffer area only
Defence - NEWINGTON [10654]	NSW	In buffer area only
Defence - NEWINGTON [10504]	NSW	In buffer area only
Defence - NEWINGTON [10494]	NSW	In buffer area only
Defence - NEWINGTON [10495]	NSW	In buffer area only
Defence - NEWINGTON [10498]	NSW	In buffer area only
Defence - NEWINGTON [10499]	NSW	In buffer area only
Defence - NEWINGTON [10650]	NSW	In buffer area only
Defence - NEWINGTON [10652]	NSW	In buffer area only
Defence - NEWINGTON [10653]	NSW	In buffer area only
Defence - NEWINGTON [10656]	NSW	In buffer area only
Defence - NEWINGTON [10655]	NSW	In buffer area only
Defence - NEWINGTON [10505]	NSW	In buffer area only
Defence - NEWINGTON [10506]	NSW	In buffer area only



Commonwealth Land Name	State	Buffer Status
Defence - NEWINGTON [10507]	NSW	In buffer area only
Defence - NEWINGTON [10500]	NSW	In buffer area only
Defence - NEWINGTON [10278]	NSW	In buffer area only
Defence - NEWINGTON [10473]	NSW	In buffer area only
Defence - NEWINGTON [10472]	NSW	In buffer area only
Defence - NEWINGTON [10471]	NSW	In buffer area only
Defence - NEWINGTON [10470]	NSW	In buffer area only
Defence - NEWINGTON [10769]	NSW	In buffer area only
Defence - NEWINGTON [10764]	NSW	In buffer area only
Defence - NEWINGTON [10768]	NSW	In buffer area only
Defence - NEWINGTON [10760]	NSW	In buffer area only
Defence - NEWINGTON [10767]	NSW	In buffer area only
Defence - NEWINGTON [10766]	NSW	In buffer area only
Defence - NEWINGTON [10765]	NSW	In buffer area only
Defence - NEWINGTON [10763]	NSW	In buffer area only
Defence - NEWINGTON [10762]	NSW	In buffer area only
Defence - NEWINGTON [10761]	NSW	In buffer area only
Defence - NEWINGTON [10475]	NSW	In buffer area only
Defence - NEWINGTON [10476]	NSW	In buffer area only
Defence - NEWINGTON [10474]	NSW	In buffer area only
Defence - NEWINGTON [10477]	NSW	In buffer area only
Defence - NEWINGTON [10272]	NSW	In buffer area only
Defence - NEWINGTON [10279]	NSW	In buffer area only
Defence - NEWINGTON [10270]	NSW	In buffer area only
Defence - NEWINGTON [10273]	NSW	In buffer area only
Defence - NEWINGTON [10271]	NSW	In buffer area only
Defence - NEWINGTON [11039]	NSW	In buffer area only

Commonwealth Land Name	State	Buffer Status
Defence - NEWINGTON [11038]	NSW	In buffer area only
Defence - NEWINGTON [11033]	NSW	In buffer area only
Defence - NEWINGTON [11030]	NSW	In buffer area only
Defence - NEWINGTON [11032]	NSW	In buffer area only
Defence - NEWINGTON [11036]	NSW	In buffer area only
Defence - NEWINGTON [11037]	NSW	In buffer area only
Defence - NEWINGTON [11034]	NSW	In buffer area only
Defence - NEWINGTON [11035]	NSW	In buffer area only
Defence - NEWINGTON [10276]	NSW	In buffer area only
Defence - NEWINGTON [10277]	NSW	In buffer area only
Defence - NEWINGTON [10274]	NSW	In buffer area only
Defence - NEWINGTON [10275]	NSW	In buffer area only
Defence - NEWINGTON [10478]	NSW	In buffer area only
Defence - NEWINGTON [10479]	NSW	In buffer area only
Defence - NEWINGTON [11019]	NSW	In buffer area only
Defence - NEWINGTON [11016]	NSW	In buffer area only
Defence - NEWINGTON [11017]	NSW	In buffer area only
Defence - NEWINGTON [11015]	NSW	In buffer area only
Defence - NEWINGTON [11012]	NSW	In buffer area only
Defence - NEWINGTON [11010]	NSW	In buffer area only
Defence - NEWINGTON [10659]	NSW	In buffer area only
Defence - NEWINGTON [10749]	NSW	In buffer area only
Defence - NEWINGTON [11028]	NSW	In buffer area only
Defence - NEWINGTON [11029]	NSW	In buffer area only
Defence - NEWINGTON [11020]	NSW	In buffer area only
Defence - NEWINGTON [11021]	NSW	In buffer area only
Defence - NEWINGTON [11022]	NSW	In buffer area only

Commonwealth Land Name	State	Buffer Status
Defence - NEWINGTON [11023]	NSW	In buffer area only
Defence - NEWINGTON [11024]	NSW	In buffer area only
Defence - NEWINGTON [11025]	NSW	In buffer area only
Defence - NEWINGTON [11026]	NSW	In buffer area only
Defence - NEWINGTON [11018]	NSW	In buffer area only
Defence - NEWINGTON [10743]	NSW	In buffer area only
Defence - NEWINGTON [10742]	NSW	In buffer area only
Defence - NEWINGTON [10741]	NSW	In buffer area only
Defence - NEWINGTON [10740]	NSW	In buffer area only
Defence - NEWINGTON [10747]	NSW	In buffer area only
Defence - NEWINGTON [10746]	NSW	In buffer area only
Defence - NEWINGTON [10745]	NSW	In buffer area only
Defence - NEWINGTON [10744]	NSW	In buffer area only
Defence - NEWINGTON [10748]	NSW	In buffer area only
Defence - NEWINGTON [10357]	NSW	In buffer area only
Defence - NEWINGTON [10354]	NSW	In buffer area only
Defence - NEWINGTON [10353]	NSW	In buffer area only
Defence - NEWINGTON [10350]	NSW	In buffer area only
Defence - NEWINGTON [10355]	NSW	In buffer area only
Defence - NEWINGTON [10352]	NSW	In buffer area only
Defence - NEWINGTON [10597]	NSW	In buffer area only
Defence - NEWINGTON [10598]	NSW	In buffer area only
Defence - NEWINGTON [10595]	NSW	In buffer area only
Defence - NEWINGTON [10596]	NSW	In buffer area only
Defence - NEWINGTON [10599]	NSW	In buffer area only
Defence - NEWINGTON [10351]	NSW	In buffer area only
Defence - NEWINGTON [10593]	NSW	In buffer area only

Commonwealth Land Name	State	Buffer Status
Defence - NEWINGTON [10594]	NSW	In buffer area only
Defence - NEWINGTON [10592]	NSW	In buffer area only
Defence - NEWINGTON [10359]	NSW	In buffer area only
Defence - NEWINGTON [10525]	NSW	In buffer area only
Defence - NEWINGTON [10524]	NSW	In buffer area only
Defence - NEWINGTON [10527]	NSW	In buffer area only
Defence - NEWINGTON [10698]	NSW	In buffer area only
Defence - NEWINGTON [10691]	NSW	In buffer area only
Defence - NEWINGTON [10692]	NSW	In buffer area only
Defence - NEWINGTON [10693]	NSW	In buffer area only
Defence - NEWINGTON [10697]	NSW	In buffer area only
Defence - NEWINGTON [10690]	NSW	In buffer area only
Defence - NEWINGTON [10447]	NSW	In buffer area only
Defence - NEWINGTON [10446]	NSW	In buffer area only
Defence - NEWINGTON [10449]	NSW	In buffer area only
Defence - NEWINGTON [10448]	NSW	In buffer area only
Defence - NEWINGTON [10443]	NSW	In buffer area only
Defence - NEWINGTON [10442]	NSW	In buffer area only
Defence - NEWINGTON [10445]	NSW	In buffer area only
Defence - NEWINGTON [10444]	NSW	In buffer area only
Defence - NEWINGTON [10440]	NSW	In buffer area only
Defence - NEWINGTON [10441]	NSW	In buffer area only
Defence - NEWINGTON [10696]	NSW	In buffer area only
Defence - NEWINGTON [10694]	NSW	In buffer area only
Defence - NEWINGTON [10695]	NSW	In buffer area only
Defence - NEWINGTON [10288]	NSW	In buffer area only
Defence - NEWINGTON [10284]	NSW	In buffer area only

Commonwealth Land Name	State	Buffer Status
Defence - NEWINGTON [10289]	NSW	In buffer area only
Defence - NEWINGTON [10286]	NSW	In buffer area only
Defence - NEWINGTON [10285]	NSW	In buffer area only
Defence - NEWINGTON [10280]	NSW	In buffer area only
Defence - NEWINGTON [10287]	NSW	In buffer area only
Defence - NEWINGTON [10282]	NSW	In buffer area only
Defence - NEWINGTON [10281]	NSW	In buffer area only
Defence - NEWINGTON [10521]	NSW	In buffer area only
Defence - NEWINGTON [10526]	NSW	In buffer area only
Defence - NEWINGTON [10283]	NSW	In buffer area only
Defence - NEWINGTON [10528]	NSW	In buffer area only
Defence - NEWINGTON [10529]	NSW	In buffer area only
Defence - NEWINGTON [10522]	NSW	In buffer area only
Defence - NEWINGTON [10523]	NSW	In buffer area only
Defence - NEWINGTON [10520]	NSW	In buffer area only
Defence - NEWINGTON [10699]	NSW	In buffer area only
Defence - NEWINGTON [10590]	NSW	In buffer area only
Defence - NEWINGTON [11052]	NSW	In buffer area only
Defence - NEWINGTON [11053]	NSW	In buffer area only
Defence - NEWINGTON [10568]	NSW	In buffer area only
Defence - NEWINGTON [10569]	NSW	In buffer area only
Defence - NEWINGTON [10566]	NSW	In buffer area only
Defence - NEWINGTON [10669]	NSW	In buffer area only
Defence - NEWINGTON [10668]	NSW	In buffer area only
Defence - NEWINGTON [10661]	NSW	In buffer area only
Defence - NEWINGTON [10660]	NSW	In buffer area only
Defence - NEWINGTON [11058]	NSW	In buffer area only



