Transport
for NSW

Macquarie Fields Station Upgrade

REF Determination Report
Objective reference (A66300359)

October 2024

NSW GOVERNMENT

transport.nsw.gov.au

Acknowledgement of Country

Transport for NSW acknowledges Dharawal people, the traditional custodians of the land on which the Macquarie Fields 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 carry out Aboriginal engagement for the Macquarie Fields Station Upgrade.

The Macquarie Fields Station Upgrade aims to:

- respect the rights of Aboriginal peoples to Indigenous cultural intellectual property, and we will 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 we will 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. We will create opportunities for traditional first cultures to flourish.

Prepared by Aurecon and Transport for NSW.

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Executive summary

Overview of the Proposal

The Safe Accessible Transport program is 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 and 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, improving amenity, access and safety and acknowledging the important role these locations have to the communities they serve.

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

- a new pedestrian footbridge with stairs and weather protection to provide access to the station platforms and subsequent removal of the existing footbridge (following completion of the new footbridge)
- a three-stop lift connecting Railway Parade, Platform 2 and the new pedestrian footbridge, and installation of a two-stop lift connecting Platform 1 and the new pedestrian footbridge
- upgraded station access from Railway Parade, including a new compliant accessible ramp and stairs, and a new second set of stairs near the new footbridge to Platform 2
- upgrades to the station forecourt, including:
  - six accessible parking spaces (including one longer accessible parking space to accommodate accessible community transport vehicles)
  - two accessible kiss and ride spaces
  - a new pedestrian crossing across Railway Parade to the station entrance
  - bus stop relocation on Railway Parade
  - additional bicycle parking
  - associated footpath and kerb ramp upgrades and new lighting
- modifications to the existing station building on Platform 2 to provide a new unisex ambulant toilet, a family accessible toilet, an electrical services enclosure and station storage facilities
- upgrades of the existing platform surfaces (through platform regrading and localised platform widening), new boarding assistance zone on Platform 1 and relocation of the boarding assistance zone on Platform 2, installation of tactile ground surface indicators (TGSIs) and provision of new canopies over the platforms near the new footbridge and boarding assistance zones
- an accessible water refill station adjacent to the new family accessible toilet
- relocation of the memorial plaque adjacent to the main entrance stairs, subject to further stakeholder consultation during detailed design
- upgrades of other facilities and station services to make them accessible including wayfinding signage, hearing augmentation, Opal card readers, help points and public phone as well as improvement to landscaping, lighting and CCTV.

Transport for NSW (Transport), as the Proponent for the Proposal, has undertaken a Review of Environmental Factors (REF) that details the scope of work and environmental impacts associated with the Proposal. The REF was prepared by Aurecon on behalf of Transport in accordance with the requirements of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and section 171 of the *Environmental Planning and Assessment Regulation 2021* (EP&A Regulation).

No modifications have been made to the Proposal since the REF was prepared, however modifications may be considered during the detailed design phase. Should design modifications be required as a result of the detailed design process, these modifications would be assessed to determine consistency with the Proposal

(as approved), including significance of impact on the environment. Additional mitigation measures and/or consultation would be undertaken where necessary.

Purpose of this report

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

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

Conclusion

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

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1. Introduction

1.1 Background

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 *Disability Standards for Accessible Public Transport 2002* (DSAPT).

The Proposal would ensure that Macquarie Fields 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. The Proposal would also assist in responding to forecasted growth in the region and as such would support growth in commercial and residential development for the Macquarie Fields area.

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

1.2 Review of Environmental Factors

A Review of Environmental Factors (REF) has been prepared by Aurecon on behalf of Transport in accordance with Sections 5.5 and 5.7 of the *Environmental Planning and Assessment 1979* (EP&A Act), and section 171 of the *Environmental Planning and Assessment Regulation 2021* (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 REF is included at Appendix A.

The Macquarie Fields Station Upgrade REF was placed on public display from 29 August 2024 to 18 September 2024, with 77 community and two agency submissions received. Issues raised in these submissions are addressed in Section 2.3 of this report.

1.3 Determination Report

This Determination Report relates to the REF prepared for the Macquarie Fields Station Upgrade, and should be read in conjunction with that document.

Prior to proceeding with the Proposal, the Secretary for Transport must make a determination in accordance with Division 5.1 of the EP&A Act.

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

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

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

a) to provide an efficient and accountable framework for the governance of the delivery of transport services

b) to promote the integration of the transport system

c) to enable effective planning and delivery of transport infrastructure and services

d) to facilitate the mobilisation and prioritisation of key resources across the transport sector

e) to co-ordinate the activities of those engaged in the delivery of transport services

f) to maintain independent regulatory arrangements for securing the safety of transport services.

1.4 Description of the Proposal in the REF

Transport proposes to improve accessibility by upgrading Macquarie Fields Station. The station is on the Sydney Trains T8 Airport & South Line, located in the Campbelltown Local Government Area (LGA).

A detailed description of the Proposal is provided in Chapter 3 of the Macquarie Fields Station Upgrade REF, and would provide:

- a new pedestrian footbridge with stairs and weather protection to provide access to the station platforms and subsequent removal of the existing footbridge (following completion of the new footbridge)
- a three-stop lift connecting Railway Parade, Platform 2 and the new pedestrian footbridge, and installation of a two-stop lift connecting Platform 1 and the new pedestrian footbridge
- upgrade of the station access from Railway Parade, including a new compliant accessible ramp and stairs, and a new second set of stairs near the new footbridge to Platform 2
- upgrades to the station forecourt, including:
  - six accessible parking spaces (including one longer accessible parking space to accommodate accessible community transport vehicles)
  - two accessible kiss and ride spaces
  - a new pedestrian crossing across Railway Parade to the station entrance
  - bus stop relocation on Railway Parade
  - additional bicycle parking
  - associated footpath and kerb ramp upgrades and new lighting
- modifications to the existing station building on Platform 2 to provide a new unisex ambulant toilet, a family accessible toilet, an electrical services enclosure and station storage facilities
- upgrades of the existing platform surfaces (through platform regrading and localised platform widening), new boarding assistance zone on Platform 1 and relocation of the boarding assistance zone on Platform 2, installation of tactile ground surface indicators (TGSIs) and provision of new canopies over the platforms near the new footbridge and boarding assistance zones
- an accessible water refill station adjacent to the new family accessible toilet
- relocation of the memorial plaque adjacent to the main entrance stairs, subject to further stakeholder consultation during detailed design
- upgrades of other facilities and station services to make them accessible including wayfinding signage, hearing augmentation, Opal card readers, help points and public phone as well as improvement to landscaping, lighting and CCTV.

A schematic outlining the key features of the Proposal is provided in Figure 1.

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

Subject to approval, early construction activities are expected to commence in late 2024, with main construction commencing early 2025 and taking around 18 months to complete.

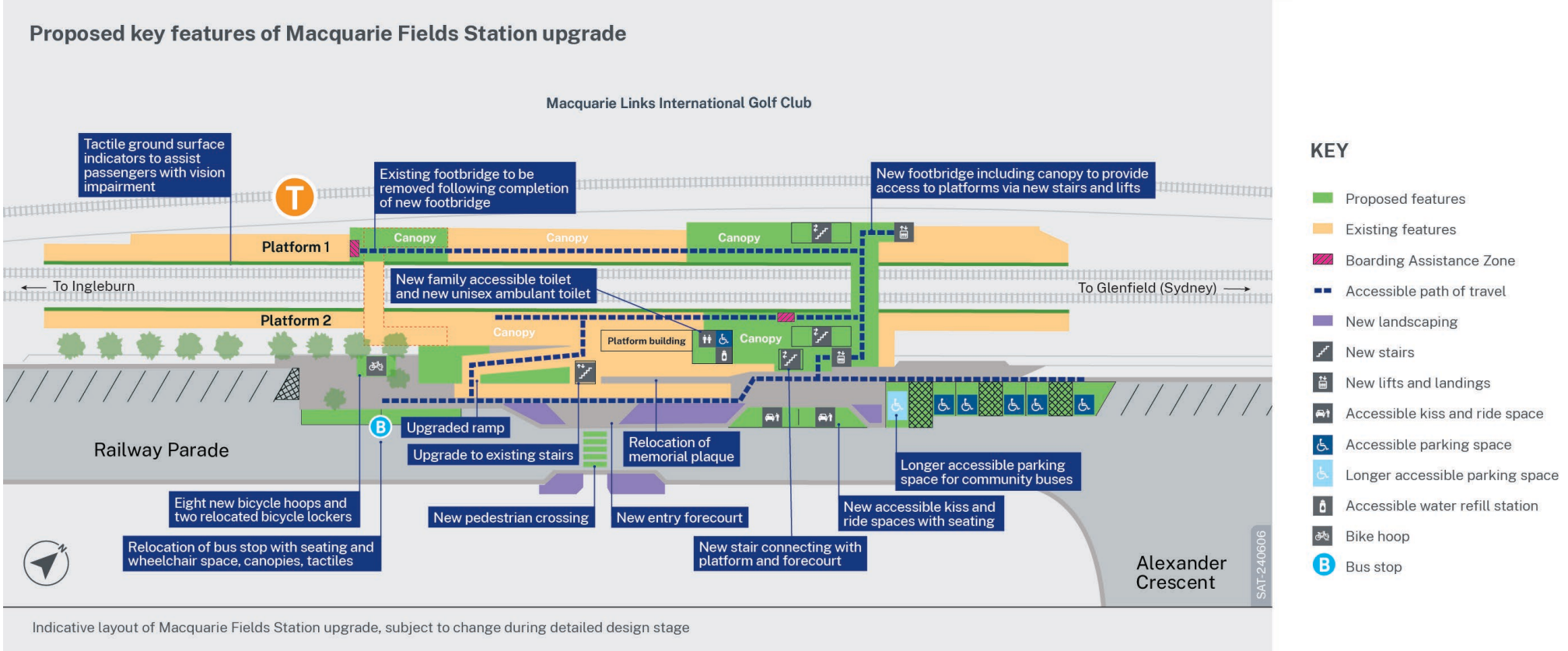

Figure 1 Key features of the Proposal (indicative only, subject to detailed design)

2. Consultation and assessment of submissions

2.1 REF public display

The Macquarie Fields Station Upgrade REF was placed on public display for a three week period from 29 August 2024 to 18 September 2024 on the Transport corporate website[1] and Transport Have Your Say website[2]. It was also advertised on the NSW Have our Say Website[3].

