



Transport for NSW

Moss Vale Station and Stabling Yard Upgrade

Determination Report



Artist's impression of the proposed Moss Vale Station and Stabling Yard Upgrade, subject to detailed design



Moss Vale Station and Stabling Yard Upgrade – Determination Report

Ref – A61507470

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Glossary and abbreviations

Term	Meaning
BC Act	<i>Biodiversity Conservation Act 2016 (NSW)</i>
Construction Contractor	The Construction Contractor for the proposal would be appointed by Transport to undertake the detailed design and construction of the proposal.
CPTED	Crime Prevention Through Environmental Design
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 acceptance).
Determination Report	This document – a report prepared by Transport 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	<i>Disability Standards for Accessible Public Transport (2002)</i>
EIS	Environmental Impact Statement
EP&A Act	<i>Environmental Planning and Assessment Act 1979 (NSW)</i>
EP&A Regulation	<i>Environmental Planning and Assessment Regulation 2021 (NSW)</i>
EPA	NSW Environment Protection Authority
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999 (Cwlth)</i>
Transport & Infrastructure SEPP	<i>State Environmental Planning Policy (Transport and Infrastructure) 2021 (NSW)</i>
LEP	Local Environmental Plan
LGA	Local Government Area
NES	Matters of ‘National Environmental Significance’ under the EPBC Act
NSW	New South Wales
Proponent	A person or body proposing to carry out an activity under Division 5.1 of the EP&A Act – in this instance, Transport.
Proposal	The construction and operation of the Moss Vale Station and Stabling Yard Upgrade. The proposal is being assessed as an activity under Division 5.1 of the EP&A Act.
REF	Review of Environmental Factors
Transport	Transport for NSW (the Proponent)

Executive summary

Overview of the proposal

Transport for NSW (Transport) is proposing to upgrade Moss Vale Station and the nearby stabling yard.

Moss Vale Station would be upgraded to achieve compliance with the *Disability Standards for Accessible Transport 2002* (DSAPT) and *Disability Discrimination Act 1992*, improving amenity, access and safety, and acknowledging the important role this station has to the Moss Vale community.

The station and stabling yard upgrades aim to:

- make public transport safer, inclusive and easy to use for all passengers, especially people with disabilities, older people, people with prams or luggage and others who may be experiencing mobility problems
- improve stabling capacity to accommodate new trains being delivered by the NSW Government under the Regional Rail Project, which are replacing the current ageing NSW regional fleet of trains.

The proposed upgrade work would include the following:

Moss Vale Station Upgrade

- upgrading the station's eastern access from Argyle Street, including:
 - installing two new lifts and upgrading the existing footbridge, stairs and walkway
 - upgrading accessibility to the existing bus stop and taxi drop-off near Diamond Jubilee Park
 - upgrading the Argyle Street entrance including seating, signage, and pathway
- formalising parking within the station forecourt, including new accessible parking spaces, kiss-and-ride zone and bus/coach drop-off
- adjusting some doors and ground levels at the station including resurfacing Platform 2
- replacing the existing unisex toilet with a family accessible bathroom
- installing tactile markers and boarding assistance zones on both platforms
- improving communications equipment, public address (PA) system, and security features /systems
- upgrading station power services, communications room, lighting and CCTV, line marking, landscaping, and adjusting station ticketing facilities
- upgrading the station's western access from Lackey Road, including:
 - installing a new lift and upgrading the existing footbridge and stairs
 - upgrading the footpath and installing new seating at the new lift entrance
 - installing pedestrian crossings at Lackey Road and Dalys Way
 - upgrading footpath accessibility at Dalys Way towards the station, including fencing, drainage, car parking and retaining wall.

Moss Vale Stabling Yard upgrade

- upgrading the train stabling area to accommodate the new regional intercity trains, including track lengthening at the stabling yard and providing train clearances and buffer stops
- installing new Elevated Safe Access Platforms within the stabling yard and a dedicated access driveway for the Australian Rail Track Corporation (ARTC)
- upgrading the existing Lackey Road staff vehicle access area, and a new sealed car park
- building retaining walls and installing noise mitigation measures.
- Based on the recommendations of the noise assessment, conceptual operational noise treatment will include the installation of a noise barrier of up to approximately 250 metres in length and up to 5.5 metres in height, along the western side of the stabling yard (dimensions subject to detailed design). Other possible noise mitigation measures are also subject to further consideration and final operational noise solutions as part of the detailed design process.
- installing Combined Services Routes (CSR)
- installing provisioning services to allow for watering, drainage, decanting, coolant, and fuelling
- upgrading low voltage and shore power supply for existing and new equipment, including communications equipment
- relocating existing amenity blocks and storage container to the new stabling yard access area
- carrying out ancillary work including utilities/services relocations, lighting, fencing and gates, and drainage
- building a temporary stabling yard for use during construction of the upgrades to the existing stabling yard
- installing a new diesel exhaust fluid system including 10,000-litre capacity self-bunded tank, to service the train fleet
- security and communications provision
- building elevated safe access platforms, new hose reels and water supply points.

Mobile train simulator compound

- building a permanent hardstand compound area with amenities to accommodate a mobile train simulator that would periodically park in the area.

Transport, as the Proponent for the proposal, has prepared a Review of Environmental Factors (REF) that details the scope of work and environmental impacts associated with the proposal (refer Appendix A). The REF was prepared 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).

Changes to the proposal

Since public display of the REF, the following changes have been made to the proposal:

- minor extension to a site compound to allow adequate driveway access
- addition of a temporary construction vehicle parking area adjacent to the existing commuter car park off Dalys Way (on land owned by Fabcot Pty Ltd)
- installation of a combined services route (CSR) connecting to the mobile train simulator
- occupation of rail corridor for construction during rail possession periods
- installation of stormwater drainage (and decommissioning of existing drainage infrastructure), installation of water supply (for the stabling yard), and civil and landscaping works at the intersection of Lackey Road and Parkes Road
- installation of temporary safety barriers on track to delineate the construction area
- modification to the permanent layout of the station forecourt car park and Dalys Way footpath for DSAPT compliance, including vegetation removal
- installation of a new 'kiss and ride' zone on Argyle Street
- new Electric Vehicle (EV) charging stations in the northern commuter car park off Dalys Way
- modifications to the Station Master's Office for DSAPT compliance including floor upgrade, installation of new joinery (colour/texture to match existing), door, counter and ramp adjustments.

The impacts associated with the construction-related changes have been considered in accordance with section 171 of the EP&A Regulation (refer to Chapter 3).