Commonwealth Land Name	State	Buffer Status
Defence - NEWINGTON [11059]	NSW	In buffer area only
Defence - NEWINGTON [11051]	NSW	In buffer area only
Defence - NEWINGTON [11056]	NSW	In buffer area only
Defence - NEWINGTON [11057]	NSW	In buffer area only
Defence - NEWINGTON [10565]	NSW	In buffer area only
Defence - NEWINGTON [10562]	NSW	In buffer area only
Defence - NEWINGTON [10567]	NSW	In buffer area only
Defence - NEWINGTON [10564]	NSW	In buffer area only
Defence - NEWINGTON [10561]	NSW	In buffer area only
Defence - NEWINGTON [10563]	NSW	In buffer area only
Defence - NEWINGTON [10560]	NSW	In buffer area only
Defence - NEWINGTON [10663]	NSW	In buffer area only
Defence - NEWINGTON [10662]	NSW	In buffer area only
Defence - NEWINGTON [10667]	NSW	In buffer area only
Defence - NEWINGTON [10666]	NSW	In buffer area only
Defence - NEWINGTON [10665]	NSW	In buffer area only
Defence - NEWINGTON [10664]	NSW	In buffer area only
Defence - NEWINGTON [10936]	NSW	In buffer area only
Defence - NEWINGTON [10937]	NSW	In buffer area only
Defence - NEWINGTON [10938]	NSW	In buffer area only
Defence - NEWINGTON [10939]	NSW	In buffer area only
Defence - NEWINGTON [10904]	NSW	In buffer area only
Defence - NEWINGTON [10907]	NSW	In buffer area only
Defence - NEWINGTON [10906]	NSW	In buffer area only
Defence - NEWINGTON [10901]	NSW	In buffer area only
Defence - NEWINGTON [10900]	NSW	In buffer area only
Defence - NEWINGTON [10903]	NSW	In buffer area only

Commonwealth Land Name	State	Buffer Status
Defence - NEWINGTON [10902]	NSW	In buffer area only
Defence - NEWINGTON [10908]	NSW	In buffer area only
Defence - NEWINGTON [10909]	NSW	In buffer area only
Defence - NEWINGTON [10849]	NSW	In buffer area only
Defence - NEWINGTON [10848]	NSW	In buffer area only
Defence - NEWINGTON [10843]	NSW	In buffer area only
Defence - NEWINGTON [10840]	NSW	In buffer area only
Defence - NEWINGTON [10841]	NSW	In buffer area only
Defence - NEWINGTON [10846]	NSW	In buffer area only
Defence - NEWINGTON [10847]	NSW	In buffer area only
Defence - NEWINGTON [10844]	NSW	In buffer area only
Defence - NEWINGTON [10845]	NSW	In buffer area only
Defence - NEWINGTON [10842]	NSW	In buffer area only
Defence - NEWINGTON [10247]	NSW	In buffer area only
Defence - NEWINGTON [10244]	NSW	In buffer area only
Defence - NEWINGTON [10243]	NSW	In buffer area only
Defence - NEWINGTON [10246]	NSW	In buffer area only
Defence - NEWINGTON [10245]	NSW	In buffer area only
Defence - NEWINGTON [10573]	NSW	In buffer area only
Defence - NEWINGTON [10570]	NSW	In buffer area only
Defence - NEWINGTON [10571]	NSW	In buffer area only
Defence - NEWINGTON [10574]	NSW	In buffer area only
Defence - NEWINGTON [10577]	NSW	In buffer area only
Defence - NEWINGTON [10572]	NSW	In buffer area only
Defence - NEWINGTON [10575]	NSW	In buffer area only
Defence - NEWINGTON [11013]	NSW	In buffer area only
Defence - NEWINGTON [10384]	NSW	In buffer area only

Commonwealth Land Name	State	Buffer Status
Defence - NEWINGTON [10385]	NSW	In buffer area only
Defence - NEWINGTON [10706]	NSW	In buffer area only
Defence - NEWINGTON [10707]	NSW	In buffer area only
Defence - NEWINGTON [10700]	NSW	In buffer area only
Defence - NEWINGTON [11009]	NSW	In buffer area only
Defence - NEWINGTON [10701]	NSW	In buffer area only
Defence - NEWINGTON [10708]	NSW	In buffer area only
Defence - NEWINGTON [10709]	NSW	In buffer area only
Defence - NEWINGTON [11006]	NSW	In buffer area only
Defence - NEWINGTON [10704]	NSW	In buffer area only
Defence - NEWINGTON [10576]	NSW	In buffer area only
Defence - NEWINGTON [10705]	NSW	In buffer area only
Defence - NEWINGTON [10702]	NSW	In buffer area only
Defence - NEWINGTON [10578]	NSW	In buffer area only
Defence - NEWINGTON [10703]	NSW	In buffer area only
Defence - NEWINGTON [10579]	NSW	In buffer area only
Defence - NEWINGTON [10360]	NSW	In buffer area only
Defence - NEWINGTON [10361]	NSW	In buffer area only
Defence - NEWINGTON [10362]	NSW	In buffer area only
Defence - NEWINGTON [10716]	NSW	In buffer area only
Defence - NEWINGTON [10879]	NSW	In buffer area only
Defence - NEWINGTON [10878]	NSW	In buffer area only
Defence - NEWINGTON [10410]	NSW	In buffer area only
Defence - NEWINGTON [10416]	NSW	In buffer area only
Defence - NEWINGTON [10411]	NSW	In buffer area only
Defence - NEWINGTON [10414]	NSW	In buffer area only
Defence - NEWINGTON [10417]	NSW	In buffer area only

Commonwealth Land Name	State	Buffer Status
Defence - NEWINGTON [11027]	NSW	In buffer area only
Defence - NEWINGTON [10874]	NSW	In buffer area only
Defence - NEWINGTON [10418]	NSW	In buffer area only
Defence - NEWINGTON [10876]	NSW	In buffer area only
Defence - NEWINGTON [10875]	NSW	In buffer area only
Defence - NEWINGTON [10412]	NSW	In buffer area only
Defence - NEWINGTON [10419]	NSW	In buffer area only
Defence - NEWINGTON [10717]	NSW	In buffer area only
Defence - NEWINGTON [10877]	NSW	In buffer area only
Defence - NEWINGTON [10870]	NSW	In buffer area only
Defence - NEWINGTON [10871]	NSW	In buffer area only
Defence - NEWINGTON [10872]	NSW	In buffer area only
Defence - NEWINGTON [10873]	NSW	In buffer area only
Defence - NEWINGTON [10718]	NSW	In buffer area only
Defence - NEWINGTON [10719]	NSW	In buffer area only
Defence - NEWINGTON [10710]	NSW	In buffer area only
Defence - NEWINGTON [10711]	NSW	In buffer area only
Defence - NEWINGTON [10712]	NSW	In buffer area only
Defence - NEWINGTON [10713]	NSW	In buffer area only
Defence - NEWINGTON [10714]	NSW	In buffer area only
Defence - NEWINGTON [10715]	NSW	In buffer area only
Defence - NEWINGTON [10403]	NSW	In buffer area only
Defence - NEWINGTON [10402]	NSW	In buffer area only
Defence - NEWINGTON [10723]	NSW	In buffer area only
Defence - NEWINGTON [10415]	NSW	In buffer area only
Defence - NEWINGTON [10309]	NSW	In buffer area only
Defence - NEWINGTON [10308]	NSW	In buffer area only

Commonwealth Land Name	State	Buffer Status
Defence - NEWINGTON [10305]	NSW	In buffer area only
Defence - NEWINGTON [10304]	NSW	In buffer area only
Defence - NEWINGTON [10409]	NSW	In buffer area only
Defence - NEWINGTON [10724]	NSW	In buffer area only
Defence - NEWINGTON [10302]	NSW	In buffer area only
Defence - NEWINGTON [10300]	NSW	In buffer area only
Defence - NEWINGTON [10303]	NSW	In buffer area only
Defence - NEWINGTON [10248]	NSW	In buffer area only
Defence - NEWINGTON [10249]	NSW	In buffer area only
Defence - NEWINGTON [11014]	NSW	In buffer area only
Defence - NEWINGTON [10301]	NSW	In buffer area only
Defence - NEWINGTON [10306]	NSW	In buffer area only
Defence - NEWINGTON [10307]	NSW	In buffer area only
Defence - NEWINGTON [10401]	NSW	In buffer area only
Defence - NEWINGTON [10406]	NSW	In buffer area only
Defence - NEWINGTON [10400]	NSW	In buffer area only
Defence - NEWINGTON [10405]	NSW	In buffer area only
Defence - NEWINGTON [10408]	NSW	In buffer area only
Defence - NEWINGTON [10407]	NSW	In buffer area only
Defence - NEWINGTON [10404]	NSW	In buffer area only
Defence - RAAF STORES DEPOT REGENTS PARK [10008]	NSW	In buffer area only
Defence - RAAF STORES DEPOT REGENTS PARK [10009]	NSW	In buffer area only
Defence - Suite 8, Library Plaza [10230]	NSW	In buffer area only
Defence - TIMOR BARRACKS - DUNDAS [11097]	NSW	In buffer area only
Defence - TIMOR BARRACKS - DUNDAS [11096]	NSW	In buffer area only
Defence - VILLAWOOD - MOTOR REPAIR W/SHP (VILLAWOOD GEMS BASE) [10231]	NSW	In buffer area only
Defence - Defence Housing Authority		



Commonwealth Land Name	State	Buffer Status
Commonwealth Land - Defence Housing Authority [13422]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13605]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13602]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13604]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13601]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13603]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13600]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15788]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15785]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15784]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15787]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15786]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15781]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15780]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15789]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15584]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15585]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15582]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15583]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15580]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15581]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [16488]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [16489]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13608]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13609]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13606]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13607]	NSW	In buffer area only

Commonwealth Land Name	State	Buffer Status
Commonwealth Land - Defence Housing Authority [15144]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15488]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15782]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15783]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15141]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15143]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15142]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15475]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15474]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15477]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15476]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15145]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15146]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15859]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15471]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15470]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15473]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15472]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [14615]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15149]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15148]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15147]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15850]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15851]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15852]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15853]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15858]	NSW	In buffer area only

Commonwealth Land Name	State	Buffer Status
Commonwealth Land - Defence Housing Authority [13499]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15854]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15855]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15856]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13493]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15857]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15818]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [14441]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15813]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15810]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15819]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15812]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15815]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15817]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15814]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15811]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15816]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13689]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13688]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13681]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13680]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13683]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13682]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13685]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13684]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13687]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13686]	NSW	In buffer area only