Community consultation activities undertaken for the public display included:

- community information sessions on 4 September 2024 at Glenquarie Town Centre and 15 September 2024 at Campbelltown Handmade and Homegrown Market
- distribution of around 600 Community Update flyers to people at Macquarie Fields Station on 31 August 2024, 5,900 Community Update flyers distributed to residential and commercial properties within the suburb of Macquarie Fields, and printed copies were available at the station
- door knocking residential properties on Railway Parade and Alexander Crescent
- installation of project signage at Macquarie Fields Station, Glenfield Station and Ingleburn Station
- information on the webpage for Macquarie Fields Station Upgrade including the REF and supporting assessments, Community Update and Frequently Asked Questions (FAQs)
- geo-targeted social media posts on Facebook from 30 August – 5 September 2024 and 8 – 14 September 2024
- email sent to stakeholders subscribed to the project distribution list
- media release issued on 2 September 2024.

Other key stakeholders were informed of the public display via the following avenues:

- a briefing to Campbelltown City Council officers on 9 August 2024
- a letter outlining the scope of the Proposal, information on where to view the REF and specialist studies on the Transport website, along with details on how to make a submission was sent to Campbelltown City Council as per the consultation requirements under Section 2.10 of the *State Environmental Planning Policy (Transport and Infrastructure) 2021* (Transport and Infrastructure SEPP)
- a letter outlining the scope of the Proposal, information on where to view the REF and specialist studies on the Transport website, along with details on how to make a submission was sent to the NSW State Emergency Service (SES) as per the consultation requirements under Section 2.13 of the Transport and Infrastructure SEPP.

2.2 REF submissions

A total of 79 submissions were received via letter, email, telephone and online submissions (including via social) as well as in person during doorknocking and at community information events. Community submissions are addressed in Table 2-1, while submissions received from Campbelltown City Council and NSW SES are addressed in Table 2-2.

[1] https://www.transport.nsw.gov.au/projects/current-projects/macquarie-fields-station-upgrade

[2] https://yoursay.transport.nsw.gov.au/

[3] http://www.haveyoursay.nsw.gov.au

Submissions included feedback on a range of issues in relation to the Proposal. The top ten key issue categories raised in community submissions were in relation to:

1. suggestions that were considered outside the scope of this Proposal (raised in 25 submissions)
2. general support for the Proposal (raised in 23 submissions)
3. the station access and interchange facilities proposed (raised in 17 submissions)
4. the need for timely delivery of the Proposal (raised in 17 submissions)
5. project justification and options considered (raised in 7 submissions)
6. the canopy design proposed (raised in 6 submissions)
7. other design suggestions for the Proposal (raised in 5 submissions)
8. the consultation process for the Proposal (raised in 4 submissions)
9. the urban design and landscaping proposed (raised in 3 submissions)
10. the amenities proposed at the station (raised in 3 submissions).

2.3 Consideration and response to submissions

Community submissions

Table 2-1 provides a summary of the community submissions received on the Proposal and provides responses for each issue raised.

Table 2-1 Response to community submissions received

No	Submission no.	Issue/s raised	Transport for NSW response
1	General		
1.1	MAC014, MAC015, MAC018, MAC019, MAC020, MAC024, MAC028, MAC030, MAC033, MAC035, MAC036, MAC037, MAC039, MAC043, MAC047, MAC050, MAC052, MAC056, MAC070, MAC073, MAC074, MAC079	Support for the Proposal and/or for improving accessibility at the station	Transport notes the support for the Proposal to improve the accessibility and safety at Macquarie Fields Station in response to community needs.

No	Submission no.	Issue/s raised	Transport for NSW response
1.2		Comments in relation to the consultation process for the Proposal, including:	
1.2.1	MAC061	• comment from a person that self-identified as an older person	The Proposal aims to provide a station that is accessible to people with disability, older people, people with prams or luggage and others who may be experiencing mobility problems. As such, Transport notes the importance of feedback from people who identify with these groups and will continue to consult with these people throughout the detailed design process.
1.2.2	MAC055	• concern there has been a perceived lack of genuine community engagement and responsiveness to feedback and requests for an extended review period and meaningful consultation process	Transport is committed to engaging with the community and incorporating community feedback into planning processes. The formal REF public display period followed a four-week early consultation phase conducted in March 2024, which was followed by targeted consultation with disability groups, carers, and ongoing discussions with Campbelltown City Council. Feedback from the early engagement phase, when the concept design was first shared, has been integrated into Chapter 5 of the REF, including commitments to investigate specific issues further during the detailed design phase. Where feedback relates to network-wide or operational aspects, this feedback is shared with the relevant groups at Transport including Sydney Trains. The initial feedback has already influenced the Proposal's development, for example the new inclusion of a longer accessible parking space to facilitate accessible community transport vehicles. Transport advertised the public display of the REF via letterbox drop and door knocking local residents and businesses, posters and signage at train stations, community information sessions, social media advertising and direct correspondence with our existing contacts to inform community members and provide them the opportunity to give feedback on the Proposal. The feedback received during the formal REF consultation period has informed the Conditions of Approval, which form part of the planning approval and contract for the design and construction Contractor.
1.2.3	MAC023	• request for further information regarding the memorial plaque at the station.	The memorial plaque would be temporarily removed from the station precinct during construction to prevent it from being damaged. It would be relocated to be adjacent to the main entrance stairs, subject to further stakeholder consultation with relevant family members during the detailed design stage.

No	Submission no.	Issue/s raised	Transport for NSW response
1.3		Suggestions that were outside the scope of this Proposal including:	The objective of the Proposal is to improve accessibility, amenity and safety at and around Macquarie Fields Station and comply with DDA and DSAPT requirements. Therefore, the Proposal only incorporates upgrades that meet these objectives.
1.3.1	MAC003, MAC013, MAC055	• requests for footpaths: – on Victoria Road and Clarence Street to connect to the school – between Railway Parade and Victoria Road over Bunbury Curran Creek – connecting the station to residential areas	The Proposal involves the upgrade of the existing footpath and entrance to the station on Railway Parade to provide improved access to the station. Provision of upgrades to the surrounding streets and footpaths leading to the school and residential areas are outside the scope of this Proposal. The feedback regarding the suggested upgrades that are considered outside the scope of this Proposal has been shared with Campbelltown City Council.
1.3.2	MAC007, MAC010, MAC071	• upgrades at Minto Station, Campbelltown Station and Ingleburn Station	Upgrades at other stations are outside the scope of this Proposal. The feedback regarding the suggested upgrades has been shared with the relevant team within Transport as relevant.
1.3.3	MAC044	• request for electric vehicle charging	Provision of electric vehicle charging is considered outside the scope of this Proposal. However, this feedback has been shared with the relevant team within Transport and/or Campbelltown City Council as relevant.
1.3.4	MAC005, MAC006, MAC026, MAC038, MAC039, MAC048, MAC049, MAC057, MAC063, MAC064, MAC073, MAC078	• requests for more frequent and reliable bus and/or train services at Macquarie Fields Station, which would enhance the benefit of the Proposal	Transport acknowledges the respondents' interest in bus and train services that connect to Macquarie Fields Station. On 20 October 2024, Transport for NSW introduced an adjusted train timetable to integrate Sydney Metro City & Southwest with Sydney's train network and support the closure of the T3 Bankstown Line between Sydenham and Bankstown for its final conversion to Metro standards, which is now underway. The adjusted timetable will deliver improved service frequencies in the morning and afternoon peak periods on the T8 Airport & South Line, including at Macquarie Fields. While there are no immediate changes planned to bus services in the Macquarie Fields area, bus services are regularly monitored by Transport and this feedback has been shared with the relevant team within Transport for consideration in future planning.

No	Submission no.	Issue/s raised	Transport for NSW response
1.3.5	MAC046	• requests for police patrols at Macquarie Fields Station and Minto Station	The Proposal aims to improve safety at Macquarie Fields Station including night time safety through upgrades to CCTV and help points and consideration of Crime Prevention Through Environmental Design (CPTED) principles and passive surveillance. Transport regularly works with NSW Police to ensure safety at all stations, including in response to use of CCTV and help points. Feedback has been shared with NSW Police at Macquarie Fields Police Station for consideration.
1.3.6	MAC055, MAC069, MAC076, MAC077, MAC078	• requests for provision of new shops, kiosks, dining, cultural or community spaces within or surrounding Macquarie Fields Station to enhance the livelihood and use of the station precinct	The provision of additional commercial and community spaces is outside the scope of this Proposal. However, this feedback will be shared with Campbelltown City Council for consideration in future planning for the area surrounding the station. Transport would explore opportunities in the detailed design stage to future proof the station forecourt to allow for any future retail development in the precinct to be added in the future.
2	**Description of the Proposal**		
2.1		Suggestions and queries in relation to the station access and interchange facilities proposed including:	
2.1.1	MAC004, MAC019, MAC022, MAC027, MAC068, MAC069, MAC072, MAC075, MAC076, MAC078	• requests for lifts and ramp access, including: – large lifts to accommodate multiple wheelchairs – lifts from Railway Parade to the top of the footbridge – ramp access to both platforms	The Proposal includes installation of a three-stop lift connecting Railway Parade, Platform 2 and the new pedestrian footbridge, and installation of a two-stop lift connecting Platform 1 and the new pedestrian footbridge. The size of the lifts would be in accordance with Sydney Trains Standard 17 passenger lift. An accessible ramp is being provided connecting Railway Parade and Platform 2. Transport investigated provision of accessible ramps from Platform 2 to the overhead footbridge as an alternative to lift access. A compliant ramp would need to be in excess of 80 metres long, with appropriate rest landings. Provision of a ramp from the footbridge to Platform 1 (towards the city) would require further reinforcement (and bulk) due to the proximity to the freight line, therefore is not currently proposed.