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

Altered mitigation measures

Following public display of the REF, the Statement of Heritage Impact (SoHI) prepared for the proposal (refer Appendix C of the REF) was revised and updated based on updated detailed design drawings/reports available from the ongoing development of the detailed design. The recommendations in the SoHI have subsequently been updated to provide better heritage outcomes. If the proposal is approved to proceed, it would be undertaken in accordance with the Conditions of Approval in Appendix B and C of this Determination Report, and the Section 60 conditions of approval.

Other mitigation measures have been added to those described in the REF, based on review of mitigation measures during detailed design and additional assessment described in this Determination Report. A consolidated list of mitigation measures is included in Appendix C of this report.

Should further design modifications be required as a result of the detailed design/construction planning process, these modifications would be assessed to determine consistency with the Conditions of Approval for the proposal, 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, as the Proponent of the Moss Vale Station and Stabling Yard Upgrade, to comply with its obligations under Division 5.1 of the EP&A Act and determine whether to proceed with carrying out 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 provided 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 and proposed Conditions of Approval (refer Appendix B and Appendix C). Transport will continue to liaise with the community and other stakeholders as the proposal progresses through detailed design and into the construction phase.

1 Introduction

1.1 Background

Transport proposes to upgrade aspects of Moss Vale Station and the nearby stabling yard.

Improving the transport customer experience is a focus of the NSW Government's transport initiatives. Interchanges and train stations are important gateways to the transport system, and are critical in shaping passenger experience and perception of public transport.

Moss Vale Station has been identified for an accessibility upgrade as it does not currently meet key requirements of the *Disability Standards for Accessible Public Transport 2002* (DSAPT) or the Commonwealth *Disability Discrimination Act 1992*. Current non-compliant station entrances, footbridges and stairs do not facilitate access for people with reduced mobility, parents/carers with prams or customers with luggage. There are no lift facilities and inadequate Tactile Ground Surface Indicators (TGSIs) to stairs, platforms and interchange facilities.

The proposed stabling yard upgrade is part of the Regional Rail Project, which is replacing the ageing NSW regional train fleet of XPT, XPLOER and Endeavour trains. The current stabling yard does not contain adequate capacity and provisions to accommodate the new fleet of trains being delivered. Coupled with this is the mobile train simulator permanent hardstand compound area which will ensure that the mobile train simulator can be accommodated and be periodically parked in the area. This will be used as a vital tool for initial training of train crew on the new fleet, to provide ongoing competency assurance and opportunity to upskill train crew.

Transport is the Proponent for the Moss Vale Station and Stabling Yard Upgrade (referred to as the 'proposal' for the purposes of this document). A description of the proposal is provided in Section 1.4.

1.2 Review of Environmental Factors

A Review of Environmental Factors (REF) has been prepared by AECOM on behalf of Transport in accordance with Sections 5.5 and 5.7 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), 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 Moss Vale Station and Stabling Yard REF was placed on public display from Monday 20 November to Wednesday 20 December 2023, with a total of 81 submissions received. Issues raised in these submissions are addressed in Section 2.3 of this report.

1.3 Determination Report

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



Figure 1 Planning approval process

The purpose of this Determination Report is to address the following requirements 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 proposal, 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 proposal.

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

Moss Vale Station is located about 127 kilometres south of the Sydney Central Business District in the suburb of Moss Vale, adjacent to Argyle Street, Lackey Road and Dalys Way. The station is located in Gundungurra, within the Wingecarribee Shire Local Government Area (LGA). The Moss Vale stabling yard is located within the rail corridor about 150 metres north of the station.

Moss Vale Station is listed on the NSW State Heritage Register ('Moss Vale Railway Station and yard group', State heritage register (SHR)#01200). The station is also subject to listings on the Section 170 Heritage and Conservation Registers held by the Transport Asset Holding Entity (TAHE) and the ARTC (item numbers 4806253 and 4280253 respectively).

'Moss Vale Railway Station' (I244) is listed in Schedule 5 of the *Wingecarribee Local Environmental Plan 2010*. The proposal also lies within the Argyle Street North Conservation Area (C1836) listed in Schedule 5 of the *Wingecarribee Local Environmental Plan 2010*. Listed heritage items associated with the proposal are discussed further in Section 6.1 of the REF.

Key features of the proposal (as described in the REF) include:

Moss Vale Station Upgrade:

- upgrading the station's eastern access from Argyle Street, including:
 - installing two new lifts, one at each end of the existing footbridge
 - upgrading the existing footbridge, stairs and walkway
 - upgrading accessibility to the existing bus stop and taxi drop-off near Diamond Jubilee Park
 - upgrading the Argyle Street entrance including seating and signage, and improving the accessible pedestrian pathway at the forecourt
- formalising parking within the station forecourt, including new accessible parking spaces, 'kiss and ride' zone and bus/coach drop-off
- adjusting some doors and ground levels at the station including resurfacing Platform 2
- replacing the existing unisex toilet with a family accessible bathroom
- installing tactile markers and boarding assistance zones on both platforms

- improving communications equipment, public address (PA) system, and security features/systems
- upgrading station power services, communications room, lighting and CCTV, line marking, landscaping, and adjustment to station ticketing facilities
- upgrading the station’s western access from Lackey Road, including:
 - installing a new lift providing access to the existing footbridge
 - upgrading the existing footbridge and stairs including new handrails and decking
 - upgrading the footpath and installing new seating at the new lift entrance near Lackey Road
 - installing a pedestrian crossing at Lackey Road and Dalys Way
 - upgrading footpath accessibility at Dalys Way towards the station, including fencing, drainage, car parking and retaining wall.

Moss Vale Stabling Yard Upgrade:

- upgrading the train stabling area to accommodate the new regional intercity trains, including track lengthening at the stabling yard and providing train clearances and buffer stops
- installing new walkways within the stabling yard and a dedicated access driveway for the Australian Rail Track Corporation (ARTC)
- upgrading the existing Lackey Road staff vehicle access area including entry and exit gates, and a new sealed car park
- building retaining walls
- installing noise mitigation measures. Based on the recommendations of the noise assessment, conceptual operational noise treatment will include the installation of a noise barrier of up to approximately 250 metres in length and up to 5.5 metres in height, along the western side of the stabling yard subject to detailed design. Other possible noise mitigation measures are also subject to further consideration as part of the detailed design process.
- installing a Combined Services Route (CSR) along the western side of the station and both sides of the stabling yard
- installing provisioning services to allow for watering, drainage, decanting, coolant, and fuelling
- upgrading low voltage and shore power supply for existing and new equipment, including communications equipment
- relocating existing amenity blocks and storage container about 60 metres north to the new stabling yard access area
- carrying out ancillary work including utilities/services relocations, lighting, fencing and gates, and drainage
- building a temporary stabling yard for use during construction of the upgrades to the existing stabling yard
- installing a new diesel exhaust fluid system including 10,000-litre capacity self-bunded tank, to service the train fleet
- building elevated safe access platforms, new hose reels and water supply points.