Commonwealth Land Name	State	Buffer Status
Commonwealth Land - Defence Housing Authority [13735]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13734]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13737]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13736]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13731]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15922]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15921]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13429]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13424]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13427]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13012]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13428]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13011]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13425]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13420]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13769]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13423]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13768]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13426]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13421]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13766]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13839]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13750]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13751]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13758]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13759]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [16548]	NSW	In buffer area only



Commonwealth Land Name	State	Buffer Status
Commonwealth Land - Defence Housing Authority [16549]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13502]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13752]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13753]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13812]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13810]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13811]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13815]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13817]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13813]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13646]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13504]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13647]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15712]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13640]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15478]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13641]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13644]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13645]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15479]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13642]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13643]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13649]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13800]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13763]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13762]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13761]	NSW	In buffer area only



Commonwealth Land Name	State	Buffer Status
Commonwealth Land - Defence Housing Authority [13760]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [16538]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [16537]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [16539]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13582]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13581]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13586]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13583]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13580]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13501]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13506]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13500]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13509]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13764]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13765]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13767]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13505]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13699]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13507]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [16186]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13589]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13587]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13584]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13585]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13588]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [16187]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [16185]	NSW	In buffer area only

Commonwealth Land Name	State	Buffer Status
Commonwealth Land - Defence Housing Authority [16182]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [16183]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [16180]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [16181]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13418]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15549]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13419]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [14635]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [14638]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [14637]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [14634]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15469]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [14636]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15463]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15468]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15467]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15462]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15989]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15984]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15987]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15980]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15985]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15986]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15983]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15981]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15982]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15464]	NSW	In buffer area only

Commonwealth Land Name	State	Buffer Status
Commonwealth Land - Defence Housing Authority [15466]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15988]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15597]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15153]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15798]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15151]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15152]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15790]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15799]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [14470]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15157]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15150]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13636]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13635]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13630]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13637]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13634]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [16007]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15156]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13632]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13631]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15158]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15159]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15154]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15155]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [16000]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [16005]	NSW	In buffer area only

Commonwealth Land Name	State	Buffer Status
Commonwealth Land - Defence Housing Authority [16003]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [16004]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [16001]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [16002]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13782]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13783]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13784]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13785]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13416]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13417]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [16302]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13780]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13781]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15791]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15797]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15796]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13787]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13788]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13786]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15795]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15794]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13789]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15807]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15806]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15809]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15808]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15805]	NSW	In buffer area only



Commonwealth Land Name	State	Buffer Status
Commonwealth Land - Defence Housing Authority [15804]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13510]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13511]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13512]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13514]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13515]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13516]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13517]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13518]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13415]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13413]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13414]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13411]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13412]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15802]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13410]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15800]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15803]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15801]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13519]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13730]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13732]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13733]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13738]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13739]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13550]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13551]	NSW	In buffer area only



Commonwealth Land Name	State	Buffer Status
Commonwealth Land - Defence Housing Authority [13558]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13559]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13555]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13828]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13557]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13554]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13829]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13556]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15576]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13553]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13552]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15578]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15579]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [16547]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13827]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [14411]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [14419]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [16546]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [16545]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [16544]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [16543]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [16542]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [16541]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [16540]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [14639]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13633]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13638]	NSW	In buffer area only

Commonwealth Land Name	State	Buffer Status
Commonwealth Land - Defence Housing Authority [13639]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13770]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13771]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13772]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13773]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13009]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [16355]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [16353]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13672]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13775]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13774]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13777]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [16521]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [16522]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [16523]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13778]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13779]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13776]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13597]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13596]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13595]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13594]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13590]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13591]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13592]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13593]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13598]	NSW	In buffer area only

Commonwealth Land Name	State	Buffer Status
Commonwealth Land - Defence Housing Authority [13599]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13648]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15326]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15320]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15324]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15325]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15323]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15322]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15321]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15691]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15693]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [16083]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15768]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15764]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15769]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15766]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15765]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15762]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15767]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15763]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15161]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15160]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15163]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15162]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15165]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15164]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15167]	NSW	In buffer area only

Commonwealth Land Name	State	Buffer Status
Commonwealth Land - Defence Housing Authority [15166]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15573]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15577]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15168]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15575]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15574]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13851]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13850]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13857]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13856]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13853]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13852]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13855]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13854]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13403]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13402]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13401]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13400]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13612]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13793]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13406]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13405]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13404]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13409]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13520]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13528]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13527]	NSW	In buffer area only



Commonwealth Land Name	State	Buffer Status
Commonwealth Land - Defence Housing Authority [13526]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13525]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13524]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13523]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13522]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13521]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13796]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13795]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13790]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13797]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13792]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13791]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13529]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13798]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13794]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13799]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [14467]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [14641]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [14640]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [14469]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [14468]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [14464]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [16026]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [14642]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13498]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [16478]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13490]	NSW	In buffer area only



Commonwealth Land Name	State	Buffer Status
Commonwealth Land - Defence Housing Authority [13494]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13495]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13496]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13491]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13492]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13497]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13560]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13561]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13567]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13368]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13369]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13562]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13563]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13814]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13818]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13819]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15497]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15496]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13363]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13816]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13361]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13366]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13367]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13364]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13365]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [16479]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13618]	NSW	In buffer area only

Commonwealth Land Name	State	Buffer Status
Commonwealth Land - Defence Housing Authority [15498]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15491]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15490]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15493]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15492]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15495]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15494]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13387]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13386]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13385]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13384]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [16516]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [16511]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [16560]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13380]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13564]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13569]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13566]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13565]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13388]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13383]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13568]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13389]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13382]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13381]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15836]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15835]	NSW	In buffer area only

Commonwealth Land Name	State	Buffer Status
Commonwealth Land - Defence Housing Authority [15834]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15833]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15839]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15838]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15837]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15832]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15831]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15830]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13701]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13700]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13709]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13708]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13702]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13703]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13704]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13706]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13705]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [16518]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13707]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [16519]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13659]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13651]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13658]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13626]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13625]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13627]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13622]	NSW	In buffer area only

Commonwealth Land Name	State	Buffer Status
Commonwealth Land - Defence Housing Authority [13621]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13624]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13830]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15999]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15998]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15997]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15996]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15995]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15993]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15994]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [16058]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13650]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13438]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13432]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13439]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13430]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13433]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13690]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13693]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13694]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13697]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13692]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13695]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [16437]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [16438]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13696]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15840]	NSW	In buffer area only



Commonwealth Land Name	State	Buffer Status
Commonwealth Land - Defence Housing Authority [15843]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15848]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15841]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15849]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13698]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13745]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13392]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13747]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13740]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13741]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13742]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13679]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13678]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13670]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13671]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15842]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15845]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15844]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15847]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15846]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13393]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13394]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13744]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [16554]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [16555]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13390]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [16550]	NSW	In buffer area only



Commonwealth Land Name	State	Buffer Status
Commonwealth Land - Defence Housing Authority [16551]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [16552]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [16553]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [16354]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [16341]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13451]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13450]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13673]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13676]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13677]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13674]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13675]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13749]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13748]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13391]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13743]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15991]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15992]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15990]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [16352]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13508]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13844]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [16480]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [16487]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13840]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13841]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13842]	NSW	In buffer area only

Commonwealth Land Name	State	Buffer Status
Commonwealth Land - Defence Housing Authority [13539]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13843]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13536]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13534]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13535]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13532]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13530]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13531]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13479]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [16364]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13470]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13471]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13478]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13475]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [16365]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13533]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15558]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15489]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13399]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15481]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13396]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15487]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15480]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13575]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13574]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13573]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13572]	NSW	In buffer area only

Commonwealth Land Name	State	Buffer Status
Commonwealth Land - Defence Housing Authority [13571]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13398]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13579]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13578]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13577]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13576]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13805]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13804]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13375]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13374]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13809]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13808]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13379]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13378]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13570]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15555]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15554]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15553]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15552]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [16027]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15557]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15556]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15550]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15551]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15559]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13628]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13620]	NSW	In buffer area only

Commonwealth Land Name	State	Buffer Status
Commonwealth Land - Defence Housing Authority [13629]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13654]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13657]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13656]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13655]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15316]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15317]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15319]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13477]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13474]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15821]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15822]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15823]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13719]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13746]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13715]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13716]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13717]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13710]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13711]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13712]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13713]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13718]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15820]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15826]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15827]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13653]	NSW	In buffer area only



Commonwealth Land Name	State	Buffer Status
Commonwealth Land - Defence Housing Authority [13652]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15824]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15825]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15828]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15829]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13714]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [16508]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [16509]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [16502]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [16503]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [16504]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [16505]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [16506]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [16507]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13974]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13979]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13976]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13975]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13973]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13977]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13472]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13473]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13435]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13476]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13437]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13434]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13431]	NSW	In buffer area only



Commonwealth Land Name	State	Buffer Status
Commonwealth Land - Defence Housing Authority [13436]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15863]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15864]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15865]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15866]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15867]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15868]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15869]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13486]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13487]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13480]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13483]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13482]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13481]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13377]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [16093]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13376]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13370]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13801]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15779]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15778]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15777]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15776]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15775]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15774]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15773]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15771]	NSW	In buffer area only

Commonwealth Land Name	State	Buffer Status
Commonwealth Land - Defence Housing Authority [15772]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15770]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13978]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13372]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13373]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13802]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13371]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13757]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13755]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13756]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15874]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15875]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15878]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13838]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13831]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13663]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13833]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13832]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13835]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13668]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13834]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15873]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13837]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13513]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13549]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13836]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15871]	NSW	In buffer area only

Commonwealth Land Name	State	Buffer Status
Commonwealth Land - Defence Housing Authority [15870]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15877]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15876]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13754]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13548]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13547]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13546]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13545]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13544]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13543]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13542]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13541]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13540]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13721]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13726]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13727]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13724]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13722]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13440]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13723]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13720]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15173]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15172]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13725]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13728]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13729]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15170]	NSW	In buffer area only

Commonwealth Land Name	State	Buffer Status
Commonwealth Land - Defence Housing Authority [15171]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15174]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15175]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13444]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13443]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13441]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13448]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13447]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13446]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13445]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13807]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13488]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13489]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13806]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13664]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13614]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13615]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13613]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13610]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13611]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [16517]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15561]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [16514]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13485]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [16515]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13484]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15565]	NSW	In buffer area only