No	Submission no.	Issue/s raised	Transport for NSW response
2.1.2	MAC004, MAC022, MAC041, MAC042, MAC043, MAC048, MAC066	• requests for improved parking provision, including – more accessible (DDA compliant) parking – more dedicated parking for commuters – more kiss and ride spaces as well as a query where the new kiss and ride spaces would be – angled parking for ease and safety	The parking upgrades as part of the Proposal are focused on providing compliant, accessible parking spaces (including accessible kiss and ride) adjacent to the station. There is substantial parking within the immediate and surrounding area including the on-street commuter car park on Railway Parade and the Council commuter car park on Railway Parade. The Proposal includes six compliant accessible parking spaces, including one longer parking space to accommodate accessible community transport vehicles. These replace the six existing non-compliant accessible car spaces. Two accessible kiss and ride spaces would be located at the entry forecourt. The reconfigured accessible parking spaces would be located closer to the new lift providing an accessible path of travel to both platforms and bus stops. They would be angled at 90 degrees to ease parking manoeuvres, particularly in the southbound direction. Existing 45-degree commuter parking outside the proposed accessible parking area would not be changed.
2.1.3	MAC066	• request for the footbridge to be not too high and therefore requiring a long staircase to climb	The footbridge would be about six metres high and would include landings in the staircase to meet staircase design standards and clearance above high voltage electrical infrastructure. There would be lift access to Platform 1, Platform 2 and Railway Parade.
2.1.4	MAC080	• query whether there would be access and a footpath via the western side of the tracks	Transport would design the footbridge to allow for future installation of a footbridge extension over the freight line, however completing the extension is out of the project scope.
2.2	MAC001, MAC011, MAC027, MAC051, MAC056, MAC065	Suggestions for the canopy design, including: • requests for canopy coverage across both platforms to provide shelter from the sun and wet weather • requests for the canopy to slope downwards for better wet weather shelter	The Proposal would provide new canopy coverage on both platforms, which would provide weather protection for passengers. Full canopy cover would be provided between the boarding assistance zone and new stairs/lifts on Platform 1 to provide undercover access. New canopy would also be installed on Platform 2 over the new stairs, lifts and to the toilets, which would also protect the boarding assistance zone on this platform. The design of the canopy would be further investigated during detailed design with the aim to maximise customer comfort and shelter.

No	Submission no.	Issue/s raised	Transport for NSW response
2.3	MAC031, MAC040, MAC055	Suggestions for urban design and landscaping including: • request for the design not to include the orange tiles that were used at Glenfield Station • request for the lift structure façade to reflect the diverse community and environment • request for more integration of natural elements and green spaces into the station design to enhance its aesthetic and environmental value	The design of the Proposal would aim to respond sensitively to the surrounding landscape, buildings and local features while meeting safety and accessibility requirements. The material palette would be inspired by Connecting with Country and Post European Settlement character. There is an opportunity to incorporate artwork into the concrete panels of the lift shaft and a bespoke design to the footbridge screens. The incorporation of art into the station design would promote culture and enhance placemaking and customer experience. The Proposal's landscaping design would include planting of native vegetation within the station precinct and forecourt, which would provide more green spaces around the station. Twenty new trees would be planted in accordance with the Transport *Tree and hollow replacement guidelines* (Transport, 2023) for the six trees proposed to be removed (see mitigation measure 45).
2.4	MAC027, MAC051, MAC078	Suggestions for the provision of amenities at the station, including: • requests for Opal card readers on both sides/platforms • request for a water bubbler • request for toilet access outside staff hours • request for train schedule display screens at multiple locations for ease of visibility	Opal card readers would be provided at a minimum at both street entrances. The opportunity to also place an Opal card reader on Platform 1 would be investigated further during detailed design in consideration of customer needs. A new accessible water fountain would be provided. Toilets at the station would be open during hours that the station is staffed to minimise the risk of vandalism and reduce safety concerns. The placement of passenger information displays across the platforms would be confirmed during detailed design in consideration of visibility and accessibility needs.
2.5	MAC001, MAC036	Queries regarding the construction timeframe, including when work at the station would start and finish.	Subject to approval, early construction activities are expected to commence in late 2024, with main construction commencing early 2025 and taking around 18 months to complete. Regular community updates on the construction timeframes and progress would be provided prior to and during construction, including on the project webpage.
2.6	MAC015, MAC040, MAC042, MAC054, MAC055	Other design suggestions including: • request for existing footbridge to be retained to assist with pedestrian congestion and emergency access • request for additional ramps • query regarding the necessity of the upgraded ramp at the existing station entry • request for braille signage on the lifts	The retention of the existing footbridge at Macquarie Fields Station was investigated as part of the options assessment (refer to Section 2.4 of the REF). The existing footbridge is reaching the end of its design life and as such would require significant upgrades and ongoing maintenance to extend its usefulness as an additional footbridge. A new footbridge that meets accessibility requirements would best meet the objectives of the Proposal. The existing footbridge would be used for access during construction and subsequently demolished once the new accessible footbridge has been constructed and commissioned. An accessible ramp is being provided connecting Railway Parade and Platform 2. The proposed upgrade includes making the existing ramp connecting the station forecourt to Platform 2 a

No	Submission no.	Issue/s raised	Transport for NSW response
		• request for a bicycle shed at the station • request for longer accessible parking • request for more sustainability measures and integrated renewable energy • request for incorporation of additional features that are present at recently upgraded stations such as Central Station	compliant grade. Inclusion of ramps was requested in initial community feedback for the Proposal and was responded to in Chapter 5 of the REF. Transport also investigated provision of accessible ramps from Platform 2 to the overhead footbridge as an alternative to lift access. A compliant ramp is not practical as it would need to be in excess of 80 metres long, with appropriate rest landings as required by design standards, and is therefore not currently proposed. The Proposal would meet the relevant DDA and DSAPT requirements including (and not limited to) providing braille signage in the new lifts. Upgraded bicycle facilities include the relocation of two existing bicycle lockers (two bicycle spaces are available within each locker) and eight new bicycle hoops, however no bicycle shed is currently proposed. Following community feedback, Transport has also incorporated provision for one longer accessible parking space to accommodate accessible community transport vehicles. The Proposal is being carried out in accordance with Transport's Sustainable Design Guidelines (2017). Sustainability objectives and initiatives for the Macquarie Fields Station Upgrade will address climate change resilience, biodiversity management, environmental outcomes, heritage and culture, alignment of spend and impact, and aim to empower passengers to make sustainable travel choices (refer to Section 8.2 of the REF for a detailed description of the sustainability focus areas, objectives and initiatives for the Proposal) Sydney Trains and NSW TrainLink have entered into a long-term agreement to offset emissions associated with their electricity consumption. This means that all electricity used by these rail entities is now net zero emissions. This initiative contributes to Transport's overarching commitment to be net zero emissions by 2035. The Proposal would implement energy efficiency opportunities, use of lower embodied carbon materials, undertake vegetation offsets with predominantly native and Indigenous plant species to be selected and minimise impacts to native flora and fauna during construction. The Proposal would also look to embed circular economy design strategies as detailed in Section 3.2.3 of the REF. The additional features at other larger stations such as Central Station detailed in the submission have been implemented to manage the large volume of passengers and complex interchange facilities, including for metro, light rail and bus services. The Macquarie Fields Station upgrade aims to meet the

No	Submission no.	Issue/s raised	Transport for NSW response
			safety and accessibility needs of passengers using this station, while also delivering a cost-effective design.
3	**Need and options considered**		
3.1	MAC001, MAC008, MAC009, MAC012, MAC014, MAC020, MAC021, MAC024, MAC025, MAC029, MAC043, MAC045, MAC053, MAC057, MAC059, MAC060	Requests for the timely delivery of the Proposal as it is considered long overdue	Support for the upgrade of Macquarie Fields Station and the need for the timely delivery of the Proposal is noted. Early construction activities are expected to commence in late 2024, with main construction commencing early 2025. Regular community updates would be provided prior to and during construction.
3.2	MAC032, MAC040, MAC058, MAC062, MAC063, MAC067	Comments on the justification and options considered for the Proposal including: • query regarding the need for the Proposal as it has lower usage than surrounding stations • request for funding to be spent on upgrading Ingleburn or Glenfield stations rather than Macquarie Fields • request for a simplified and more cost effective design to minimise wasting funds • query why the upgraded ramp is necessary and suggestion it should be instead used as a commercial space	Transport is required to upgrade the public transport network to remove discrimination in accessing public transport on the basis of disability in accordance with requirements set out in the DSAPT. 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. Several factors are considered when prioritising stations for upgrades, which considers the needs and demographics of passengers and surrounding facilities alongside the patronage volumes. Ingleburn and Glenfield stations are already accessible and provide lift access. The design would continue to be refined during detailed design and would take on board feedback to maximise cost-effectiveness. Materials and finishes for the Proposal would be selected based on the criteria of durability, low maintenance and cost effectiveness. The current ramp access from the entrance to Platform 2 does not comply with accessibility standards. The Proposal provides a compliant ramp, lift and stairs to improve access to Platform 2. This upgraded ramp allows an alternative accessible way to access Platform 2, particularly during peak morning and afternoon hours or at other times of high congestion. Approval of retail facilities is not part of this Proposal. Transport would explore opportunities during detailed design to future proof the station forecourt to allow for any future retail development in the precinct.

No	Submission no.	Issue/s raised	Transport for NSW response
3.3	MAC002, MAC051	Requests for customer safety and security to be prioritised	Customer safety has been prioritised in the design of the Proposal, and is reflected in one of the specific objectives for the Proposal (refer to Section 2.3.2 of the REF). The upgrades proposed include improved CCTV, help points and lighting at the station. The Proposal would be designed having regard to the Crime Prevention Through Environmental Design (CPTED) principles.
4	**Traffic, transport and access**		
4.1	MAC037, MAC055	Concern regarding potential impacts on property access and temporary parking during construction, and queries on how this would be managed.	Construction activities would be predominantly focused on the western side of Railway Parade, within the station boundary. However, a kerb extension on the eastern side of Railway Parade would be required to accommodate the new pedestrian crossing. While temporary partial road closures may be required for some construction activities, property access would be maintained during construction of the Proposal. The Proposal would involve the temporary closure of the on-street commuter car park on Railway Parade for the repainting of parking bays. However, this car park would otherwise remain open for the duration of construction. The Council commuter car park will also be available throughout the construction. The temporary reduction in parking to facilitate upgrade of the station is expected to have a minimal impact on parking near the station. Construction workers would be advised to use public on-street parking nearby the site and would be discouraged from using the Council commuter car park and on-street commuter parking spaces (refer to additional condition of approval provided in Appendix B). A review of aerials between 2021 and 2024 shows the use of on-street parking on local roads in the vicinity of the station is generally low throughout the week. There is adequate on-street parking which can accommodate construction worker vehicles during possession (20 vehicles) and non-possession (50 vehicles) periods. As such, construction worker parking is expected to have a minimal impact on parking near the station. Mitigation measures would be implemented in accordance with the Construction Transport Management Plan and Construction Environmental Management Plan to minimise impacts on the parking and access in the surrounding area. The local community would be advised of specific construction impacts such as access changes at least seven days prior to the work.