Mobile train simulator compound

- building a permanent hardstand compound area with amenities to accommodate a mobile train simulator that would periodically park in the area.

Additional changes to the proposal have been made since the publication of the REF, which are described in Section 3 of this report.

The construction period of the proposal is noted as early 2024 to late 2025 in the REF, however due to construction constraints construction is expected to commence in mid-2024 and be completed by late 2025.

The key features of the proposal are shown on Figure 2. Further details of the proposal are provided in Chapter 3 of the Moss Vale Station and Stabling Yard REF.

The proposal would upgrade Moss Vale Station so that legislative requirements under the *Disability Discrimination Act 1992* and the DSAPT are met.

The proposal is designed to drive a stronger customer experience outcome, to deliver improved travel to and between modes, encourage greater public transport use and better integrate interchanges with the role and function of town centres. The proposal would also assist in responding to forecasted growth in the region and support growth in commercial and residential development for the Moss Vale area.

The proposed stabling yard upgrade would provide the required stabling facilities for new trains which are to replace the ageing NSW regional train fleet of XPT, XPLOER and Endeavour trains as part of the Regional Rail Project. These trains will enhance customer experience through greater accessibility, enhanced customer comfort and convenience, as well as significant environment and sustainability improvements.

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

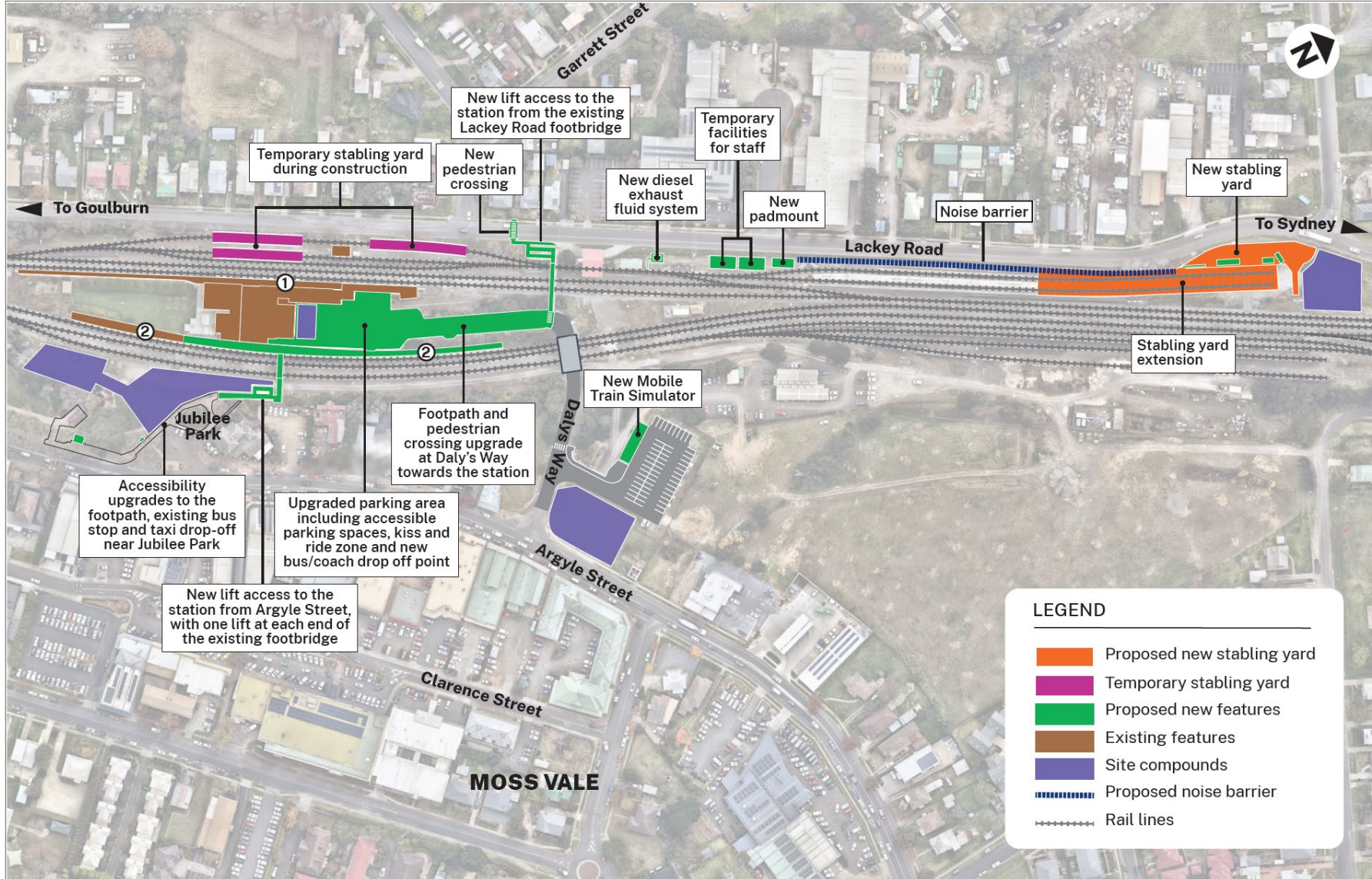


Figure 2 Key features of the proposal (indicative only, subject to detailed design)

2 Consultation and assessment of submissions

2.1 REF public display

The Moss Vale Station and Stabling Yard REF was placed on public display from Monday 20 November to Wednesday 20 December 2023 on Transport's corporate website¹ and Transport's [Have Your Say website](#)².