Commonwealth Land Name	State	Buffer Status
Commonwealth Land - Defence Housing Authority [15560]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15562]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13662]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13661]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13660]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13667]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13666]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13665]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13449]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13867]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15860]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [16512]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15862]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [15861]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13619]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [16513]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [16510]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13616]	NSW	In buffer area only
Commonwealth Land - Defence Housing Authority [13617]	NSW	In buffer area only
Commonwealth Land - Director of War Service Homes [14493]	NSW	In buffer area only
Commonwealth Land - Director of War Service Homes [14498]	NSW	In buffer area only
Commonwealth Land - Director of War Service Homes [14499]	NSW	In buffer area only
Commonwealth Land - Director of War Service Homes [14497]	NSW	In buffer area only
Commonwealth Land - Director of War Service Homes [13881]	NSW	In buffer area only
Commonwealth Land - Director of War Service Homes [13880]	NSW	In buffer area only
Commonwealth Land - Director of War Service Homes [13889]	NSW	In buffer area only
Commonwealth Land - Director of War Service Homes [13887]	NSW	In buffer area only



Commonwealth Land Name	State	Buffer Status
Commonwealth Land - Director of War Service Homes [13886]	NSW	In buffer area only
Commonwealth Land - Director of War Service Homes [13884]	NSW	In buffer area only
Commonwealth Land - Director of War Service Homes [14492]	NSW	In buffer area only
Commonwealth Land - Director of War Service Homes [14502]	NSW	In buffer area only
Commonwealth Land - Director of War Service Homes [14500]	NSW	In buffer area only
Commonwealth Land - Director of War Service Homes [14501]	NSW	In buffer area only
Commonwealth Land - Director of War Service Homes [13888]	NSW	In buffer area only
Commonwealth Land - Director of War Service Homes [13878]	NSW	In buffer area only
Commonwealth Land - Director of War Service Homes [14474]	NSW	In buffer area only
Commonwealth Land - Director of War Service Homes [14478]	NSW	In buffer area only
Commonwealth Land - Director of War Service Homes [14576]	NSW	In buffer area only
Commonwealth Land - Director of War Service Homes [14577]	NSW	In buffer area only
Commonwealth Land - Director of War Service Homes [13861]	NSW	In buffer area only
Commonwealth Land - Director of War Service Homes [13862]	NSW	In buffer area only
Commonwealth Land - Director of War Service Homes [13863]	NSW	In buffer area only
Commonwealth Land - Director of War Service Homes [13865]	NSW	In buffer area only
Commonwealth Land - Director of War Service Homes [13868]	NSW	In buffer area only
Commonwealth Land - Director of War Service Homes [14526]	NSW	In buffer area only
Commonwealth Land - Director of War Service Homes [14520]	NSW	In buffer area only
Commonwealth Land - Director of War Service Homes [14413]	NSW	In buffer area only
Commonwealth Land - Director of War Service Homes [13004]	NSW	In buffer area only
Commonwealth Land - Director of War Service Homes [14479]	NSW	In buffer area only
Commonwealth Land - Director of War Service Homes [13359]	NSW	In buffer area only
Commonwealth Land - Director of War Service Homes [14427]	NSW	In buffer area only
Commonwealth Land - Director of War Service Homes [14423]	NSW	In buffer area only
Commonwealth Land - Director of War Service Homes [14424]	NSW	In buffer area only
Commonwealth Land - Director of War Service Homes [16563]	NSW	In buffer area only

Commonwealth Land Name	State	Buffer Status
Commonwealth Land - Director of War Service Homes [14531]	NSW	In buffer area only
Commonwealth Land - Director of War Service Homes [14534]	NSW	In buffer area only
Commonwealth Land - Director of War Service Homes [14533]	NSW	In buffer area only
Commonwealth Land - Director of War Service Homes [14570]	NSW	In buffer area only
Commonwealth Land - Director of War Service Homes [14575]	NSW	In buffer area only
Commonwealth Land - Director of War Service Homes [14574]	NSW	In buffer area only
Commonwealth Land - Director of War Service Homes [14568]	NSW	In buffer area only
Commonwealth Land - Director of War Service Homes [14528]	NSW	In buffer area only
Commonwealth Land - Director of War Service Homes [14483]	NSW	In buffer area only
Commonwealth Land - Director of War Service Homes [14480]	NSW	In buffer area only
Commonwealth Land - Director of War Service Homes [14532]	NSW	In buffer area only
Commonwealth Land - War Service Homes Commissioner [13015]	NSW	In buffer area only
Education, Science and Training - CSIRO		
Commonwealth Land - Commonwealth Scientific & Industrial Research Organisation [14610]	NSW	In buffer area only
Commonwealth Land - Commonwealth Scientific & Industrial Research Organisation [14612]	NSW	In buffer area only
Commonwealth Land - Commonwealth Scientific & Industrial Research Organisation [14611]	NSW	In buffer area only
Commonwealth Land - Commonwealth Scientific & Industrial Research Organisation [14614]	NSW	In buffer area only
Commonwealth Land - Commonwealth Scientific & Industrial Research Organisation [14613]	NSW	In buffer area only
Commonwealth Land - Commonwealth Scientific & Industrial Research Organisation [14607]	NSW	In buffer area only
Commonwealth Land - Commonwealth Scientific & Industrial Research Organisation [14606]	NSW	In buffer area only
Commonwealth Land - Commonwealth Scientific & Industrial Research Organisation [14608]	NSW	In buffer area only
Commonwealth Land - Commonwealth Scientific & Industrial Research Organisation [14609]	NSW	In buffer area only
Commonwealth Land - Commonwealth Scientific & Industrial Research Organisation [14605]	NSW	In buffer area only
Treasury - Reserve Bank of Australia		

Commonwealth Land Name	State	Buffer Status
Commonwealth Land - Reserve Bank of Australia [13001]	NSW	In buffer area only
Unknown		
Commonwealth Land - [13016]	NSW	In buffer area only
Commonwealth Land - [15891]	NSW	In buffer area only
Commonwealth Land - [13848]	NSW	In buffer area only
Commonwealth Land - [15140]	NSW	In buffer area only
Commonwealth Land - [15530]	NSW	In buffer area only
Commonwealth Land - [15539]	NSW	In buffer area only
Commonwealth Land - [13885]	NSW	In buffer area only
Commonwealth Land - [13017]	NSW	In buffer area only
Commonwealth Land - [13013]	NSW	In buffer area only
Commonwealth Land - [13362]	NSW	In buffer area only
Commonwealth Land - [16188]	NSW	In buffer area only
Commonwealth Land - [16184]	NSW	In buffer area only
Commonwealth Land - [15465]	NSW	In buffer area only
Commonwealth Land - [15793]	NSW	In buffer area only
Commonwealth Land - [15792]	NSW	In buffer area only
Commonwealth Land - [16006]	NSW	In buffer area only
Commonwealth Land - [16303]	NSW	In buffer area only
Commonwealth Land - [13821]	NSW	In buffer area only
Commonwealth Land - [13823]	NSW	In buffer area only
Commonwealth Land - [13820]	NSW	In buffer area only
Commonwealth Land - [13826]	NSW	In buffer area only
Commonwealth Land - [13825]	NSW	In buffer area only
Commonwealth Land - [13824]	NSW	In buffer area only
Commonwealth Land - [13822]	NSW	In buffer area only
Commonwealth Land - [13467]	NSW	In buffer area only

Commonwealth Land Name	State	Buffer Status
Commonwealth Land - [13466]	NSW	In buffer area only
Commonwealth Land - [13465]	NSW	In buffer area only
Commonwealth Land - [13464]	NSW	In buffer area only
Commonwealth Land - [16520]	NSW	In buffer area only
Commonwealth Land - [16420]	NSW	In buffer area only
Commonwealth Land - [13463]	NSW	In buffer area only
Commonwealth Land - [13462]	NSW	In buffer area only
Commonwealth Land - [15694]	NSW	In buffer area only
Commonwealth Land - [15692]	NSW	In buffer area only
Commonwealth Land - [15169]	NSW	In buffer area only
Commonwealth Land - [13859]	NSW	In buffer area only
Commonwealth Land - [13858]	NSW	In buffer area only
Commonwealth Land - [12926]	NSW	In buffer area only
Commonwealth Land - [13397]	NSW	In buffer area only
Commonwealth Land - [14538]	NSW	In buffer area only
Commonwealth Land - [14420]	NSW	In buffer area only
Commonwealth Land - [16472]	NSW	In buffer area only
Commonwealth Land - [13623]	NSW	In buffer area only
Commonwealth Land - [13469]	NSW	In buffer area only
Commonwealth Land - [13395]	NSW	In buffer area only
Commonwealth Land - [13468]	NSW	In buffer area only
Commonwealth Land - [13847]	NSW	In buffer area only
Commonwealth Land - [13538]	NSW	In buffer area only
Commonwealth Land - [13537]	NSW	In buffer area only
Commonwealth Land - [13691]	NSW	In buffer area only
Commonwealth Land - [15318]	NSW	In buffer area only
Commonwealth Land - [16361]	NSW	In buffer area only

Commonwealth Land Name	State	Buffer Status
Commonwealth Land - [13803]	NSW	In buffer area only
Commonwealth Land - [13669]	NSW	In buffer area only
Commonwealth Land - [15872]	NSW	In buffer area only
Commonwealth Land - [13442]	NSW	In buffer area only

Commonwealth Heritage Places [ Resource Information ]			
Name	State	Status	Buffer Status
Historic			
<a href="#">Bankstown Airport Air Traffic Control Tower</a>	NSW	Listed place	In buffer area only
<a href="#">Lancer Barracks</a>	NSW	Listed place	In buffer area only
<a href="#">Lancer Barracks Precinct</a>	NSW	Listed place	In buffer area only
<a href="#">Old Army / Internment Camp Group Holsworthy</a>	NSW	Listed place	In buffer area only
<a href="#">Villawood Immigration Centre</a>	NSW	Listed place	In buffer area only
Indigenous			
<a href="#">Cubbitch Barta National Estate Area</a>	NSW	Listed place	In buffer area only