No	Submission no.	Issue/s raised	Transport for NSW response
4.2	MAC055	Concern regarding the reduction in parking and lack of a designated kiss-and-ride solution and the risk of increased congestion without proper traffic management solutions, like traffic signals or dedicated turning lanes.	The Proposal would result in a permanent reduction of 15 commuter parking spaces, which is assessed as an overall minimal impact. This is due to substantial parking availability in the station vicinity that would remain. A review of aerial imagery between 2021 and 2024 shows the use of on-street parking on local roads in the vicinity of the station is generally low throughout the week. The Proposal involves an update to the station forecourt to include two accessible kiss and ride spaces. The number of kiss and ride spaces would be further assessed during the detailed design stage to ensure there is adequate provision. The new formalised pedestrian crossing at the station forecourt across Railway Parade may introduce slight delays to vehicles along Railway Parade. However, as this is a local road with low traffic volume that is already heavily crossed by pedestrians accessing the station, any impacts on the performance of the road network would be minor. Further, the pedestrian crossing would provide a safe place to cross the road and access the station.
5	**Biodiversity**		
5.1	MAC055	Concerns over the removal of trees and shrubs, advocating for robust replacement of landscaping and green initiatives akin to those at Hornsby and Chatswood stations.	The Proposal's landscaping design includes replanting of native vegetation. While six trees are proposed to be removed as part of the Proposal, 20 new trees would be planted at suitable locations in accordance with the Transport *Tree and hollow replacement guidelines* (Transport, 2023) (see mitigation measure 45).
5.2	MAC002	Comment that potential impacts on fauna within the area should be carefully considered.	Potential impacts on wildlife from the Proposal were considered in Section 6.7.3 of the REF. Overall, the Proposal was considered not likely to significantly impact threatened species or ecological communities or their habitats. Mitigation measures to further reduce the potential for impacts during construction would be implemented including pre-clearance surveys and an unexpected finds procedure should fauna be encountered (see mitigation measures 48 and 49).

No	Submission no.	Issue/s raised	Transport for NSW response
6	Socio-economic		
6.1	MAC037	Concerns raised regarding construction impacts and timeframes for nearby residences	The REF has assessed potential impacts from construction of the Proposal. The assessment is conservative and there would often be times during construction where impacts are less or when no impacts would occur. For example, construction noise impacts are predicted to be the highest when noise intensive equipment is in use and work is near sensitive receivers. These worst-case impacts are limited to a relatively small number of the nearest residences, and it is predicted this would only occur for a relatively short period compared to the overall construction duration. The construction impacts of the Proposal are anticipated to be managed through standard mitigation measures, which are included in Section 7.2 of the REF. These include traffic, noise and vibration, visual and air quality mitigation measures for residences closer to the station. Transport would also keep the community informed during construction, in accordance with a Community Liaison Management Plan, and provide mechanisms for community to raise any concerns or feedback during this period.
7	Noise and vibration		
7.1	MAC055	Request for more detail on mitigation strategies for construction noise and disruption for local residences.	Noise impacts during construction of the Proposal would be managed through preparation and implementation of a construction noise and vibration management plan (CNVMP), identifying relevant additional mitigation measures from the Transport *Construction Noise and Vibration Guideline (Public Transport Infrastructure)* (Transport, 2023) to minimise impacts to nearby sensitive receivers (see mitigation measure 26). The CNVMP would specify additional measures depending on the level of impacts expected at individual properties, which may include letterbox notifications or phone calls, verification of noise and vibration levels, respite periods, and alternative accommodation, which would be confirmed by the Contractor.

Other stakeholder submissions

Table 2-2 provides a summary of the other stakeholder submissions received on the Proposal and provides responses for each issue raised.

Table 2-2 Response to other stakeholder submissions

No	Stakeholder	Issue/s raised	Transport for NSW response
1	General		
1.1	Campbelltown City Council	Support for the Proposal and/or for improving accessibility at the station	The support for the Proposal to improve the accessibility and safety at Macquarie Fields Station in response to community needs is noted.

No	Stakeholder	Issue/s raised	Transport for NSW response
1.2	Campbelltown City Council	Request for details for street furniture, street trees and landscaping features to be submitted to and agreed by Council.	Transport would consult with Council and would follow the relevant processes for infrastructure located on Council owned land.
1.3	Campbelltown City Council	Requirement for a Road Occupancy Licence to be obtained from Council prior to road work and temporary road closures.	A Road Occupancy Licence (ROL) would be obtained for road work and temporary partial road closures on Railway Parade (see mitigation measure 15).
2	**Design**		
2.1	Campbelltown City Council	Consider the suitability of existing lighting and pedestrian access along both sides of Railway Parade, particularly given the changes in pedestrian patterns from the Proposal.	Transport is investigating lighting around the station, specifically on Railway Parade connecting passengers from the station to the commuter parking spaces. This would be addressed through the detailed design stage.
2.2	Campbelltown City Council	Recommendation for additional landscaping using native vegetation endemic to the locality to the north of the proposed footbridge.	The Proposal's landscaping design includes replanting of native vegetation. While six trees are proposed to be removed as part of this Proposal, re-planted vegetation on site would consist of locally native species with suitable species and planting locations that would be identified in consultation with the Council (see mitigation measure 45). During detailed design, opportunities to plant street trees on the northern side of Railway Parade would be investigated to improve streetscape amenity (see mitigation measure 25).
2.3	Campbelltown City Council	Recommendation to consider the design and maintenance of waste storage areas so they are suitably screened, separated from the public and kept clean and tidy.	The waste (bin) storage area, positioned near the proposed location of the relocated bicycle lockers, would be relocated to an out of sight location below Platform 2. This would improve waste management practices for waste service providers and minimise visual impacts.
2.3	Campbelltown City Council	Recommendation for the design to incorporate public art to provide an entry statement into Macquarie Fields.	Opportunities to include public art (including Connecting with Country artwork) to enhance community ownership and appreciation of the area's history and cultural connections would be considered during detailed design (see mitigation measure 24).

No	Stakeholder	Issue/s raised	Transport for NSW response
3	**Traffic, transport and access**		
3.1	Campbelltown City Council	Comments that the proposed new crossing will change pedestrian traffic patterns and increase parking demand for the Council owned car park to the south.	Transport acknowledges that there may be a minor impact on the demand for commuters using the Council commuter car park, and changes to pedestrian movements from the Proposal. However, Macquarie Fields Station has substantial parking within the immediate and surrounding area. Further, a review of aerial imagery between 2021 and 2024 shows on-street parking utilisation on local roads to be generally low throughout the week.
3.2	NSW SES	Request to notify the NSW SES of any significant construction-related road delays, as these may impact emergency vehicle access.	Emergency access would be maintained throughout construction. The NSW SES would be notified if the construction of the Proposal is identified to cause notable road delays.
4	**Hydrology and flooding**		
4.1	NSW SES	Recommendations to consider the impact of flooding and climate change on infrastructure and road users, enhance stormwater management to reduce flood risks, ensure awareness of flood risks through inductions and signage, plan for limited access during severe weather, and develop a business emergency plan using SES's available template.	Sections 6.9 and 6.11 of the REF provides consideration of potential impacts of flooding and climate change associated with the Proposal. The Proposal is anticipated to have little impact on the hydrology of the surrounding area and would not lead to a substantial increase in impervious surfaces. Impacts on hydrology and flooding would be limited to the minor changes to stormwater drainage, regrading and widening of Platform 1. The Proposal (including the proposed stormwater management and site design) would continue to be developed during detailed design in consideration of potential flood and climate change risks. Macquarie Fields Station has a Site Incident Management Plan (SIMP), which includes emergency evacuation procedures. Following completion of the Proposal, any necessary amendments to the SIMP would be undertaken to reflect any alterations to operational requirements resulting from the Proposal.
4.2	NSW SES	Recommendations to ensure workers and road users are aware of flood risks for example through inductions and signage.	The site induction for all Contractors working on construction of the Proposal would include consideration of flood risks and safety procedures.

2.4 Future consultation

Should Transport proceed with the Proposal, consultation activities would continue, including consultation with Campbelltown City Council and other key stakeholders regarding design development. In addition, Transport would notify residents, businesses and community members in the lead up to and during construction. The consultation activities would help to ensure that:

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

The Transport email address[4] and Transport Infoline (1800 684 490) would continue to be available during the construction phase. Targeted consultation methods, such as use of letters, notifications, signage, individual briefings and verbal communications, would continue to occur. The Transport project website[5] would also include updates on the progress of construction.

[4] projects@transport.nsw.gov.au

[5] https://www.transport.nsw.gov.au/macquariefields

3. Consideration of environmental impacts

3.1 NSW Environmental Planning and Assessment Act 1979

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

In accordance with the checklist of matters pursuant to section 171 of the EP&A Regulation, an assessment is provided in Chapter 6 and Appendix A of the REF.

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

The likely significance of the environmental impacts of the Proposal has been assessed in accordance with the NSW Department of Planning and Environment's *Guidelines for Division 5.1 assessments*. It is concluded that the Proposal is not likely to significantly affect the environment (including critical habitat) or threatened species, populations of ecological communities, or their habitats. Accordingly, an environmental impact statement under Division 5.2 of the EP&A Act is not required.

3.2 Commonwealth Environment Protection and Biodiversity Conservation Act 1999

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

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

4. Conditions of Approval

If approved, the Proposal would proceed subject to the Conditions of Approval included in Appendix B and mitigation measures included in Appendix C.

5. Conclusion

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

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

The environmental impact assessment (REF and Determination Report) is recommended to be approved subject to the Conditions of Approval (refer to Appendix B) and mitigation measures as modified by this report (refer Appendix C).