Community consultation activities undertaken for the public display included:

- media release on 20 November 2023 outlining the scope of the proposal, information on where to view the REF and specialist studies on Transport's website, along with details on how to make a submission
- a drop-in community information session on 4 December 2023 at Moss Vale Services Club
- distribution of around 4812 flyers letterbox dropped within Moss Vale on 30 November 2023
- public display of the REF at Wingecarribee Shire Council's office, along with supporting materials
- placement of two advertisements in the Southern Highland News outlining the scope of the proposal, information on where to view the REF and specialist studies on Transport's website, along with details on how to make a submission
- three geo-targeted social media campaigns with details on how to make a submission
- creation of a dedicated project webpage on Transport's corporate website
- presentation to Wingecarribee Shire Council on 4 July 2023
- project update meeting with Council on 19 September 2023
- briefing to the Wingecarribee Shire Council communications team by the Transport communications team on 2 November 2023
- a letter outlining the scope of the proposal, information on where to view the REF and specialist studies on Transport's website, along with details on how to make a submission sent to Wingecarribee Shire Council as per the consultation requirements under Section 2.10 and 2.11 of the *State Environmental Planning Policy (Transport and Infrastructure) 2021*.

2.2 REF submissions

A total of 81 submissions were received via letter, email and online submissions. Community submissions are addressed in Table 1. No submissions were received from other stakeholders (e.g. government agencies, local council).

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

- requests or support for improving accessibility at Moss Vale Station, including suggestions/support for installing specific accessibility features such as lifts
- requests to provide more parking at the station, or different types of parking (e.g. 'kiss and ride', 'park and ride')

¹ [Moss Vale Station and Stabling Yard Upgrade | Transport for NSW](#)

² <https://yoursay.transport.nsw.gov.au/>

- requests to improve pedestrian and cyclist connections/facilities at the station
- concern about noise emissions from the stabling yard, and comments in relation to the proposed noise barrier along the western side (Lackey Road side) of the rail corridor
- requests to retain the existing heritage values of the station, due to concern that the proposal would negatively impact heritage values.

2.3 Consideration and response to submissions

2.3.1 Community submissions

Issues raised in community submissions and responses are summarised in Table 1.

Table 1 Response to community submissions received

No.	Submission no.	Issue/s raised	Transport response
1	General		
1.1	6, 7, 10, 13, 15, 23, 28, 41, 47, 59	Support for the proposal.	Support for the proposal is noted.
1.2	48	Opposition for the proposal.	Opposition for the proposal is noted.
1.3	2, 20, 30, 40, 44	None.	No comment provided.
1.4	1, 16, 17, 18, 21, 22, 28, 31, 38, 48, 50, 55, 61, 63, 72, 75, 78	Out of scope – Train services/ frequency/ features: Submissions raised issues regarding the type and frequency of train services at Moss Vale Station, including requests for increased frequency or reliability of services, and introduction of an express service to Sydney. Submitters also commented on the new Regional Rail fleet trains (e.g. carriage number/size), or suggested that train carriages need to be ‘bike-friendly’.	<p>The type and frequency of train services to Moss Vale Station, and train features (such as carriage size/number and bicycle storage) are outside the scope of the proposal and will not be affected.</p> <p>However, feedback regarding train services/frequency, reliability and features will be passed onto the relevant teams within Transport.</p> <p>More information on the new Regional Rail fleet of trains being introduced by the NSW Government is available at the link below. Currently no timetable changes have been confirmed in relation to the Regional Rail fleet. More detailed service planning will be undertaken before deployment of the new fleet.</p> <p>Regional Rail project website: https://www.transport.nsw.gov.au/projects/current-projects/regional-rail</p> <p>To make further enquiries or provide further feedback about train services and timetables please refer to the public transport enquires and feedback webpage or phone number:</p> <ul style="list-style-type: none"> • https://transportnsw.info/contact-us/feedback/train-feedback • Phone: 131 500.
1.5	43, 45, 57, 70, 79, 80	Out of scope – Argyle Street: Submission responses referred to the Argyle Street traffic and pedestrian improvements project. Submissions	The Argyle Street traffic and pedestrian improvements project is a separate Transport project and is not part of the proposal. However, survey responses, feedback and letters regarding features/aspects of the Argyle Street traffic and pedestrian improvements project have been

No.	Submission no.	Issue/s raised	Transport response
		requested that the pedestrian crossing on Argyle Street outside Moss Vale Public School is kept in place, and opposed traffic light installation and other parking impacts which could impact local businesses and residents. Concern was also raised that access to and from the station via a pedestrian refuge island on Argyle Street is inadequate, and that it should be converted into a raised pedestrian crossing.	<p>passed onto the relevant team within Transport managing that project for review and consideration.</p> <p>Transport will also respond to all feedback received relating to the Argyle Street traffic and pedestrian improvements and publish a Consultation Summary Report.</p> <p>More information on the proposed Argyle Street traffic and pedestrian improvements can be found on Transport's website:</p> <p>https://www.transport.nsw.gov.au/projects/current-projects/argyle-street-traffic-and-pedestrian-improvements</p>
1.6	3, 18, 53, 54	Out of scope – Other traffic infrastructure at Moss Vale: Submissions requested that other infrastructure is needed and should be built, including a Moss Vale bypass, a new rail bridge between McCourt Road and Lackey Road, and to re-open the level crossing at Baker Road and Mc Court Road.	<p>Other infrastructure projects such as these are out of the scope of the proposal, however this feedback will be passed onto the relevant teams within Transport for consideration. A bypass for Moss Vale is currently being investigated by Wingecarribee Shire Council. Further information is available at Council's website:</p> <p>https://www.wsc.nsw.gov.au/Project-Directory-Works/moss-vale-bypass</p> <p>The need for the proposal and options considered for the preferred design are described in Chapter 2 of the REF.</p>
1.7	32	Out of scope - Concern regarding noise and air emissions from current operation of trains. Concern was raised regarding noise emissions and release of diesel fumes at nearby properties as trains sit idling south of the Argyle Street overbridge waiting to pick up passengers, especially during warmer weather conditions. Suggested that this occurs north of the Argyle Street overbridge closer to the station.	<p>The proposal does not include changes to the current operation of trains or train services/timetables. However, the feedback regarding idling trains and noise/exhaust emissions will be passed onto train operators (e.g. Sydney Trains).</p> <p>The proposal does however include the introduction of a diesel exhaust fluid system at the existing refuelling facility at Moss Vale Station for use by the new Regional Rail fleet of trains being introduced. Diesel exhaust fluid is a non-toxic and non-flammable solution that helps to reduce the harmful emissions that diesel engines create and release into the environment. Diesel exhaust fluid reduces harmful emissions when injected into engines by reacting with and reducing nitrogen oxide and particulate matter emissions to create ammonia, carbon dioxide and water.</p>
2	Design		
2.1	4, 5, 9, 19, 23, 27, 35, 36, 37, 39, 42, 43, 45, 46, 51, 57,	Request or support for improving accessibility to, and within, the station, particularly for those with a disability, limited mobility, parents/carers with prams	Support for improvements to accessibility at Moss Vale Station is noted. The proposal would provide a better experience for public transport customers, by improving access to the station, particularly for those with a disability, limited mobility, parents/carers with prams