Listed Marine Species [ Resource Information ]			
Scientific Name	Threatened Category	Presence Text	Buffer Status
Bird			
<a href="#">Actitis hypoleucos</a>			
Common Sandpiper [59309]		Species or species habitat known to occur within area	In feature area
<a href="#">Anous stolidus</a>			
Common Noddy [825]		Species or species habitat likely to occur within area	In buffer area only
<a href="#">Apus pacificus</a>			
Fork-tailed Swift [678]		Species or species habitat likely to occur within area overfly marine area	In feature area
<a href="#">Ardenna grisea as Puffinus griseus</a>			
Sooty Shearwater [82651]	Vulnerable	Species or species habitat likely to occur within area	In buffer area only



Scientific Name	Threatened Category	Presence Text	Buffer Status
<a href="#">Arenaria interpres</a> Ruddy Turnstone [872]	Vulnerable	Foraging, feeding or related behaviour known to occur within area	In buffer area only
<a href="#">Bubulcus ibis as Ardea ibis</a> Cattle Egret [66521]		Species or species habitat may occur within area overfly marine area	In feature area
<a href="#">Calidris acuminata</a> Sharp-tailed Sandpiper [874]	Vulnerable	Foraging, feeding or related behaviour known to occur within area	In feature area
<a href="#">Calidris canutus</a> Red Knot, Knot [855]	Vulnerable	Species or species habitat known to occur within area overfly marine area	In buffer area only
<a href="#">Calidris ferruginea</a> Curlew Sandpiper [856]	Critically Endangered	Species or species habitat known to occur within area overfly marine area	In feature area
<a href="#">Calidris melanotos</a> Pectoral Sandpiper [858]		Species or species habitat known to occur within area overfly marine area	In feature area
<a href="#">Calidris pugnax as Philomachus pugnax</a> Ruff [91256]		Foraging, feeding or related behaviour known to occur within area overfly marine area	In buffer area only
<a href="#">Calidris ruficollis</a> Red-necked Stint [860]		Foraging, feeding or related behaviour known to occur within area overfly marine area	In buffer area only
<a href="#">Calidris tenuirostris</a> Great Knot [862]	Vulnerable	Foraging, feeding or related behaviour known to occur within area overfly marine area	In buffer area only

Scientific Name	Threatened Category	Presence Text	Buffer Status
<a href="#">Calonectris leucomelas</a> Streaked Shearwater [1077]		Species or species habitat known to occur within area	In buffer area only
<a href="#">Chalcites osculans as Chrysococcyx osculans</a> Black-eared Cuckoo [83425]		Species or species habitat likely to occur within area overfly marine area	In buffer area only
<a href="#">Charadrius bicinctus</a> Double-banded Plover [895]		Foraging, feeding or related behaviour known to occur within area overfly marine area	In buffer area only
<a href="#">Charadrius leschenaultii</a> Greater Sand Plover, Large Sand Plover [877]	Vulnerable	Species or species habitat may occur within area	In feature area
<a href="#">Charadrius mongolus</a> Lesser Sand Plover, Mongolian Plover [879]	Endangered	Foraging, feeding or related behaviour known to occur within area	In buffer area only
<a href="#">Charadrius ruficapillus</a> Red-capped Plover [881]		Foraging, feeding or related behaviour known to occur within area overfly marine area	In buffer area only
<a href="#">Diomedea antipodensis</a> Antipodean Albatross [64458]	Vulnerable	Foraging, feeding or related behaviour likely to occur within area	In buffer area only
<a href="#">Diomedea antipodensis gibsoni as Diomedea gibsoni</a> Gibson's Albatross [82270]	Vulnerable	Foraging, feeding or related behaviour likely to occur within area	In buffer area only
<a href="#">Diomedea epomophora</a> Southern Royal Albatross [89221]	Vulnerable	Foraging, feeding or related behaviour likely to occur within area	In buffer area only

Scientific Name	Threatened Category	Presence Text	Buffer Status
<a href="#">Diomedea exulans</a> Wandering Albatross [89223]	Vulnerable	Foraging, feeding or related behaviour likely to occur within area	In buffer area only
<a href="#">Diomedea sanfordi</a> Northern Royal Albatross [64456]	Endangered	Species or species habitat may occur within area	In buffer area only
<a href="#">Fregata ariel</a> Lesser Frigatebird, Least Frigatebird [1012]		Species or species habitat likely to occur within area	In buffer area only
<a href="#">Fregata minor</a> Great Frigatebird, Greater Frigatebird [1013]		Species or species habitat may occur within area	In buffer area only
<a href="#">Gallinago hardwickii</a> Latham's Snipe, Japanese Snipe [863]	Vulnerable	Species or species habitat known to occur within area overfly marine area	In feature area
<a href="#">Gallinago megala</a> Swinhoe's Snipe [864]		Foraging, feeding or related behaviour likely to occur within area overfly marine area	In buffer area only
<a href="#">Gallinago stenura</a> Pin-tailed Snipe [841]		Foraging, feeding or related behaviour likely to occur within area overfly marine area	In buffer area only
<a href="#">Haliaeetus leucogaster</a> White-bellied Sea-Eagle [943]		Breeding known to occur within area	In feature area
<a href="#">Himantopus himantopus</a> Pied Stilt, Black-winged Stilt [870]		Foraging, feeding or related behaviour known to occur within area overfly marine area	In buffer area only
<a href="#">Hirundapus caudacutus</a> White-throated Needletail [682]	Vulnerable	Species or species habitat known to occur within area overfly marine area	In feature area

Scientific Name	Threatened Category	Presence Text	Buffer Status
<a href="#">Lathamus discolor</a> Swift Parrot [744]	Critically Endangered	Species or species habitat known to occur within area overfly marine area	In feature area
<a href="#">Limosa lapponica</a> Bar-tailed Godwit [844]		Species or species habitat known to occur within area	In buffer area only
<a href="#">Limosa limosa</a> Black-tailed Godwit [845]	Endangered	Foraging, feeding or related behaviour known to occur within area overfly marine area	In buffer area only
<a href="#">Macronectes giganteus</a> Southern Giant-Petrel, Southern Giant Petrel [1060]	Endangered	Species or species habitat may occur within area	In buffer area only
<a href="#">Macronectes halli</a> Northern Giant Petrel [1061]	Vulnerable	Foraging, feeding or related behaviour likely to occur within area	In buffer area only
<a href="#">Merops ornatus</a> Rainbow Bee-eater [670]		Species or species habitat may occur within area overfly marine area	In feature area
<a href="#">Monarcha melanopsis</a> Black-faced Monarch [609]		Species or species habitat known to occur within area overfly marine area	In feature area
<a href="#">Motacilla flava</a> Yellow Wagtail [644]		Species or species habitat likely to occur within area overfly marine area	In feature area
<a href="#">Myiagra cyanoleuca</a> Satin Flycatcher [612]		Species or species habitat known to occur within area overfly marine area	In feature area

Scientific Name	Threatened Category	Presence Text	Buffer Status
<a href="#">Neophema chrysogaster</a> Orange-bellied Parrot [747]	Critically Endangered	Species or species habitat may occur within area overfly marine area	In buffer area only
<a href="#">Neophema chrysostoma</a> Blue-winged Parrot [726]	Vulnerable	Species or species habitat may occur within area overfly marine area	In feature area
<a href="#">Numenius madagascariensis</a> Eastern Curlew, Far Eastern Curlew [847]	Critically Endangered	Species or species habitat known to occur within area	In feature area
<a href="#">Numenius minutus</a> Little Curlew, Little Whimbrel [848]		Foraging, feeding or related behaviour likely to occur within area overfly marine area	In buffer area only
<a href="#">Numenius phaeopus</a> Whimbrel [849]		Foraging, feeding or related behaviour known to occur within area	In buffer area only
<a href="#">Pachyptila turtur</a> Fairy Prion [1066]		Species or species habitat known to occur within area	In buffer area only
<a href="#">Pandion haliaetus</a> Osprey [952]		Species or species habitat known to occur within area	In buffer area only
<a href="#">Phaethon lepturus</a> White-tailed Tropicbird [1014]		Species or species habitat may occur within area	In buffer area only
<a href="#">Pluvialis fulva</a> Pacific Golden Plover [25545]		Foraging, feeding or related behaviour known to occur within area	In buffer area only
<a href="#">Pterodroma cervicalis</a> White-necked Petrel [59642]		Species or species habitat may occur within area	In feature area



Scientific Name	Threatened Category	Presence Text	Buffer Status
<a href="#">Recurvirostra novaehollandiae</a> Red-necked Avocet [871]		Foraging, feeding or related behaviour known to occur within area overfly marine area	In buffer area only
<a href="#">Rhipidura rufifrons</a> Rufous Fantail [592]		Species or species habitat known to occur within area overfly marine area	In feature area
<a href="#">Rostratula australis as Rostratula benghalensis (sensu lato)</a> Australian Painted Snipe [77037]	Endangered	Species or species habitat known to occur within area overfly marine area	In feature area
<a href="#">Sterna striata</a> White-fronted Tern [799]		Migration route may occur within area	In feature area
<a href="#">Symposiachrus trivirgatus as Monarcha trivirgatus</a> Spectacled Monarch [83946]		Species or species habitat known to occur within area overfly marine area	In buffer area only
<a href="#">Thalassarche bulleri</a> Buller's Albatross, Pacific Albatross [64460]	Vulnerable	Species or species habitat may occur within area	In buffer area only
<a href="#">Thalassarche bulleri platei as Thalassarche sp. nov.</a> Northern Buller's Albatross, Pacific Albatross [82273]	Vulnerable	Species or species habitat may occur within area	In buffer area only
<a href="#">Thalassarche cauta</a> Shy Albatross [89224]	Endangered	Foraging, feeding or related behaviour likely to occur within area	In buffer area only
<a href="#">Thalassarche eremita</a> Chatham Albatross [64457]	Endangered	Foraging, feeding or related behaviour may occur within area	In buffer area only
<a href="#">Thalassarche impavida</a> Campbell Albatross, Campbell Black-browed Albatross [64459]	Vulnerable	Species or species habitat may occur within area	In buffer area only