Decision statement

MACQUARIE FIELDS STATION UPGRADE

APPROVAL

I, Julie Urquhart, as delegate of the Secretary, Transport for NSW:

1. Have examined and considered the Proposal in the *Macquarie Fields Station Upgrade Review of Environmental Factors (August 2024)* and the *Macquarie Fields Station Upgrade Determination Report (October 2024)* in accordance with Section 5.5 of the NSW *Environmental Planning and Assessment Act 1979*.
2. Consider that the Proposal is not likely to have a significant impact on the environment and an EIS is not required.
3. The Proposal will not be carried out in a declared area of outstanding biodiversity value and is not likely to significantly affect threatened species, populations or ecological communities, or their habitats or impact biodiversity values. A Species Impact Statement or BDAR is not required.
4. Determine that the Proposal is not likely to impact a matter of national environmental significance, or any Commonwealth land and therefore, a referral to the Australian Climate Change, Energy, the Environment and Water is not required.
5. Determine on behalf of Transport for NSW (the Proponent) that the Proposal may be carried out in accordance with the Conditions of Approval and mitigation measures in this Determination Report October 2024, consistent with the Proposal described in the *Macquarie Fields Station Upgrade Review of Environmental Factors*.

Julie Urquhart

Julie Urquhart,
Director Cross City & Engagement Enablement
Greater Sydney
Transport for NSW

Date: 31.10.24

6. References

Aurecon 2024, Macquarie Fields Station Upgrade Review of Environmental Factors.

Transport for NSW 2023, Tree and Hollow Replacement Guidelines.

Transport for NSW 2023, Construction Noise and Vibration Guideline (Public Transport Infrastructure).

Terms and acronyms used in this Report

Term	Meaning
BC Act	*Biodiversity Conservation Act 2016* (NSW)
BDAR	Biodiversity Development Assessment Report
CCTV	Closed Circuit Television
CEMP	Construction Environmental Management Plan
Construction Contractor	The Construction Contractor for the Proposal would be appointed by Transport for NSW to undertake the detailed design and construction of the Proposal.
CPTED	Crime Prevention Through Environmental Design
DDA	*Disability Discrimination Act 1992* (Cwlth)
Detailed design	Detailed design broadly refers to the process that the Construction Contractor undertakes (should the Proposal proceed) to refine the concept design to a design suitable for construction (subject to Transport for NSW acceptance).
Determination Report	This document – a report prepared by Transport for NSW to assess and address certain matters to allow for a determination of the Proposal under, and in accordance with Division 5.1 of the EP&A Act.
DSAPT	*Disability Standards for Accessible Public Transport (2002)*
EIS	Environmental Impact Statement
EP&A Act	*Environmental Planning and Assessment Act 1979* (NSW)
EP&A Regulation	*Environmental Planning and Assessment Regulation 2021* (NSW)
EPBC Act	*Environment Protection and Biodiversity Conservation Act 1999* (Cwlth)
Transport & Infrastructure SEPP	*State Environmental Planning Policy (Transport and Infrastructure) 2021* (NSW)
LGA	Local Government Area
NES	Matters of 'National Environmental Significance' under the EPBC Act
NSW	New South Wales
Proponent	A person or body proposing to carry out an activity under Division 5.1 of the EP&A Act – in this instance, Transport for NSW.
the Proposal	The construction and operation of the Macquarie Fields Station upgrade
the station	Macquarie Fields Station
REF	Review of Environmental Factors
SES	NSW State Emergency Service
SIMP	Site Incident Management Plan
TGSI	tactile ground surface indicator

Appendix A: REF

Please refer to Transport's project website to access the REF:

REF link: Macquarie Fields Station Upgrade REF (Objective reference A65506018)

Website address: https://www.transport.nsw.gov.au/macquariefields

Appendix B: Conditions of Approval

CONDITIONS OF APPROVAL

Macquarie Fields Station Upgrade

Note: These conditions must be read in conjunction with the final mitigation measures in the Macquarie Fields Station Upgrade Review of Environmental Factors or Appendix C of the Determination Report.

Schedule of acronyms and definitions used in Conditions of Approval and/or mitigation measures:

Acronym	Definition
AFC	Approved For Construction
CECR	Construction Environmental Compliance Report
CEMP	Construction Environmental Management Plan
CIR	Contamination Investigation Report
CLMP	Community Liaison Management Plan
CMP	Contamination Management Plan
CNVMP	Construction Noise and Vibration Management Plan
CoA	Conditions of Approval
CPTED	Crime Prevention Through Environmental Design
dBA	Decibels (A-weighted scale)
DDVR	Detailed design validation report
DES	Director Environment and Sustainability (or nominated delegate)
ECM	Environmental Controls Map
EIA	Environmental Impact Assessment
EPA	NSW Environment Protection Authority
EP&A Act	*Environmental Planning and Assessment Act 1979*
EPL	Environment Protection Licence issued by the Environmental Protection Authority under the *Protection of the Environment Operations Act 1997*
EMS	Environmental Management System
HIS	Heritage Interpretation Strategy
ISC	Infrastructure Sustainability Council
ISO	International Standards Organisation
OEH	Former NSW Office of Environment and Heritage
ONVMP	Operational Noise and Vibration Management Plan
OOHWP	Out of Hours Work Protocol
PECM	Pre-Construction Environmental Compliance Matrix
POCR	Pre-Operational Compliance Report
RBL	Rating Background Level
REF	Review of Environmental Factors
SMP	Sustainability Management Plan
TAHE	Transport Asset Holding Entity
TAP	Transport Access Program
TESR	Transport (for NSW) Environment and Sustainability Representative
the station	Macquarie Fields Station
Transport	Transport for NSW
TMP	Traffic Management Plan

Acronym	Definition
TPZ	Tree Protection Zone
UDLP	Urban Design and Landscaping Plan

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

No.	Condition	Responsibility	Timing
	General		
1.	**Terms of Approval** The Project shall be carried out in accordance with the environmental impact assessment (EIA) for this Project, unless otherwise agreed to by the DES (or delegate) and supported by written justification, which comprises the following documents: a) *Macquarie Fields Station Upgrade – Review of Environmental Factors* (Aurecon, August 2024), including associated Mitigation Measures and supporting specialist studies (see Appendix C) b) *Macquarie Fields Station Upgrade – Determination Report* (Aurecon, October 2024). In the event of an inconsistency between these conditions and the EIA, these conditions will prevail to the extent of the inconsistency.	Contractor and Transport	Throughout
2.	**Statutory Requirements** These conditions do not remove any obligation to obtain all other licences, permits, approvals and land owner consents from all relevant authorities and land owners as required under any other legislation for the Project. The terms and conditions of such licences, permits, approvals and permissions must be complied with at all times.	Contractor and Transport	Throughout
	Environmental Management		
3.	Requirements for documents, plans or programs which must be reviewed and approved by the Transport Environment and Sustainability Representative (TESR) (including the Construction Environmental Management Plan (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): a) completed consultation with government agencies and relevant service/utility providers, and evidence of consultation submitted with the plan 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 c) any comments made by the TESR in accordance with b) must be adequately addressed prior to submission for approval d) a copy of the plan submitted to the TESR to obtain written approval from the DES at least five days prior e) periodic review and update of the plan submitted to the TESR for endorsement Construction must not commence until the DES has provided written approval of the plan/s.	Contractor	Pre-construction/ Construction
	Traffic and Transport		
4.	Construction workers shall be encouraged to use public on-street parking nearby the site and shall be discouraged from using the Council commuter car park and on-street commuter parking spaces, where practicable. These requirements shall be captured in the CEMP and site induction for all contractors.	Contractor	Pre-construction/ Construction

Appendix C: Mitigation measures

Note that the changes made since the publication of the REF are indicated by bold text for additions, and strikethrough text for deletions.

No.	Mitigation measure	Responsibility	Timing
	General		
1.	**Construction Environmental Management Plan** 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: a) project risk assessment including environmental aspects and impacts b) high level traffic and pedestrian management (noting a separate Traffic Management Plan (TMP) may be required subject to other Transport requirements) c) urban design, landscape character and visual amenity d) noise and vibration management, including traffic noise generated by the Project e) water and soil management (including flood and high rainfall event management) f) air quality management (including dust suppression) g) Aboriginal and non-Aboriginal heritage management h) biodiversity management i) storage and use of hazardous materials j) contaminated land management (including acid sulfate soils) k) weed management l) waste management m) bushfire risk n) environmental incident reporting and management procedures o) non-compliance and corrective/preventative action procedures p) details of approvals, licences and permits required to be obtained under any other legislation for the Project. The CEMP shall: 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 Project, all relevant legislation and regulations, and accepted best practice management ii. comply with the relevant requirements of *Environmental Management Plan Guideline – Guideline for Infrastructure Projects* (NSW Department of Planning Industry and Environment, 2020)	Contractor	Pre-construction

No.	Mitigation measure	Responsibility	Timing
	iii. include an environmental compliance matrix for the Project (or such stages of the Project as approved by the Transport Environment and Sustainability Representative (TESR)) that details compliance with all relevant conditions and mitigation measures iv. include an Environmental Policy. 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. 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.		
2.	**Environmental Controls Map** An Environmental Controls Map (ECM) shall be prepared in accordance with Transport's Environmental controls map guideline (Transport, 2023) 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. A copy of the ECM shall be submitted to the TESR for review and written approval in accordance with mitigation measure 4. 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. 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.	Contractor	Pre-construction
3.	**Site Induction** Prior to the commencement of construction, all contractors will 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: • 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 • information on the protection measures to be implemented to protect vegetation, penalties for breaches and location of areas of sensitivity • 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. 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.	Contractor	Pre-construction