No.	Submission no.	Issue/s raised	Transport response
	58, 72, 73, 74, 77, 78	and customers with luggage. Submissions included specific support or requests for lifts and accessible ramps.	<p>and passengers with luggage. The proposal would include the following:</p> <ul style="list-style-type: none"> • upgrade to the station’s eastern access from Argyle Street through installation of two new lifts, one at the end of the existing footbridge • upgrade to the station’s western access from Lackey Road through installation of a new lift to provide access to the existing footbridge • accessibility upgrade to pedestrian and parking features at the station • replacement of the existing unisex toilet with a family accessible bathroom. <p>A full description of the proposal in Chapter 3 of the REF. The proposal would ensure that Moss Vale Station would meet legislative requirements under the <i>Disability Discrimination Act 1992</i> and the DSAPT.</p>
2.2	72, 76, 78	<p>Requests for confirmation of certain aspects of the proposal, or questions regarding what is included in the proposal, including:</p> <ul style="list-style-type: none"> • Confirm the proposed access and parking features for both sides of the station • Explain what is meant by ‘upgrade’ • Clarify how the buses entering the station would turn • Confirm if the platforms would be upgraded to include a ‘real-time’ display of trains and train timetables. 	<p>The proposal is described in Chapter 3 of the REF. A summary of the key features of the proposal is also provided in Section 1.4 of this report.</p> <p>In regard to parking and access on either side of the station, the following would be undertaken as part of the proposal:</p> <ul style="list-style-type: none"> • upgrading the interchange facilities on the eastern (Argyle Street) side of the station including: <ul style="list-style-type: none"> ○ upgrading accessibility of the existing bus stop and taxi drop-off near Diamond Jubilee Park ○ installing seating and signage, re-grading of pavement and upgrading the footpath at the entrance near Argyle Street ○ installing a new ‘kiss and ride’ zone on Argyle Street (for pick-ups and drop-offs), in place of two existing 1-hour (1P) street parking spaces. • upgrading the interchange facilities on the western (Lackey Road) side of the station including: <ul style="list-style-type: none"> ○ installing pedestrian crossings across Lackey Road and Dalys Way ○ upgrading the footpath and new seating at the Lackey Road entrance ○ upgrading the footpath along Dalys Way leading to the station to provide compliant access, including modifications to fencing, drainage and installation of car parking and a retaining wall.

No.	Submission no.	Issue/s raised	Transport response
			<p>The term ‘upgrade’ refers to various improvements at Moss Vale Station and stabling yard, which have been designed to:</p> <ul style="list-style-type: none"> • comply with DSAPT requirements • accommodate the new Regional Rail fleet of trains at the stabling yard • comply with design and safety standards otherwise (e.g. Australian Standards). Refer Section 3.3.2 of the REF for a list of applicable standards. <p>Some features would be replaced with similar features of a newer design (e.g. footpaths), and some features would be new installations (e.g. lifts).</p> <p>The commuter car parking area in the station forecourt is being reconfigured to formalise several parking features (including accessible parking spaces, the ‘kiss and ride’ zone, and the bus turnaround/drop-off area), as well as to accommodate accessible footpaths. Buses would turnaround in this forecourt area in front of the station. The bus turnaround area has been designed to safely accommodate the bus sizes that access the station. The design of the upgraded access via Dalys Way (e.g. new pedestrian footpaths, crossing and signage) has also taken into consideration the requirements of bus turning circles.</p> <p>The proposal includes upgrades to the communications equipment, including installing a new public address (PA) system and audio frequency induction loops system (to allow customers with reduced hearing to hear train information). However, electronic displays to show real-time train timetable information are not part of the proposal.</p>
2.3	12, 14	<p>Comment that there are many unused areas of the station and grounds, and suggestion to use the station to show off the upstairs area and make infrastructure visible.</p>	<p>The design and layout of the proposal was based on an assessment of design options, which is described in Chapter 2 of the REF. Options were assessed by customer experience, accessibility, urban form and land use integration, transport integration, engineering constraints, facility operations and maintenance, and heritage and environment.</p> <p>The preferred option was chosen as it would improve east and west connectivity to the station and adjacent areas, complement existing station architecture and local biodiversity, protect and enhance heritage features and minimise negative visual impacts. The preferred option would also provide a quicker and safer circulation and minimise travel mode conflict within the station precinct. Lifts are being incorporated to access the two footbridges either side of the station. The design complies with accessibility and safety standards, rather than to provide a vantage point for viewing the railway corridor and surrounds.</p>

No.	Submission no.	Issue/s raised	Transport response
3	Traffic, transport and access		
3.1	26, 28, 29, 35, 43, 53, 61, 67, 71, 74, 75, 76, 77, 78, 81	Comment that the amount of parking at the station is currently inadequate and/or opposition to removing regular parking spaces during operation of the proposal / request to provide more parking at the station (including expanding or adding an additional storey to the commuter car park to keep pace with residential growth in the area).	<p>The commuter car park in the station forecourt would be reconfigured. The proposed car park layout has been updated since the publication of the REF, and would provide 21 car parking spaces (11 less than the current parking arrangement). The reconfigured car park would include three accessible spaces, a loading space, a safe turning circle for coaches and buses, and the formalisation of the 'kiss and ride' zone, comprising of two car parking spaces. Access along Dalys Way would also be improved with upgraded pedestrian footpaths and a pedestrian crossing.</p> <p>The reconfiguration of the car park is required to comply with legislative requirements under the <i>Disability Discrimination Act 1992</i> and the DSAPT, and applicable safety standards.</p> <p>The reconfiguration would improve access to the station for those with a disability, limited mobility, parents/carers with prams and passengers with luggage, and has also been designed to improve safety of vehicles, pedestrians and cyclists accessing the station via Dalys Way.</p> <p>The proposal also includes a new staff car park at the stabling yard. This new car park, along with the improved pedestrian and bicycle features at the station, are expected to reduce pressure on parking at and surround the station.</p> <p>The reconfiguration of the commuter car park in the station forecourt would improve safety for vehicles and pedestrians (especially during peak times), however the reduction in parking would have a negative impact on commuters accessing the station via Dalys Way.</p> <p>To assist customers with pick-ups and drop-offs at the station, a new 'kiss and ride' zone would be installed on Argyle Street as part of the proposal. The new 'kiss and ride' zone would replace two existing 1P street parking spaces. This is a new change subsequent to the publication of the REF, and is described further in Section 3.</p> <p>Feedback regarding parking at the station has been noted and is being retained by Transport for future consideration.</p>
3.2	11, 67, 81	Request for commuter parking to be converted to 'Park & Ride' (or similar solution) to prevent people (including non-commuters) leaving their vehicles parked for extended periods of time (e.g. days).	<p>The proposal is formalising parking within the station forecourt car park, including new accessible parking spaces, kiss and ride zone and bus/coach turnaround area and drop off location. These features have been designed to meet accessibility and safety requirements, and to improve customer experience and access to the station.</p> <p>Currently there are no further plans to convert the parking type at the commuter car parks to a 'Park and</p>