Scientific Name	Threatened Category	Presence Text	Buffer Status
<a href="#">Thalassarche melanophris</a> Black-browed Albatross [66472]	Vulnerable	Foraging, feeding or related behaviour likely to occur within area	In buffer area only
<a href="#">Thalassarche salvini</a> Salvin's Albatross [64463]	Vulnerable	Foraging, feeding or related behaviour likely to occur within area	In buffer area only
<a href="#">Thalassarche steadi</a> White-capped Albatross [64462]	Vulnerable	Foraging, feeding or related behaviour known to occur within area	In buffer area only
<a href="#">Tringa brevipes as Heteroscelus brevipes</a> Grey-tailed Tattler [851]		Foraging, feeding or related behaviour known to occur within area	In buffer area only
<a href="#">Tringa nebularia</a> Common Greenshank, Greenshank [832]	Endangered	Species or species habitat known to occur within area overfly marine area	In feature area
<a href="#">Tringa stagnatilis</a> Marsh Sandpiper, Little Greenshank [833]		Foraging, feeding or related behaviour known to occur within area overfly marine area	In buffer area only
Reptile			
<a href="#">Caretta caretta</a> Loggerhead Turtle [1763]	Endangered	Species or species habitat known to occur within area	In buffer area only
<a href="#">Chelonia mydas</a> Green Turtle [1765]	Vulnerable	Species or species habitat known to occur within area	In buffer area only
<a href="#">Dermochelys coriacea</a> Leatherback Turtle, Leathery Turtle, Luth [1768]	Endangered	Species or species habitat known to occur within area	In buffer area only
<a href="#">Eretmochelys imbricata</a> Hawksbill Turtle [1766]	Vulnerable	Species or species habitat known to occur within area	In buffer area only

Scientific Name	Threatened Category	Presence Text	Buffer Status	
<a href="#">Natator depressus</a> Flatback Turtle [59257]	Vulnerable	Species or species habitat known to occur within area	In buffer area only	
Extra Information				
State and Territory Reserves		<a href="#">[ Resource Information ]</a>		
Protected Area Name	Reserve Type	State	Buffer Status	
Georges River	National Park	NSW	In buffer area only	
Newington	Nature Reserve	NSW	In buffer area only	
Prospect	Nature Reserve	NSW	In buffer area only	
Nationally Important Wetlands		<a href="#">[ Resource Information ]</a>		
Wetland Name		State	Buffer Status	
<a href="#">Bicentennial Park</a>		NSW	In buffer area only	
<a href="#">Liverpool Military Training Area</a>		NSW	In buffer area only	
<a href="#">Newington Wetlands</a>		NSW	In buffer area only	
<a href="#">Voyager Point</a>		NSW	In buffer area only	
EPBC Act Referrals		<a href="#">[ Resource Information ]</a>		
Title of referral	Reference	Referral Outcome	Assessment Status	Buffer Status
<a href="#">Construction of three buildings in Parramatta Justice Precinct, Parramatta, NSW</a>	2014/7330		Completed	In buffer area only
<a href="#">Parramatta Light Rail Stage 2</a>	2022/09300		Post-Approval	In buffer area only
<a href="#">Riverlands Shared Pathway</a>	2023/09665		Completed	In buffer area only
<a href="#">Southern Han commercial development, Hunter and Macquarie Sts, Parramatta, NSW</a>	2014/7359		Assessment	In buffer area only
<a href="#">Upper South Creek Advanced Water Recycling Centre</a>	2020/8816		Post-Approval	In buffer area only
Controlled action				

Title of referral	Reference	Referral Outcome	Assessment Status	Buffer Status
<b>Controlled action</b>				
<a href="#">Commercial development, 132 Marsden Street, Parramatta, NSW</a>	2019/8447	Controlled Action	Completed	In buffer area only
<a href="#">Construction and operation of the Westconnex New M5, Sydney, NSW</a>	2015/7520	Controlled Action	Post-Approval	In buffer area only
<a href="#">Construction of a 15 storey office tower at the Parramatta Justice Precinct, Parramatta, NSW</a>	2014/7161	Controlled Action	Completed	In buffer area only
<a href="#">Demolition of an existing building and construction of a new building 5-9 Hunter Street, Parramatta</a>	2014/7334	Controlled Action	Further Information Request	In buffer area only
<a href="#">Development of an Aged Care Facility</a>	2007/3660	Controlled Action	Post-Approval	In buffer area only
<a href="#">Increase in building height,29 Hunter Street, Old Government House precinct, Parramatta,NSW</a>	2013/7063	Controlled Action	Completed	In buffer area only
<a href="#">Lyn Parade Extension</a>	2004/1392	Controlled Action	Post-Approval	In buffer area only
<a href="#">Modifications to V by Crown Development, Parramatta, NSW</a>	2014/7331	Controlled Action	Post-Approval	In buffer area only
<a href="#">Moorebank Avenue Realignment</a>	2020/8839	Controlled Action	Post-Approval	In buffer area only
<a href="#">Moorebank Intermodal Terminal Facility</a>	2011/6229	Controlled Action	Post-Approval	In buffer area only
<a href="#">Moorebank Intermodal Terminal Project</a>	2011/6086	Controlled Action	Post-Approval	In buffer area only
<a href="#">Phase 2 of the Villawood Immigration Detention Facility Redevelopment Project</a>	2011/5947	Controlled Action	Post-Approval	In buffer area only
<a href="#">Sand Reclamation to Towra Beach</a>	2003/1085	Controlled Action	Post-Approval	In buffer area only
<a href="#">Shell Clyde Terminal Expansion, Rosehill, NSW</a>	2013/6878	Controlled Action	Post-Approval	In buffer area only
<a href="#">South Sydney Freight Rail Line</a>	2005/2393	Controlled Action	Post-Approval	In feature area
<a href="#">V by Crown - Mixed Use Development Project, Parramatta, NSW</a>	2013/6803	Controlled Action	Post-Approval	In buffer area only
<a href="#">Widening three roads and construction of an access road to Bankstown Business Estate development</a>	2016/7719	Controlled Action	Completed	In buffer area only

Title of referral	Reference	Referral Outcome	Assessment Status	Buffer Status
Controlled action				
Not controlled action				
<a href="#">2A and 2B Mavis Street, Revesby</a>	2020/8665	Not Controlled Action	Completed	In buffer area only
<a href="#">356 Old Windsor Road, development of six industrial allotments and retention of native bushland</a>	2004/1465	Not Controlled Action	Completed	In buffer area only
<a href="#">Adaptive reuse of George Street Gatehouse, Parramatta Regional Park, NSW</a>	2013/7015	Not Controlled Action	Completed	In buffer area only
<a href="#">Adaptive reuse of the Queens Road Gatehouse, Parramatta Park, NSW</a>	2015/7602	Not Controlled Action	Completed	In buffer area only
<a href="#">Boral Moorebank Quarry Rehabilitation</a>	2000/115	Not Controlled Action	Completed	In buffer area only
<a href="#">Bushfire risk reduction works Rookwood Cemetery</a>	2007/3835	Not Controlled Action	Completed	In buffer area only
<a href="#">Clearance of 6.3ha of Cumberland Plain Woodland for industrial subdivision cnr of Old Walgrove and W</a>	2004/1445	Not Controlled Action	Completed	In buffer area only
<a href="#">Clyde Barging Facility, Grand Avenue, Rosehill, NSW</a>	2018/8140	Not Controlled Action	Completed	In buffer area only
<a href="#">Concrete Batching Plant and Associated Facilities</a>	2005/2067	Not Controlled Action	Completed	In buffer area only
<a href="#">Conrad Road Residential Subdivision</a>	2001/320	Not Controlled Action	Completed	In buffer area only
<a href="#">construct access road and install underground water main</a>	2005/2299	Not Controlled Action	Completed	In feature area
<a href="#">Construction, operation and maintenance of a new zone substation</a>	2011/5901	Not Controlled Action	Completed	In buffer area only
<a href="#">Construction and Operation of the Parramatta Rail Link - between Parramatta and</a>	2002/673	Not Controlled Action	Completed	In buffer area only
<a href="#">construction of a road linking Newbridge Road and Nuwarra Road</a>	2004/1843	Not Controlled Action	Completed	In feature area
<a href="#">Cox's Creek Reserve</a>	2001/409	Not Controlled Action	Completed	In buffer area only
<a href="#">Decommissioning of the Australia Post Mail Distribution Centre</a>	2002/612	Not Controlled Action	Completed	In buffer area only



Title of referral	Reference	Referral Outcome	Assessment Status	Buffer Status
Not controlled action				
<a href="#">Demobilisation of Lot 3001, Moorebank Intermodal Terminal, Liverpool, Sydney</a>	2014/7152	Not Controlled Action	Completed	In buffer area only
<a href="#">Demolition and replacement of footbridge</a>	2002/643	Not Controlled Action	Completed	In buffer area only
<a href="#">Demolition of redundant buildings at the Villawood Immigration Detention Centre</a>	2001/403	Not Controlled Action	Completed	In buffer area only
<a href="#">Development of an Intermodal Terminal for containerised freight at the former En</a>	2002/622	Not Controlled Action	Completed	In buffer area only
<a href="#">Development of Surplus Land at the Potts Hill Reservoirs Site for Residential an</a>	2009/4962	Not Controlled Action	Completed	In buffer area only
<a href="#">Electricity Substation at Old Wallgrove Road</a>	2005/2220	Not Controlled Action	Completed	In buffer area only
<a href="#">Enfield Industrial Subdivision</a>	2007/3727	Not Controlled Action	Completed	In buffer area only
<a href="#">Extension to Lucas Heights production building</a>	2003/1114	Not Controlled Action	Completed	In buffer area only
<a href="#">Former CSIRO Clunies Ross Research Station</a>	2002/803	Not Controlled Action	Completed	In buffer area only
<a href="#">Gardens Precinct Stage 1 landscaping works, Parramatta, NSW</a>	2015/7443	Not Controlled Action	Completed	In buffer area only
<a href="#">gas main installation from Eastern Creek to Erskine Park</a>	2005/2235	Not Controlled Action	Completed	In buffer area only
<a href="#">Georges River Program 2</a>	2003/999	Not Controlled Action	Completed	In buffer area only
<a href="#">Green Valley NSW residential development</a>	2003/1236	Not Controlled Action	Completed	In buffer area only
<a href="#">Greenway Park Stage 3 residential subdivision</a>	2004/1622	Not Controlled Action	Completed	In buffer area only
<a href="#">Holsworthy Redevelopment Project Program of Works</a>	2004/1391	Not Controlled Action	Completed	In buffer area only
<a href="#">Improving rabbit biocontrol: releasing another strain of RHDV, sthrn two thirds of Australia</a>	2015/7522	Not Controlled Action	Completed	In feature area
<a href="#">INDIGO Central Submarine Telecommunications Cable</a>	2017/8127	Not Controlled Action	Completed	In feature area