No.	Mitigation measure	Responsibility	Timing
4.	**Transport Environmental Management Approvals** 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): f) completed consultation with government agencies and relevant service/utility providers and evidence of consultation submitted with the plan g) 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 h) any comments made by the TESR in accordance with b) must be adequately addressed prior to submission for approval i) a copy of the plan submitted to the TESR to obtain written approval from the DES at least five days prior j) periodic review and update of the plan submitted to the TESR for written approval Construction must not commence until the DES has provided written approval of the plan/s.	Contractor	Pre-construction
5.	**Environment Personnel** Suitably qualified and experienced environmental management personnel shall be available and be responsible for implementing the environmental objectives for the Project, including undertaking regular site inspections, preparation and implementation of environmental documentation and ensuring the Project meets the requirements of the Environmental Management System (EMS). Details of the environmental personnel, including relevant experience, defined responsibilities and resource allocation throughout the Project (including time to be spent on-site/off-site) are to be submitted for the written approval of the DES, at least 21 days prior to commencement of construction of the Project (or such time as otherwise approved by the DES). Any adjustments to environmental resource allocations (on-site or off-site) are to be approved by the DES.	Contractor	Pre-construction and construction
6.	**Service Relocation** 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.	Contractor	Pre- construction and construction
7.	**Detailed Design Validation** A detailed design validation report (DDVR) for the Project shall be prepared and submitted at each design stage to detail how compliance is achieved against: • the final Project description • all design mitigation measures detailed in the REF • any conditions of approval in the determination report for the Project. A final DDVR shall accompany the Approval for Construction (or equivalent) submission. The Proponent shall: a) submit a copy of the DDVR to the TESR for review	Contractor	Pre-construction and following each design phase

No.	Mitigation measure	Responsibility	Timing
	b) update and submit a DDVR revision at each design stage or as required, including as the design progresses c) 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. 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.		
8.	**Environmental Incident Procedure** 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.	**Project Modifications** Any modifications to the Project l (as defined in this REF and/or future Determination Report), requiring an amendment REF (as determined by the TESR), will be subject to further assessment and approval by Transport. This assessment will 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.	**Project Changes** Any modifications to the Project (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, will be subject to further assessment and approval by Transport. This assessment will 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.	**Modification/Change Register** 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.	**Construction Environmental Compliance Report** A Construction Environmental Compliance Report (CECR) for the Project shall be prepared which addresses the following matters: a) compliance with the Construction Environmental Management Plan (CEMP) and these conditions b) compliance with any approvals or licences issued by relevant authorities for the construction of the Project c) implementation and effectiveness of environmental controls (the assessment of effectiveness should be based on a comparison of actual impacts against performance criteria identified in the CEMP) d) environmental monitoring results, presented as a results summary and analysis e) details of the percentage of waste diverted from landfill and the percentage of spoil beneficially reused	Contractor	Pre-construction and construction

No.	Mitigation measure	Responsibility	Timing
	f) number and details of any complaints, including summary of main areas of complaint, actions taken, responses given and intended strategies to reduce recurring complaints (subject to privacy protection) g) details of any review and amendments to the CEMP resulting from construction during the reporting period h) any other matter as requested by the DES. The CECR shall: i. be submitted to the TESR for review. Be submitted to the DES for written approval upon completion of the TESR review period. 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 Project 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 Project. Each revision of the CECR shall be submitted to the TESR for review and written approval in accordance with mitigation measure 4.		
	Traffic and transport		
13.	**Road Condition Reports** Prior to construction commencement **and at completion of construction**, 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 Project, aside from that resulting from normal wear and tear, shall be repaired at the Contractor's expense.	Contractor	Pre-construction and post-construction
14.	**Authorisation for Road Use** Relevant authorisation(s) from the appropriate road authority will be obtained for the proposed operational changes to Railway Parade, such as changes to parking, bus stops, pedestrian crossing arrangements and signage.	Contractor	Operation
15.	The temporary partial road closures and traffic management controls on public roads around the station will be managed and implemented in accordance with the provisions of Road Occupancy Licence(s).	Contractor	Pre-construction / construction
16.	Emergency services, public transport operators, and other key users will be notified in advance of all internal and external changes at the station. The public will be advised to allow additional travel time.	Transport/ Contractor	Pre-construction / construction
17.	Oversized vehicle movements and routes will be confirmed in advance in consultation with NSW Police, Transport for NSW, and Campbelltown City Council. They will be scheduled with the guidance of the above authorities. Additional traffic controls such as police escorts will be used where needed or directed.	Contractor	Pre-construction / construction
18.	Access to bicycle parking would be made available during construction.	Contractor	Construction

No.	Mitigation measure	Responsibility	Timing
	Urban design, landscape and visual amenity		
19.	**Urban Design and Landscape Plan** An Urban and Landscape Design Plan (UDLP) shall be prepared by the Contractor, in consultation with Council and other asset 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: a) 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 b) identify opportunities and constraints c) establish precinct specific principles to guide and test design options d) consider Crime Prevention Through Environmental Design (CPTED) principles, including night-time safety of customers and the community, and the safety of station staff. e) be aligned with the "TAP Urban Design Plan Guidelines (Draft 2018)" and "~~Around the Tracks - urban design for heavy and tight rail (Dec 2016 Interim Issue)~~**Beyond A to B – Urban design policy, procedures and principles for public transport infrastructure (2024)**". f) consider opportunities for: a. Connecting with Country b. integrated heritage interpretation and adaptive reuse c. public art d. safety improvements g) specify opportunities for community feedback and engagement on design elements h) address Transport Sustainable Design Guideline evidence requirements i) be prepared by a suitably qualified and experienced urban design professional The UDLP is to include a Public Domain Plan for the preferred design option and will provide analysis of the: i. landscape design approach including design of pedestrian and bicycle pathways, street furniture, interchange facilities, new planting and integration of any artwork ii. Materials Schedule including materials and finishes for proposed built works, colour schemes, paving and lighting types for public domain, fencing and landscaping iii. an Artist's Impression or Photomontage to communicate the proposed changes to the precinct The following design guidelines are available to assist and inform the UDLP: • TAP Urban Design Plan, Guidelines, Transport NSW, Draft 2018 • Commuter Car Parks, Urban Design Guidelines, Transport for NSW, Interim 2017 • Managing Heritage Issues in Rail Projects Guidelines, Transport for NSW, Interim 2016 • Creativity Guidelines for Transport Systems, Transport for NSW, Interim 2016 • Water Sensitive Urban Design Guidelines (Transport for NSW, June 2023)	Contractor	Prior to design finalisation

No.	Mitigation measure	Responsibility	Timing
	The UDLP is to be submitted to Transport and written approval by the Urban Design Public Transport and Precincts team.		
20.	**Transport's Design Review Panel** 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 County aspects of the project.	Contractor	Prior to design finalisation
21.	**Lighting Scheme** A lighting scheme for the construction and operation of the Project is to be developed by a suitably qualified lighting designer and prepared in accordance with relevant standards. The lighting scheme shall address the following as relevant, but not limited to: a) consideration of lighting demands of different areas b) consideration of outcomes of Safer Cities consultation (where applicable) c) strategic placement of lighting fixtures to maximise ground coverage d) use of LED lighting e) meet benchmark requirements of IS Essentials f) demonstrate that light spill and glare has been minimised to sensitive receivers by directing lighting into the station/car park/other infrastructure type g) control systems for lighting that dim or switch-off lights settings according to the amount of daylight the zone is receiving h) motion sensors to control low traffic areas i) allowing the lighting system to use low light or switch off light settings while meeting relevant lighting Standards requirements, and j) ensuring security and warning lighting is not directed at neighbouring properties. The proposed lighting scheme is to be submitted to Transport's technical team for acceptance prior to design finalisation.	Contractor	Prior to design finalisation
22.	**Worksite Compounds and Hoardings** 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 *The Infrastructure Project Style Guide November 2022* (Transport for NSW, 2022). Work will be conducted behind temporary hoardings/screens wherever practicable. The installation of construction hoarding will take into consideration the location of residential receivers to ensure that 'line of sight' is broken, where feasible. Inclusion of public art or heritage information on site hoarding will be considered to connect the construction work areas with the local community.	Contractor	Construction

No.	Mitigation measure	Responsibility	Timing
23.	**Graffiti and Advertising** Hoardings, site sheds, fencing, acoustic walls around the perimeter of the site, and any structures built as part of the Project shall be maintained free of graffiti, 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: a) offensive graffiti will be removed or concealed within 24 hours b) highly visible (yet inoffensive) graffiti will be removed or concealed within a week c) graffiti that is neither offensive or highly visible will be removed or concealed within a month d) any unauthorised advertising material will be removed or concealed within 24 hours.	Contractor	Construction
24.	Opportunities to include public art (including Indigenous artwork) to enhance community ownership and appreciation of the area's history or cultural connections will be considered during detailed design.	Transport / Contractor	Detailed design
25.	During detailed design, opportunities to plant street trees on the northern side of Railway Parade will be investigated to improve streetscape amenity.	Transport / Contractor	Detailed design
	Noise and vibration		
26.	**Construction Noise and Vibration** Prior to commencement of construction, a Construction Noise and Vibration Management Plan (CNVMP) shall be prepared and implemented in accordance with the requirements of the EPA's *Interim Construction Noise Guideline* (Department of Environment and Climate Change, 2009), Transport's *EMF-NV-GD-0060 Construction noise and vibration guideline (public transport infrastructure)* (Transport for NSW, 2023c) and the Noise and Vibration Impact Assessment for the Project (SLR, 2024). The CNVMP shall include, but not be limited to: a) details of construction activities and an indicative schedule for construction b) identification of construction activities that have the potential to generate noise and/or vibration impacts on surrounding land uses, particularly sensitive noise receivers c) detail what reasonable and feasible actions and measures shall be implemented to minimise noise impacts (including those identified in the REF) d) procedures for notifying sensitive receivers of construction activities that are likely to affect their noise and vibration amenity, as well as procedures for dealing with and responding to noise and vibration complaints e) an Out of Hours Work Protocol (OOHWP) for the assessment, management and approval of works outside the standard construction hours identified in mitigation measure 28 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 *Construction noise and vibration guideline (public transport infrastructure)* (Transport for NSW, 2023c) 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	Contractor	Pre-construction

No.	Mitigation measure	Responsibility	Timing
	reporting of monitoring results and if any exceedance is detected, the manner in which any non-compliance shall be rectified 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: • 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 vibration • avoiding any unnecessary emissions when carrying out manual operations and when operating plant • ensuring spoil is placed and not dropped into awaiting trucks or other plant/vehicles • avoiding/limiting simultaneous operation of noisy or vibratory plant and equipment within discernible range of a sensitive receiver where practicable • switching off any equipment not in use for extended periods e.g. heavy vehicles engines will be switched off whilst being unloaded • avoiding deliveries at night/evenings or other sensitive times wherever practicable • no idling of delivery trucks • ensuring truck drivers are informed of designated vehicle routes, parking locations and acceptable delivery hours for the site • 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 • maximising the offset distance between noisy or vibratory plant and sensitive receivers and maintaining safe working distances for workers • directing noise-emitting plant away from sensitive receivers • regularly inspecting and maintaining plant to avoid increased noise levels from rattling hatches, loose fittings etc • use of quieter and less vibration emitting construction methods where feasible and reasonable • 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.		
27.	**Property Condition Surveys** 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). Surveys are to be offered to owners of: i. all buildings/structures/roads within a distance of 50 metres from the edge of the Designated Works (measured in a straight line) ii. all heritage listed buildings and other sensitive structures within 150 metres from the edge of the Designated Works.	Contractor	Pre-construction and post-construction