No.	Submission no.	Issue/s raised	Transport response
			Ride' format or similar scheme, however this feedback will be retained by Transport for future consideration.
3.3	25, 43, 71	Request to provide more 'kiss and ride' / drop-off locations to lessen the current traffic volumes at peak- periods (and increase pedestrian safety). Submissions also suggested to locate the kiss and ride zones outside of the station, such as on the western side of the station.	The current 'kiss and ride' feature at the station forecourt car park would be retained and formalised. A new 'kiss and ride' zone would be installed on Argyle Street as part of the proposal. The new 'kiss and ride' zone would replace two existing 1P street parking spaces. This is a new change subsequent to the publication of the REF, and is described further in Section 3.
3.4	65	Request to install shade cover for car parks as well as the footpath from the top car park to the station.	The proposal would upgrade pedestrian facilities within and surrounding the station to comply with accessibility requirements, however would not include installation of shade covers over the commuter car park off Dalys Way or the footpath from this location to the station. However, this feedback will be retained by Transport for future consideration.
3.5	16, 26, 31, 45, 57	Request to improve bicycle and/or pedestrian facilities at the station interchanges / access points, especially from Lackey Road to encourage more people to ride their bicycles to the station. Submissions also suggested new or easier pedestrian crossings across Argyle Street to access the station.	Currently, bicycle facilities at Moss Vale Station include an undercover bicycle parking area with six bicycle parking spaces. As part of the proposal, new bicycle parking facilities would be provided within the station forecourt area, to replace the existing bicycle parking spaces. The proposal would improve accessibility features at the access points to the station, including the installation of lifts at the Lackey Road side and Argyle Street side, which would remove the requirement for pedestrians and cyclists to use stairs to access the footbridges and the station platforms. Other accessibility upgrades such as new pedestrian crossings at Lackey Road and Dalys Way, new seating and signage, and upgrades to footbridges and footpaths, would also assist cyclists and pedestrians moving through the station precinct. The proposal does not include a pedestrian crossing across Argyle Street, however the Argyle Street traffic and pedestrian improvements project (a separate project being undertaken by Transport) includes a pedestrian crossing. More information on this project can be found on Transport's website: https://www.transport.nsw.gov.au/projects/current-projects/argyle-street-traffic-and-pedestrian-improvements Feedback received will also be retained by Transport for future consideration. Feedback regarding Argyle Street improvements in relation to station access has also been passed on to the Argyle Street Traffic and Pedestrian Improvements project team.

No.	Submission no.	Issue/s raised	Transport response
3.6	74	Request to upgrade pedestrian footpaths associated with commuter car parks, particularly for safety reasons.	<p>The proposal would install new pedestrian footpaths from the footbridge off Dalys Way and at the station forecourt commuter car park to meet DSAPT compliance. Footpaths would also be upgraded at the station entrances from Lackey Road and Argyle Street, and new pedestrian crossings installed at Lackey Road and Dalys Way.</p> <p>New footpaths have been designed to meet accessibility and safety standards, and also to accommodate future predicted customer volumes.</p> <p>The new and upgraded footpaths are expected to improve pedestrian safety, access and the general user experience around the station.</p>
3.7	61	Question of whether the existing bus stop on Argyle Street can be expanded to incorporate rail replacement buses.	<p>The proposal includes upgrading the accessibility to the existing bus stop on Argyle Street near Diamond Jubilee Park. Currently there are no plans to use this stop for rail replacement buses, however this feedback will be passed on to the services providers.</p>
4	Landscape character and visual amenity		
4.1	64	Request to reduce night time light emissions from the stabling yard (e.g. with shielding, motion sensors, timers).	<p>The proposal includes upgrades to lighting at the station and stabling yard. Mitigation measure 78 in the REF requires that a lighting scheme for construction and operation of the proposal is developed by a suitably qualified lighting designer and prepared in accordance with relevant standards. The lighting scheme will:</p> <ul style="list-style-type: none"> • minimise 'light spill' and glare to nearby residents, and ensure security and warning lighting is not directed at neighbouring properties • include control systems for lighting that dim or switch-off lights settings according to the amount of daylight the zone is receiving • include motion sensors to control lighting in low traffic areas. <p>Mitigation measure 67 in the REF also requires that the heritage values of the station are taken into consideration when selecting new lighting types to be installed.</p>
4.2	60	Request for the landscaping surrounding the station to be in keeping with the southern highlands 'country cottage garden' theme (including use of florals and deciduous plantings).	<p>The proposal includes landscaping of the station and stabling yard (e.g. planting new trees, plants and garden beds). The feedback received in regard to landscaping will be passed on to the contractor.</p> <p>In accordance with mitigation measure 71 in the REF, an Urban Design and Landscape Plan (inclusive of a Public Domain Plan) will be prepared by the contractor prior to finalisation of the detailed design of the proposal. This will include plans for landscaping and new plantings.</p> <p>A replanting program will also be developed in accordance with the Urban Design and Landscape Plan (refer mitigation measure 18 in the REF). Under the replanting program, all vegetation planted onsite is to</p>