Title of referral	Reference	Referral Outcome	Assessment Status	Buffer Status
Not controlled action				
<a href="#">Install Window Air-Conditioning Unit to Building 2, 361 Milperra Rd, Bankstown, NSW</a>	2013/7107	Not Controlled Action	Completed	In buffer area only
<a href="#">Mixed Used Residential Development</a>	2012/6358	Not Controlled Action	Completed	In buffer area only
<a href="#">Mountain View Classrooms Construction</a>	2001/306	Not Controlled Action	Completed	In buffer area only
<a href="#">Northwest Transitways Project</a>	2002/796	Not Controlled Action	Completed	In buffer area only
<a href="#">Overhead cover for heritage vehicles, Lancer Barracks, Parramatta</a>	2018/8199	Not Controlled Action	Completed	In buffer area only
<a href="#">Parramatta Light Rail (Stage 1) - Westmead to Carlingford, via Parramatta CBD</a>	2017/7966	Not Controlled Action	Completed	In buffer area only
<a href="#">Parramatta North Urban Redevelopment Project, NSW</a>	2014/7378	Not Controlled Action	Completed	In buffer area only
<a href="#">Residential development at Doonside Crescent Woodcroft, Blacktown LGA</a>	2004/1378	Not Controlled Action	Completed	In buffer area only
<a href="#">Residential development within 2.08ha, Fyfe Road</a>	2005/1966	Not Controlled Action	Completed	In buffer area only
<a href="#">Residential Subdivision</a>	2001/304	Not Controlled Action	Completed	In buffer area only
<a href="#">Residential subdivision, cnr Doris Hirst Place and Highs Road</a>	2005/2392	Not Controlled Action	Completed	In buffer area only
<a href="#">Residential subdivision Lot 1005 Conrad Road</a>	2003/1054	Not Controlled Action	Completed	In buffer area only
<a href="#">Residential subdivision works, Spurway St, Ermington</a>	2003/1130	Not Controlled Action	Completed	In buffer area only
<a href="#">Rezoning &amp; Disposal of Quakers Hill property</a>	2001/281	Not Controlled Action	Completed	In buffer area only
<a href="#">Riverside Parramatta mixed use development, NSW</a>	2013/6929	Not Controlled Action	Completed	In buffer area only
<a href="#">Shipment of Spent Nuclear Fuel to USA</a>	2007/3672	Not Controlled Action	Completed	In buffer area only
<a href="#">Site remediation and waste disposal</a>	2002/837	Not Controlled Action	Completed	In buffer area only
<a href="#">Stage 1 DA Estate Major Works, Westmead, NSW</a>	2014/7395	Not Controlled Action	Completed	In buffer area only

Title of referral	Reference	Referral Outcome	Assessment Status	Buffer Status
Not controlled action				
<a href="#">Staged Revelopment of Riverlands Golf Club Site</a>	2008/4464	Not Controlled Action	Completed	In buffer area only
<a href="#">subdivision and development on the Rhodes Peninsula for residential and commerci</a>	2003/1249	Not Controlled Action	Completed	In feature area
<a href="#">Subdivision and sale of Commonwealth land in Pymble to Ku-ring-gai City Council</a>	2004/1368	Not Controlled Action	Completed	In buffer area only
<a href="#">Subdivision for warehouse construction</a>	2000/119	Not Controlled Action	Completed	In buffer area only
<a href="#">Subdivision of Residential Lands, Greystanes Estate, western Sydney</a>	2001/499	Not Controlled Action	Completed	In buffer area only
<a href="#">Sydney Metro Network Stage 2</a>	2010/5307	Not Controlled Action	Completed	In buffer area only
<a href="#">Sydney Primary Loop Gas Pipeline</a>	2006/2622	Not Controlled Action	Completed	In buffer area only
<a href="#">The Paddocks Precinct Upgrade, Parramatta Park, Parramatta, NSW</a>	2014/7278	Not Controlled Action	Completed	In buffer area only
<a href="#">Upgrade of the Crescent Precinct in Parramatta Park Stage 1</a>	2013/7011	Not Controlled Action	Completed	In buffer area only
<a href="#">V8 Supercars "Sydney 400" Event</a>	2009/4782	Not Controlled Action	Completed	In buffer area only
<a href="#">Western Sydney Stadium Project, NSW</a>	2016/7739	Not Controlled Action	Completed	In buffer area only
<a href="#">Western Sydney University Hassall St Precinct, Parramatta, NSW</a>	2019/8489	Not Controlled Action	Completed	In buffer area only
<a href="#">Westfield Parramatta Commercial Extension - Stage 2</a>	2013/6783	Not Controlled Action	Completed	In buffer area only
<a href="#">Westfield Parramatta Retail Extension - Stage 1</a>	2013/6782	Not Controlled Action	Completed	In buffer area only
<a href="#">Widening of the M5 Southwest Motorway</a>	2010/5665	Not Controlled Action	Completed	In buffer area only
<a href="#">Wonderland Business Park Precinct, Stage 1, Lot D1</a>	2004/1626	Not Controlled Action	Completed	In buffer area only
Not controlled action (particular manner)				
<a href="#">Commercial development, 2 Macquarie Street, Parramatta, NSW</a>	2014/7405	Not Controlled Action (Particular Manner)	Post-Approval	In buffer area only

Title of referral	Reference	Referral Outcome	Assessment Status	Buffer Status
Not controlled action (particular manner)				
<a href="#">INDIGO Marine Cable Route Survey (INDIGO)</a>	2017/7996	Not Controlled Action (Particular Manner)	Post-Approval	In feature area
<a href="#">Moorebank Units Relocation Project, Holsworthy Training Area, NSW</a>	2012/6462	Not Controlled Action (Particular Manner)	Post-Approval	In buffer area only
<a href="#">Replacement of flows with recycled water</a>	2006/3050	Not Controlled Action (Particular Manner)	Post-Approval	In buffer area only
<a href="#">Rhodes 132/11 kV Zone Substation</a>	2010/5779	Not Controlled Action (Particular Manner)	Post-Approval	In buffer area only
<a href="#">Site 68, Sydney Olympic Park mixed development, Homebush, NSW</a>	2015/7445	Not Controlled Action (Particular Manner)	Post-Approval	In buffer area only
<a href="#">Villawood Immigration Detention Centre Redevelopment</a>	2006/2725	Not Controlled Action (Particular Manner)	Post-Approval	In feature area
Referral decision				
<a href="#">Construction, operation and maintenance of a new zone substation</a>	2011/5897	Referral Decision	Completed	In buffer area only
<a href="#">Mixed Use Residential Development</a>	2011/6166	Referral Decision	Completed	In buffer area only
<a href="#">Modification to Mixed Use Development at 45-47 Macquarie Street, Parramatta, NSW</a>	2012/6607	Referral Decision	Completed	In buffer area only
<a href="#">Westfield Parramatta Extension, NSW</a>	2012/6657	Referral Decision	Completed	In buffer area only
Bioregional Assessments			[ <a href="#">Resource Information</a> ]	
SubRegion	BioRegion	Website	Buffer Status	
Sydney	Sydney Basin	<a href="#">BA website</a>	In feature area	

# Caveat

## 1 PURPOSE

This report is designed to assist in identifying the location of matters of national environmental significance (MNES) and other matters protected by the Environment Protection and Biodiversity Conservation Act 1999 (Cth) (EPBC Act) which may be relevant in determining obligations and requirements under the EPBC Act.

The report contains the mapped locations of:

- World and National Heritage properties;
- Wetlands of International and National Importance;
- Commonwealth and State/Territory reserves;
- distribution of listed threatened, migratory and marine species;
- listed threatened ecological communities; and
- other information that may be useful as an indicator of potential habitat value.

## 2 DISCLAIMER

This report is not intended to be exhaustive and should only be relied upon as a general guide as mapped data is not available for all species or ecological communities listed under the EPBC Act (see below). Persons seeking to use the information contained in this report to inform the referral of a proposed action under the EPBC Act should consider the limitations noted below and whether additional information is required to determine the existence and location of MNES and other protected matters.

Where data are available to inform the mapping of protected species, the presence type (e.g. known, likely or may occur) that can be determined from the data is indicated in general terms. It is the responsibility of any person using or relying on the information in this report to ensure that it is suitable for the circumstances of any proposed use. The Commonwealth cannot accept responsibility for the consequences of any use of the report or any part thereof. To the maximum extent allowed under governing law, the Commonwealth will not be liable for any loss or damage that may be occasioned directly or indirectly through the use of, or reliance

## 3 DATA SOURCES

Threatened ecological communities

For threatened ecological communities where the distribution is well known, maps are generated based on information contained in recovery plans, State vegetation maps and remote sensing imagery and other sources. Where threatened ecological community distributions are less well known, existing vegetation maps and point location data are used to produce indicative distribution maps.

Threatened, migratory and marine species

Threatened, migratory and marine species distributions have been discerned through a variety of methods. Where distributions are well known and if time permits, distributions are inferred from either thematic spatial data (i.e. vegetation, soils, geology, elevation, aspect, terrain, etc.) together with point locations and described habitat; or modelled (MAXENT or BIOCLIM habitat modelling) using

Where little information is available for a species or large number of maps are required in a short time-frame, maps are derived either from 0.04 or 0.02 decimal degree cells; by an automated process using polygon capture techniques (static two kilometre grid cells, alpha-hull and convex hull); or captured manually or by using topographic features (national park boundaries, islands, etc.).

In the early stages of the distribution mapping process (1999-early 2000s) distributions were defined by degree blocks, 100K or 250K map sheets to rapidly create distribution maps. More detailed distribution mapping methods are used to update these distributions

## 4 LIMITATIONS

The following species and ecological communities have not been mapped and do not appear in this report:

- threatened species listed as extinct or considered vagrants;
- some recently listed species and ecological communities;
- some listed migratory and listed marine species, which are not listed as threatened species; and
- migratory species that are very widespread, vagrant, or only occur in Australia in small numbers.

The following groups have been mapped, but may not cover the complete distribution of the species:

- listed migratory and/or listed marine seabirds, which are not listed as threatened, have only been mapped for recorded
- seals which have only been mapped for breeding sites near the Australian continent

The breeding sites may be important for the protection of the Commonwealth Marine environment.