No.	Mitigation measure	Responsibility	Timing
	Surveys are to be undertaken prior to the commencement of the Designated Works and again immediately upon completion of the Designated Works. 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. 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. A copy of the survey(s) shall be given to each affected owner and Transport. A register of all properties surveyed shall be maintained. Any damage to buildings, structures, lawns, trees, sheds, gardens, etc. as a result of construction activity direct and indirect (i.e. including vibration and groundwater changes) shall be rectified at no cost to the owner(s).		
28.	**Standard Construction Hours** Construction activities shall be restricted to the hours of 7:00 am to 6:00 pm (Monday to Friday); 8:00 am to 1:00 pm (Saturday) and at no time on Sundays and public holidays except for the following works which are permitted outside these standard hours: a) any works which do not cause noise emissions to be more than 5dBA higher than the rating background level (RBL) at any nearby residential property and/or other noise sensitive receivers b) out of hours work identified and assessed in the REF or the approved OOHWP c) the delivery of plant, equipment and materials which is required outside these hours as requested by police or other authorities for safety reasons and with suitable notification to the community as approved by the DES d) Emergency Work to avoid the loss of lives, property and/or to prevent environmental harm e) any other work as approved by the DES and considered essential to the Project, or as approved by EPA (where an EPL is in effect).	Contractor	Construction
29.	**Special Audible Characteristics Activities** As per the *Construction noise and vibration guideline (public transport infrastructure)* (Transport for NSW, 2023c), 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 Transport Construction Noise and Vibration Strategy. 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. **Note**. *Special audible characteristics* 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.	Contractor	Construction

No.	Mitigation measure	Responsibility	Timing
30.	**Vibration Criteria** 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. Vibration resulting from construction and received at any structure outside of the Project shall be limited to: a) for structural damage vibration –British Standard BS 7385-2:1993 *Evaluation and measurement for vibration in buildings Part 2* and/or German Standard DIN 4150:Part 3 – 1999: *Structural Vibration in Buildings: Effects on Structures* b) for human exposure to vibration – the acceptable vibration values set out in the *Environmental Noise Management Assessing Vibration: A Technical Guideline (Department of Environment and Conservation, 2006)* which includes British Standard BS 6472-2:1992 *Guide to Evaluation of Human Exposure to Vibration in Buildings (1 Hz to 80 Hz)*. The Project also must address IS Essentials Env-3 Vibration level 1 criteria. These limits apply unless otherwise approved by the DES through the CEMP	Contractor	Construction
31.	**Piling** 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.	Contractor	Construction
32.	Where noise intensive equipment is to be used near sensitive receivers in NCA01, it is recommended that the work is scheduled for daytime hours. Where this is not possible, then the work shall be scheduled in accordance with the *Construction noise and vibration guideline (public transport infrastructure)* (Transport for NSW, 2023c) 5.1.2 OOHW hierarchy, and completed as early as possible in each work shift to minimise the potential for night-time impacts.	Contractor	Construction
	Heritage Management		
33.	**Unexpected Heritage Finds** If previously unidentified or unexpected Aboriginal objects or non-Aboriginal heritage/archaeological items are uncovered during construction, the procedures contained in Transport's *Unexpected Heritage Items Procedure* (Transport for NSW, 2024) will be followed, and work within the vicinity of the find will 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). 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. 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 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.	Contractor	Construction

No.	Mitigation measure	Responsibility	Timing
	Socio-economic		
34.	**Local Goods and Services** Sustainability criteria for the Project 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 Project.	Contractor	Pre-construction
35.	**Public Feedback** The public display process will be used to facilitate opportunities for the community and stakeholders to have input into the Project, 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
36.	**Website** 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: a) a copy of the documents referred to under Condition 1 of any future approval b) 24 hour contact telephone number for information and complaints. All documents uploaded to the website must be compliant with the Web Content Accessibility Guidelines Version 2.2.	Transport	Pre-construction
37.	**Community Liaison Management Plan** A Community Liaison Management Plan (CLMP) shall be prepared and implemented to engage with government agencies, relevant Councils, landowners, community members and other relevant stakeholders (such as 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: a) a comprehensive, project-specific analysis of stakeholders, issues and proposed strategies to manage issues through the duration of the Project b) details of the communication tools (traditional and digital) and activities that will be used to inform and engage with the community and stakeholders 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 d) policies and procedures for handling community complaints and enquiries, including the Contractor's nominated 24 hour contact for management of complaints and enquiries e) analysis of other major projects/influences in the area with the potential to result in cumulative impacts to the community and strategies for managing these. The CLMP shall be prepared to the satisfaction of the 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 Project.	Contractor	Pre-construction and construction

No.	Mitigation measure	Responsibility	Timing
38.	**Community Notification and Liaison** The local community shall be advised of any activities related to the Project with the potential to impact upon them. Prior to any site activities commencing and throughout the Project duration, the community is to be notified of works to be undertaken, the estimated hours of construction and details of how further information can be obtained (i.e. contact telephone number/email, website, newsletters etc.) including the 24-hour construction response line number. Construction-specific impacts including information on traffic changes, 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.	Contractor	Pre-construction and construction
39.	**Complaints Management** A 24-hour construction response line number shall be established and maintained for the construction. 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 7 calendar days for verbal and/or written complaints. Information on all complaints received during the previous 24 hours shall be forwarded to the TESR and Community and Place team each working day.	Contractor	Construction
40.	Transport will carry out further stakeholder consultation during detailed design to confirm final location of the relocated memorial plaque.	Transport	Detailed design
	Biodiversity		
41.	**Removal of Trees or Vegetation** A Tree and Hollow Replacement Plan is to be prepared in accordance with Transport's *Tree and Hollow Replacement Guideline.* Trees and vegetation nominated to be removed in Arboricultural Impact Assessment Report (Allied Tree Consultancy, 2024) will be clearly demarcated onsite prior to construction, to avoid unnecessary vegetation removal. Landowners consent will be obtained prior to vegetation removal, should TAHE not be the landowner. Trees and vegetation to be retained will be protected through temporary protection measures discussed in mitigation measures below. 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	Contractor	Design and Construction

No.	Mitigation measure	Responsibility	Timing
	identified in the REF or Determination Report for the Project. The trimming, cutting, pruning or removal of trees or vegetation shall be undertaken in accordance with the mitigation measures.		
42.	**Biodiversity Management** Construction of the Project must be undertaken in accordance with Transport's *Biodiversity Policy* (Transport for NSW 2022), including the Transport's *Biodiversity Assessment Guideline* (Transport for NSW 2022), Transport's *No net loss guidelines* (Transport for NSW, 2022) and Transport's *Tree and hollow replacement guidelines* (Transport for NSW, 2022b).	Contractor	Construction
43.	**Tree and Vegetation Damage** In the event of any tree or vegetation to be retained becoming damaged during construction, the Contractor will 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. 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, 2022).	Contractor	Construction
44.	**Weed Control** Weed control measures, consistent with Transport's *Biodiversity Policy* (Transport for NSW, 2022) and the *Pesticides Regulation 2017*, will be developed and implemented as part of the CEMP to manage the potential dispersal and establishment of weeds during the construction phase of the Project. This will include the management and disposal of weeds in accordance with the *Biosecurity Act 2015*.	Contractor	Construction
45.	**Replanting Program** Any vegetation removal shall be offset in accordance with Transport's *Biodiversity Policy* (Transport for NSW 2022). All vegetation planted on-site is to consist of locally native species, unless otherwise approved by the DES, following consultation with the relevant Council, where relevant, and/or the owner of the land upon which the vegetation is to be planted. 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. All vegetation will be maintained for at least 12 months following completion of construction or following planting (whichever ends last) (unless approved by the TESR).	Contractor	Construction and operation
46.	A Flora and Fauna Management Sub-plan shall be prepared as part of the CEMP in accordance with the *Biodiversity Management Guideline EMF-BD-GD-0039* (Transport, 2024a). It will include, but is not limited to: a) Plans showing areas to be cleared and areas to be protected b) Pre-clearing survey requirements c) Unexpected finds protocol	Contractor	Pre-construction / Construction

No.	Mitigation measure	Responsibility	Timing
	d) Weed and pathogen management protocols. Staff on-site will need to be inducted so that there is an awareness that native vegetation associated with TECs occur near the Project area. Implementation of biodiversity protocols to be implemented so that unexpected biodiversity finds can be appropriately safeguarded and managed.		
47.	Measures to avoid and/or minimise the removal of native vegetation and/or habitat removal will be investigation during detailed design and implemented where feasible. During vegetation removal, unnecessary removal of groundcover will be avoided where feasible.	Contractor	Detailed design / Pre-construction
48.	Pre-clearance surveys shall be undertaken by a suitably qualified ecologist at a minimum for microbats in accordance with Guide 1: Preclearing process in Transport's *Biodiversity Management Guideline EMF-BD-GD-0039* (Transport, 2024a). If fauna is encountered, this will be undertaken in accordance with Guide 9: Fauna handling in Transport's *Biodiversity Management Guideline EMF-BD-GD-0039* (Transport, 2024a).	Contractor	Pre-construction
49.	Should fauna be encountered during the work, Transport's Guide 9: Fauna handling in Transport's *Biodiversity Management Guideline EMF-BD-GD-0039* (Transport, 2024a) shall be applied. In the event that threatened species are encountered, Transport's unexpected finds procedure would be followed in accordance with Guide 1: Preclearing process in Transport's *Biodiversity Management Guideline EMF-BD-GD-0039* (Transport, 2024a).	Contractor	Construction
50.	**Tree Protection Zones** Tree Protection Zones (TPZs) would 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 would be undertaken in accordance with *AS 4970-2009 Protection of Trees on Development Sites* and would 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.	Contractor	Construction
	Soils and water		
51.	**Storage and Use of Hazardous Materials** Construction hazard and risk issues associated with the use and storage of hazardous materials shall be addressed through risk management measures, which shall be developed prior to construction as part of the overall CEMP, in accordance with relevant EPA guidelines, Transport's *EMF-EM-GD-0137 Chemical storage and spill response guidelines* (Transport for NSW, 2023) and Australian and ISO standards. These measures shall include: a) the storage of hazardous materials, and refuelling/maintenance of construction plant and equipment are to be undertaken in clearly marked designated areas designed to contain spills and leaks b) spill kits, appropriate for the type and volume of hazardous materials stored or in use, to be readily available and accessible to construction workers. Kits are to be kept at hazardous materials storage locations, in site compounds and	Contractor	Pre-construction