No.	Submission no.	Issue/s raised	Transport response
			<p>consist of locally native species, unless otherwise approved or as required by a heritage approval/recommendation, following consultation with Council or the landowner where relevant.</p>
4.3	69	<p>Stated that the proposed noise barrier would be unsightly and out of place for the country feel of Moss Vale. Suggested that plantings (hedge/scrubs) would be more appropriate and soften the streetscape, and also remove the opportunity for graffiti along the noise barrier.</p>	<p>The proposal includes installation of a noise barrier adjacent to Lackey Road. The noise barrier has been developed as a result of noise assessments undertaken (refer Section 6.2 of the REF) to mitigate noise emissions from the rail corridor, and is subject to further refinement during detailed design. Although replacing the noise barrier with vegetation only may provide visual/amenity benefits, this would not provide the noise attenuation required to address noise emissions from the rail corridor. However, in accordance with mitigation measure 72 of the REF, vegetation planting along Lackey Road would be considered to reduce the visual impacts of the noise barrier along the residential street. In accordance with mitigation measure 73 of the REF, installation of landscaping within the road verges and along the rail corridor edges will also be considered to lessen visual impacts (including potential planting of street trees or scrubs where possible).</p> <p>Refer to the response for #4.2 for more information on landscaping/replanting.</p> <p>CCTV cameras are also being installed as part of the proposal which will contribute to positive Crime Prevention through Environmental Design (CPTED) outcomes for the station, and may help to discourage graffiti.</p>
5.	Noise and vibration		
5.1	75	<p>Request that notification to residents on Lackey Road and liaison with Wingecarribee Shire Council is undertaken in regard to the proposed noise barrier (along the western side of the station).</p>	<p>Consultation undertaken with the community, Council and other stakeholders is described in Chapter 5 of the REF, along with future proposed consultation.</p> <p>Consultation undertaken prior to the preparation of the REF in 2021 included notification and request for feedback from residents, including those along Lackey Road. Feedback received included comments about noise abatement infrastructure along Lackey Road. Consultation undertaken in relation to the public display of the REF also included nearby residents (refer to section 2.1 of this report).</p> <p>Should Transport determine to proceed with the proposal, the project team would keep the community, Council and other key stakeholders informed of the process, identify any further issues as they arise, and if required develop additional mitigation measures to minimise the impacts of the proposal. Transport would also consult directly with nearby residents predicted to be most affected by noise impacts from construction of the proposal. The interaction with the community would be undertaken in accordance with a Community Liaison Management Plan for the proposal, which is being</p>

No.	Submission no.	Issue/s raised	Transport response
			<p>developed in accordance with mitigation measure 84 of the REF.</p> <p>In accordance with mitigation measure 47 of the REF, periodic notification (monthly letterbox drop and website notification) detailing upcoming construction activities (including construction of the noise barrier), would also be delivered to noise sensitive receivers (including residents along Lackey Road) at least seven days before starting relevant work (or other period as approved by the relevant Community and Place Director).</p>
5.2	64, 66, 78	<p>Support for the proposed noise barrier, including comment that the proposal should not go ahead without it.</p> <p>One submission questioned why the noise barrier was only labelled a ‘potential’ feature in the REF.</p> <p>Other suggestions, comments and questions included:</p> <ul style="list-style-type: none"> • To extend the noise barrier on both sides of the track until the town limits, or completely enclose the rail corridor with walls and a roof. Cost implications should not be a justification for increasing noise impacts where noise levels are already over NSW EPA recommendations • Can a noise barrier be installed on the eastern side of the railway (in regard to potential increased noise impacts east of the stabling yard)? • Can the noise barrier include absorptive material to 	<p>The REF describes the proposed noise barrier as a ‘potential’ mitigation measure, subject to further investigation with the construction contractor during detailed design and confirmation that it is feasible and reasonable to construct. Transport now confirms that the noise barrier would be constructed if the proposal is approved to proceed. Further discussion is provided in Section 2.4</p> <p>The design development for the noise barrier (including its proposed size) has been an iterative process involving assessment of the predicted degree of noise mitigation that would be provided. Different heights and lengths were assessed (including heights and lengths greater than what is proposed), however did not achieve desirable noise mitigation results (i.e. in terms of noise levels and/or mitigation in the required surrounding areas). Some sizes were also not considered feasible (e.g. a noise barrier greater than six metres in height was not considered feasible). Similarly, the suggestion to completely enclose the rail corridor is not considered feasible or reasonable at this time due to the significant cost and time that would be involved.</p> <p>A noise barrier was not proposed for the eastern side of the rail corridor based on the noise assessment undertaken for the stabling yard. Sound absorption material was noted as being required for the upper part of the noise barrier (refer section 7.1.2 of the Aurecon report in Appendix D of the REF) to mitigate potential increase in noise levels for receiver locations on the eastern side of the railway line.</p>

No.	Submission no.	Issue/s raised	Transport response
		minimise noise reflection?	
5.3	56, 66	<p>Concern about noise levels from the upgrade to the stabling yard and its location, including comment that there is no more room for additional noise impacts on the surrounding area in the vicinity of the stabling yard, and that the proposal should not proceed if noise impacts can't be eliminated.</p> <p>A submitter also requested confirmation that the residents' quality of life would not be affected prior to commencing the proposal, and also asked why the stabling yard couldn't be moved further away from residents.</p>	<p>The proposed upgrade to the Moss Vale stabling yard would improve stabling capacity to accommodate new trains being delivered by the NSW Government under the Regional Rail Project, which are replacing the current aging NSW regional fleet of trains.</p> <p>The noise assessment undertaken for the REF (refer section 6.2 and Appendix D of the REF) shows that predicted noise levels from the construction and operation of the stabling yard upgrade would exceed applicable noise criteria at nearby sensitive receivers. Mitigation measures are therefore proposed to address these impacts (Section 7.2 of the REF).</p> <p><i>Construction noise</i></p> <p>To mitigate construction noise impacts, standard mitigation measures and additional mitigation measures would be applied in line with the <i>Construction Noise and Vibration Guideline (Public Transport Infrastructure)</i> (Transport, 2023). Additional mitigations could include respite periods, duration respite periods and temporary alternative accommodation for the most noise affected receivers.</p> <p>Other mitigation measures for construction noise are listed in Appendix C (mitigation numbers 43 to 57) and include a noise monitoring program to assess the effectiveness of the mitigation measures applied and whether additional mitigation is required.</p> <p><i>Operational noise</i></p> <p>To mitigate operational noise emissions, a hierarchal approach to mitigation is being applied with strategies focused on controlling noise at the source and controlling noise in transmission (e.g. noise barrier).</p> <p>In accordance with mitigation measure 57 (refer Appendix C of this report), additional investigations would be carried out during detailed design to determine predicted noise levels and the final mitigation measures required to be applied during operation of the proposal.</p> <p>In regard to the suggestion to relocate the stabling yard, its current location is based on availability of Transport/NSW Government-owned land (noting that additional width in the rail corridor is required for the stabling yard), and access to the station and associated infrastructure required to operate the stabling yard.</p> <p>In regard to current night time noise levels raised in the submissions, railway maintenance activities occur during scheduled rail possession periods (activities that can only occur when train services are not operating due to safety and practical reasons). The feedback regarding current night time noise levels will be passed onto the</p>