Refer to the metadata for the feature group (using the Resource Information link) for the currency of the information.



# Acknowledgements

This database has been compiled from a range of data sources. The department acknowledges the following custodians who have contributed valuable data and advice:

- [-Office of Environment and Heritage, New South Wales](#)
- [-Department of Environment and Primary Industries, Victoria](#)
- [-Department of Primary Industries, Parks, Water and Environment, Tasmania](#)
- [-Department of Environment, Water and Natural Resources, South Australia](#)
- [-Department of Land and Resource Management, Northern Territory](#)
- [-Department of Environmental and Heritage Protection, Queensland](#)
- [-Department of Parks and Wildlife, Western Australia](#)
- [-Environment and Planning Directorate, ACT](#)
- [-Birdlife Australia](#)
- [-Australian Bird and Bat Banding Scheme](#)
- [-Australian National Wildlife Collection](#)
- Natural history museums of Australia
- [-Museum Victoria](#)
- [-Australian Museum](#)
- [-South Australian Museum](#)
- [-Queensland Museum](#)
- [-Online Zoological Collections of Australian Museums](#)
- [-Queensland Herbarium](#)
- [-National Herbarium of NSW](#)
- [-Royal Botanic Gardens and National Herbarium of Victoria](#)
- [-Tasmanian Herbarium](#)
- [-State Herbarium of South Australia](#)
- [-Northern Territory Herbarium](#)
- [-Western Australian Herbarium](#)
- [-Australian National Herbarium, Canberra](#)
- [-University of New England](#)
- [-Ocean Biogeographic Information System](#)
- [-Australian Government, Department of Defence](#)
- [Forestry Corporation, NSW](#)
- [-Geoscience Australia](#)
- [-CSIRO](#)
- [-Australian Tropical Herbarium, Cairns](#)
- [-eBird Australia](#)
- [-Australian Government – Australian Antarctic Data Centre](#)
- [-Museum and Art Gallery of the Northern Territory](#)
- [-Australian Government National Environmental Science Program](#)
- [-Australian Institute of Marine Science](#)
- [-Reef Life Survey Australia](#)
- [-American Museum of Natural History](#)
- [-Queen Victoria Museum and Art Gallery, Inveresk, Tasmania](#)
- [-Tasmanian Museum and Art Gallery, Hobart, Tasmania](#)
- Other groups and individuals

The Department is extremely grateful to the many organisations and individuals who provided expert advice and information on numerous draft distributions.

Please feel free to provide feedback via the [Contact us](#) page.

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## Appendix D – BioNet Search Results

Data from the BioNet Atlas website, which holds records from a number of custodians. The data are only indicative and cannot be considered a comprehensive inventory, and may contain errors and omissions. Species listed under the Sensitive Species Data Policy may have their locations denatured (^ rounded to 0.1°C; ^^ rounded to 0.01°C. Copyright the State of NSW through the Department of Planning, Industry and Environment. Search criteria : Public Report of all Valid Records of Threatened (listed on BC Act 2016) ,Commonwealth listed ,CAMBA listed ,JAMBA listed or ROKAMBA listed Entities in selected area [North: -33.84 West: 150.95 East: 151.05 South: -33.94] recorded since Report generated on 14/06/2024 4:37 PM

Kingdom	Class	Family	Species Code	Scientific Name	Exotic	Common Name	NSW status	Common status	Records	Info
Animalia	Amphibia	Hylidae	3166	<i>Litoria aurea</i>		Green and Golden Bell Frog	E1,P	V	1	
Animalia	Aves	Apodidae	0334	<i>Hirundapus caudacutus</i>		White-throated Needletail	V,P	V,C,J,K	2	
Animalia	Aves	Procellariidae	0071	<i>Ardenna tenuirostris</i>		Short-tailed Shearwater	P	C,J,K	1	
Animalia	Aves	Ardeidae	0196	<i>Ixobrychus flavicollis</i>		Black Bittern	V,P		1	
Animalia	Aves	Accipitridae	0218	<i>Circus assimilis</i>		Spotted Harrier	V,P		3	
Animalia	Aves	Accipitridae	0226	<i>Haliaeetus leucogaster</i>		White-bellied Sea-Eagle	V,P		6	
Animalia	Aves	Accipitridae	0225	<i>Hieraaetus</i>		Little Eagle	V,P		3	
Animalia	Aves	Accipitridae	0230	^^ <i>Lophoictinia isura</i>		Square-tailed Kite	V,P,3		2	
Animalia	Aves	Accipitridae	8739	^^ <i>Pandion cristatus</i>		Eastern Osprey	V,P,3		1	
Animalia	Aves	Charadriidae	0136	<i>Pluvialis squatarola</i>		Grey Plover	P	C,J,K	1	
Animalia	Aves	Laridae	0112	<i>Hydroprogne caspia</i>		Caspian Tern	P	J	1	
Animalia	Aves	Cacatuidae	8862	^ <i>Calyptrorhynchus lathami lathami</i>		South-eastern Glossy Black-Cockatoo	V,P,2	V	2	
Animalia	Aves	Cacatuidae	0270	^ <i>Lophochroa leadbeateri</i>		Pink Cockatoo	V,P,2		1	
Animalia	Aves	Psittacidae	0260	<i>Glossopsitta pusilla</i>		Little Lorikeet	V,P		11	
Animalia	Aves	Psittacidae	0309	<i>Lathamus discolor</i>		Swift Parrot	E1,P	CE	6	
Animalia	Aves	Psittacidae	0302	^^ <i>Neophema pulchella</i>		Turquoise Parrot	V,P,3		2	
Animalia	Aves	Strigidae	0248	^^ <i>Ninox strenua</i>		Powerful Owl	V,P,3		9	
Animalia	Aves	Tytonidae	0250	^^ <i>Tyto novaehollandiae</i>		Masked Owl	V,P,3		1	
Animalia	Aves	Meliphagidae	0603	^ <i>Anthochaera phrygia</i>		Regent Honeyeater	E4A,P,2	CE	1	
Animalia	Aves	Neosittidae	0549	<i>Daphoenositta chrysoptera</i>		Varied Sittella	V,P		4	
Animalia	Aves	Artamidae	8519	<i>Artamus cyanopterus</i>		Dusky Woodswallow	V,P		5	
Animalia	Aves	Petroicidae	0380	<i>Petroica boodang</i>		Scarlet Robin	V,P		2	
Animalia	Mammalia	Phascolarctidae	1162	<i>Phascolarctos cinereus</i>		Koala	E1,P	E	4	

Animalia	Mammalia	Pteropodidae	1280	<i>Pteropus poliocephalus</i>	Grey-headed Flying-fox	V,P	V	414
Animalia	Mammalia	Emballonuridae	1321	<i>Saccolaimus flaviventris</i>	Yellow-bellied Sheath-tail-bat	V,P		4
Animalia	Mammalia	Molossidae	1329	<i>Micronomus norfolkensis</i>	Eastern Coastal Free-tailed Bat	V,P		4
Animalia	Mammalia	Vespertilionidae	1353	<i>Chalinolobus dwyeri</i>	Large-eared Pied Bat	V,P	E	1
Animalia	Mammalia	Vespertilionidae	1372	<i>Falsistrellus tasmaniensis</i>	Eastern False Pipistrelle	V,P		11
Animalia	Mammalia	Vespertilionidae	1357	<i>Myotis macropus</i>	Southern Myotis	V,P		15
Animalia	Mammalia	Vespertilionidae	1361	<i>Scoteanax rueppellii</i>	Greater Broad-nosed Bat	V,P		11
Animalia	Mammalia	Miniopteridae	1346	<i>Miniopterus australis</i>	Little Bent-winged Bat	V,P		4
Animalia	Mammalia	Miniopteridae	3330	<i>Miniopterus orianae oceanensis</i>	Large Bent-winged Bat	V,P		22
Animalia	Gastropoda	Camaenidae	1006	<i>Meridolum corneovirens</i>	Cumberland Plain Land Snail	E1		21
Plantae	Flora	Apocynaceae	10896	<i>Marsdenia viridiflora</i> subsp. <i>viridiflora</i>	Marsdenia viridiflora R. Br. subsp. viridiflora population in the Bankstown, Blacktown, Camden, Campbelltown, Fairfield, Holroyd, Liverpool and Penrith local government areas	E2		458
Plantae	Flora	Campanulaceae	1937	<i>Wahlenbergia multicaulis</i>	Tadgell's Bluebell in the local government areas of Auburn, Bankstown, Baulkham Hills, Canterbury, Hornsby, Parramatta and Strathfield	E2		5
Plantae	Flora	Dilleniaceae	14735	<i>Hibbertia fumana</i>		E4A		1
Plantae	Flora	Dilleniaceae	11422	<i>Hibbertia puberula</i>		E1		201
Plantae	Flora	Dilleniaceae	13902	<i>Hibbertia</i> sp.		E4A	CE	217
Plantae	Flora	Ericaceae	7752	<i>Epacris purpurascens</i> var.		V		1
Plantae	Flora	Fabaceae (Faboideae)	3008	<i>Pultenaea pedunculata</i>	Matted Bush-pea	E1		1



Plantae	Flora	Fabaceae (Mimosoideae)	3860	<i>Acacia pubescens</i>	Downy Wattle	V	V	4133
Plantae	Flora	Myrtaceae	4007	<i>Callistemon linearifolius</i>	Netted Bottle Brush	V,3		20
Plantae	Flora	Myrtaceae	4134	<i>Eucalyptus nicholii</i>	Narrow-leaved Black Peppermint	V	V	2
Plantae	Flora	Myrtaceae	4283	<i>Rhodamnia rubescens</i>	Scrub Turpentine	E4A	CE	1
Plantae	Flora	Myrtaceae	4293	<i>Syzygium paniculatum</i>	Magenta Lilly Pilly	E1	V	1
Plantae	Flora	Proteaceae	9680	<i>Macadamia integrifolia</i>	Macadamia Nut		V	2
Plantae	Flora	Rhamnaceae	5573	<i>Pomaderris brunnea</i>	Brown Pomaderris	E1	V	5
Plantae	Flora	Thymelaeaceae	6190	<i>Pimelea spicata</i>	Spiked Rice-flower	E1	E	297



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