No.	Mitigation measure	Responsibility	Timing
	on specific construction vehicles. Where a spill to a watercourse is identified as a risk, spill kits are to be kept in close proximity to potential discharge points in support of preventative controls c) all hazardous materials spills and leaks to be reported to site managers and actions to be immediately taken to remedy spills and leaks d) training in the use of spill kits to be given to all personnel involved in the storage, distribution or use of hazardous materials.		
52.	**Erosion and Sediment Control** Soil and water management measures shall be prepared, implemented and maintained for the mitigation of water quality impacts during construction of the Project in accordance with *Managing Urban Stormwater: Soils and Construction Volume 14th Edition* (Landcom, 2004). The following are required, based on the amount of disturbance proposed: • soil and water management measures included on the ECM and in the CEMP for less than 250m^2 of disturbance • erosion and sediment control plan (ESCP) for between 250-2,500m^2 of disturbance • soil and water management plan (SWMP) for over 2,500m^2 of disturbance 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 will 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.	Contractor	Pre-construction and construction
53.	**Vehicle Maintenance** 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.	Contractor	Construction
54.	**Pollution Incident** In the event of a pollution incident, work will cease in the immediate vicinity and the Contractor will 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.	Contractor	Construction
55.	**Existing Drainage** The existing drainage systems will remain operational throughout the construction phase and will not be worsened or damaged by construction.	Contractor	Construction
56.	**Groundwater** Should groundwater be encountered during excavation work, groundwater will be managed in accordance with the requirements of the *Waste Classification Guidelines* (EPA, 2014) and Transport's *Water Discharge and Reuse Guideline* (Transport for NSW, 2019).	Contractor	Construction

No.	Mitigation measure	Responsibility	Timing
57.	Weather forecasts will be regularly monitored during construction. If the potential for flooding within the Project area is identified, work will cease and equipment and materials will be removed from areas susceptible to flooding.	Contractor	Construction
	Air quality		
58.	**Minimising Impacts to Air Quality** To minimise air quality impacts and the generation of dust from construction activities, the following measures will be implemented: • plant and machinery will be switched off when not in use, and not left idling • vehicle and machinery movements during construction will be restricted to designated areas and sealed/compacted surfaces where practicable • apply water (or alternate measures) to exposed surfaces (e.g. unpaved roads, stockpiles, hardstand areas and other exposed surfaces) • cover stockpiles when not in use • 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 • prevent mud and dirt being tracked onto sealed road surfaces • details on how methods for management of emissions will be incorporated into project inductions, training and pre-start/toolbox talks • details for procedure to ensure plant and machinery are regularly checked and maintained in a proper and efficient condition • details for how the Project addresses IS Essential benchmark criteria These methods are to be identified in the CEMP.	Contractor	Pre-construction and construction
	Waste and contamination		
59.	**Waste Management Plan** The CEMP (or separate Waste Management Plan, if necessary) must address waste management and will at a minimum: • 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 • apply the waste hierarchy to resource output streams and justification provided • detail other onsite management practices such as keeping areas free of rubbish • specify controls and containment procedures for hazardous waste and asbestos waste • outline the reporting regime for collating construction waste data • identify risk and opportunities associated with resources outputs and implement measures to minimise resource outputs during design, construction and operation	Contractor	Pre-construction

No.	Mitigation measure	Responsibility	Timing
	• develop project performance targets for resource outputs for the delivery phase • identify opportunities to beneficially reuse resource outputs • develop a management plan for resource outputs and implement design phase actions.		
60.	**Hazardous Materials Survey** A Hazardous Materials Survey in accordance with AS 2601 (2001) *Demolition of Structures* shall be undertaken by an appropriately qualified environmental scientist prior to the removal of the existing footbridge and station building modifications. Subsequent removal of any hazardous material is to be undertaken in accordance with applicable EPA, SafeWork NSW and Safe Work Australia guidelines.	Contractor	Pre-construction
61.	Contamination Investigation Prior to construction, an investigation of the Project site shall be undertaken by a suitably qualified Environmental Consultant, in accordance with the level of assessment and requirements stipulated by the *National Environment Protection (Assessment of Site Contamination) Amendment Measure (NEPM) 2013.* The assessment shall also be generally undertaken in accordance with: a) Contaminated Sites - Sampling Design Guidelines (EPA, 2022) b) AS 4482 (2005) Guide to the investigation and sampling of sites with potentially contaminated soil. The investigation report shall be prepared in accordance with the *Guidelines for Consultants Reporting on Contaminated Sites* (Office of Environment and Heritage, 2011) and shall also include a preliminary waste classification in accordance with the *Waste Classification Guidelines* (EPA, 2014). Specific requirements for further investigation (including requirements for a Site Auditor), remediation or management of any contamination shall be included in the CEMP (or supporting Contamination Management Plan) as appropriate. Note: Nothing in this condition removes any obligation to adhere to the requirements under the NSW *Contaminated Land Management Act 1997* (or other legislation).	Contractor	Pre-construction
62.	**Unidentified Contamination (Other Than Asbestos)** If previously unidentified contamination (excluding asbestos) is discovered during construction, work in the affected area must cease immediately, and an investigation must be undertaken and report prepared to determine the nature, extent and degree of any contamination. The level of reporting must be appropriate for the identified contamination in accordance with relevant EPA guidelines, including the *Guidelines for Consultants Reporting on Contaminated Sites* (Office of Environment and Heritage, 2011). The event must be reported in Transport incident management system as a report only event in accordance with the Transport Environmental Incident Procedure. 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.	Contractor	Construction

No.	Mitigation measure	Responsibility	Timing
63.	**Asbestos Management** If previously unidentified asbestos contamination is discovered during construction, work in the affected area must cease immediately, and an investigation must be undertaken and a report prepared to determine the nature, extent and degree of the asbestos contamination. The level of reporting must be appropriate for the identified contamination in accordance with relevant EPA, Safe Work Australia and SafeWork NSW guidelines and include the proposed methodology for the remediation of the asbestos contamination. Remediation activities must not take place until receipt of the investigation report. The event must be reported in Transport incident management system as a report only event in accordance with the Transport Environmental Incident Procedure. Works may only recommence upon receipt of a validation report from a suitably qualified contamination specialist that the remediation activities have been undertaken in accordance with the investigation report and remediation methodology. *Note: In circumstances where both previously unidentified asbestos contamination and other contamination are discovered within a common area, nothing in these conditions shall prevent the preparation of a single investigation report to satisfy the requirements of both mitigation measure 62 and mitigation measure 63.*	Contractor	Construction
64.	**Spoil Reuse, Removal and Classification** 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. All spoil to be removed from site will be tested to confirm the presence of any contamination. Any contaminated spoil will be disposed of at an appropriately licensed facility. All spoil and waste must be classified in accordance with the *Waste Classification Guidelines Part 1: Classifying waste* (EPA, 2014) prior to disposal.	Contractor	Construction
65.	**Concrete Washout** Any concrete washout will be established and maintained in accordance with Transport's *EMF-EM-GD-0145 Concrete washout guideline* (Transport for NSW, 2023) with details included in the CEMP and location marked on the ECM.	Contractor	Construction
66.	**Mulch and landscaping** 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: 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 b) the material must comprise hardwood chips with not more than 5% fines by volume, and must not contain any bark 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 d) hardwood chip must be free of soil, weeds, stones, vermin, insects or other foreign material.	Contractor	Construction

No.	Mitigation measure	Responsibility	Timing
	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: a) location, date, and time of inspection b) name of inspector c) product name, supplier name, volume of material d) photographs of material inspected e) sample collection details (when applicable).		
	Sustainability, climate change and greenhouse gases		
67.	**Sustainable Design Guidelines** Detailed design of the Project will be undertaken in accordance with the *Transport Sustainable Design Guidelines – Version 4.0* (Transport for NSW, 2017) and is to target a gold rating and achieve a minimum silver rating.	Contractor	During design
68.	**Carbon Footprint Exercise** 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
69.	**Sustainability Officer** A suitably qualified and experienced Sustainability Officer shall be appointed who is responsible for implementing the sustainability objectives for the Project, in line with the Project'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

No.	Mitigation measure	Responsibility	Timing
70.	**Sustainability Management Plan** A Sustainability Management Plan (SMP) which details the approach to managing sustainability requirements and opportunities during design and construction shall be prepared. The SMP shall include the following as a minimum: a) a completed electronic checklist demonstrating compliance with the *Transport Sustainable Design Guidelines Version 4.0* (ST-114) b) a statement outlining the Construction Contactor's own corporate sustainability policies, obligations, goals, targets and commitments c) a description of the processes and methodologies for encouraging and identifying innovative sustainability outcomes on the Project, and the areas targeted for innovative sustainable solutions to be explored and/or implemented on the Project. d) the approach to the identification of opportunities to reduce carbon emissions, energy use and embodied lifecycle impacts of the Project. This should include a summary of initiatives proposed for implementation to meet energy and carbon management objectives and targets e) the approach to sustainable procurement including how procurement processes have taken in to account the principles of *ISO 20400: 2017 – Sustainable Procurement* in the selection of all materials, products and services f) a description of the processes, standards and procedures for undertaking climate change risk assessments and strategies for mitigation of risks associated with climate change and extreme weather events. A copy of the SMP shall be submitted to the 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).	Contractor	Pre-construction
	Cumulative impacts		
71.	**Ongoing Cumulative Impacts** The potential cumulative impacts associated with the Project 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 CEMP will capture how the known cumulative impacts will be managed with the community and key stakeholders.	Contractor	Pre-construction

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