No.	Submission no.	Issue/s raised	Transport response
			rail operating companies performing work during these periods.
5.4	66	<p>Concern about the noise assessment methodology used in the REF, including the following comments:</p> <ul style="list-style-type: none"> • the REF only deals with sensitive receivers immediately adjoining the proposal • the existing ambient noise levels exceed the NSW EPA's recommended levels for residential areas and likely exceeds the criterion for schools (35dB(A)) • a cumulative assessment of rail noise was not undertaken 	<p>A noise and vibration assessment was undertaken for the REF to determine the construction and operational noise impacts of the proposal on noise sensitive receivers (refer Section 6.2 and Appendix D of the REF).</p> <p>The noise assessment methodology was undertaken in accordance with current applicable government policies, primarily the <i>Interim Construction Noise Guideline</i> (DECC, 2009) and the <i>Noise Policy for Industry</i> (EPA, 2017) (a full list of applicable policies is provided in Section 2.2 of Appendix D of the REF).</p> <p>In regard to questions/comments raised:</p> <ul style="list-style-type: none"> • The noise report in Appendix D of the REF <i>Regional Rail Enabling Works – Moss Vale Stabling Yard, Noise & Vibration Impact Assessment</i> was undertaken in accordance with the Noise Policy for Industry (EPA, 2017) and included consideration of residences 485 metres away from the temporary stabling yard, and residences up to 710 metres away from the permanent stabling yard. • The existing ambient noise levels are accounted for in the assessment and the resultant mitigation measures proposed. Please note a correction that the EPA's noise criterion for existing school classrooms is in fact 40dB(A) rather than 35dB(A). Furthermore, this is applied internally to buildings (not externally). Exceedances of the noise criteria were identified in the noise assessments, and in accordance with relevant guidelines feasible, reasonable management measures have been applied. • A cumulative assessment of potential impacts from the proposal in conjunction with other nearby projects was also undertaken (refer section 6.13 of the REF). The assessment found that there is potential for cumulative construction noise impacts from the proposal in combination with other projects (primarily the Argyle Street traffic and improvements works, and the new supermarket and car park development at 233 Argyle Street), if their construction stages overlap. Details of these other projects (such as construction schedules and noise impact assessments) were not available at the time of the REF preparation (however it is noted that a development application for the proposed supermarket development has now been lodged). <p>The majority of potential impacts from the proposal that could contribute to cumulative impacts would be mitigated and managed by</p>

No.	Submission no.	Issue/s raised	Transport response
			the management measures in the REF (also provided in Appendix C of this report). However in accordance with mitigation measure 101 of the REF, the potential cumulative impacts associated with the proposal are also being further considered as the design develops and as further information regarding the location and timing of the nearby potential developments is released.
6. Amenities, safety and security			
6.1	33, 49	Comments on heated waiting rooms, including positive feedback in regard to the current heated waiting room, and a request to provide a heated waiting room on Platform 1.	The proposal would involve upgrades to the ground level of Moss Vale Station's offices, waiting room and ticket counter to comply with accessibility requirements. The proposal does not include provision for a new heated waiting room at Platform 1, however the current waiting room at the station (for use by commuters travelling from both platforms) has air conditioning, that provides heating and cooling capabilities for users.
6.2	34, 39	Request to install a café, art gallery or general space that is open to the public (e.g. by using unused rooms at the station), or a community garden.	The proposal includes opportunity for heritage interpretation and public artwork displays. These will be further identified in the Urban Design and Landscape Plan which will be prepared by the contractor (in accordance with mitigation measure 71 in the REF). The proposal does not include installation of a café, art gallery or community garden (note also that use of the current courtyard garden within the station is constrained by the station's listing under the State Heritage Register). However this feedback will be passed onto the relevant team within Transport for consideration.
6.3	24, 27, 35	Request to improve pedestrian safety at the station (particularly for evening travellers), including a requests to improve station wayfinding/ signage and lighting.	The proposal includes upgrades to pedestrian facilities (e.g. footpaths, footbridges), as well as new lighting and signage (including wayfinding and safety signage). The upgrade would improve safety and access to and within the station. In accordance with mitigation measure 71 in the REF, an Urban Design and Landscape Plan will be prepared by the contractor, which will include consideration of CPTED principles, including night time safety of customers, the community and station staff.
7. Heritage			
7.1	26, 33, 34, 37, 48, 52, 57, 65, 68, 71	Concern the existing heritage values of the station (e.g. character, architecture) would be negatively impacted by the upgrade, and that the existing heritage values of the station should be retained.	Moss Vale Station is listed under the NSW State Heritage Register ("Moss Vale Railway and Yard Group") and is subject to provisions of the NSW <i>Heritage Act 1977</i> . The station is also subject to listings under Section 170 State Heritage and Conservation Registers. An assessment of the proposal on non-Aboriginal heritage impacts is provided in Section 6.1 of the REF. Design options considered for the proposal are described in Chapter 2 of the REF. The assessment of design options and selection of a preferred base option included the consideration of impacts to the heritage values at the station. Following selection of a preferred

No.	Submission no.	Issue/s raised	Transport response
			<p>base option, further design options were then identified and assessed as part of the Heritage Design Report prepared for the proposal (refer Appendix C of the REF). These design options were developed in consultation with a heritage consultant and were subject to a multi-criteria analysis against heritage design principles, which were developed for the station as part of the Heritage Design Report (including character, scale, form, siting and materials).</p> <p>A Statement of Heritage Impact (SoHI) report was prepared for the proposal (refer Appendix C of the REF) in accordance with the Heritage NSW Guidelines for <i>Preparing Statements of Heritage Impact</i> (Heritage NSW, 2023). The SoHI found that the proposal would have a moderate adverse impact overall. Recommendations were made to address impacts, which have subsequently been updated since the publication of the REF, based on the progress of the detailed design for the proposal (refer to Section 4.2 below for further information).</p> <p>The proposal would only proceed once the necessary approval from Heritage NSW under Section 60 of the <i>Heritage Act 1977</i> is obtained and any Conditions of Consent are fulfilled prior to construction commencement (if applicable). The proposal would then also be subject to applicable Conditions of Consent issued as part of the Section 60 approval.</p>
8. Property and land use			
8.1	8, 62	Requests to avoid impacting the adjacent Diamond Jubilee Park or reducing its size and ensuring that any damage from construction of the proposal is rectified.	<p>The Diamond Jubilee Park adjacent to Moss Vale Station would not be reduced in size as a result of the proposal. Proposed works in the vicinity of the park include:</p> <ul style="list-style-type: none"> • upgrade to the ramp leading to the station footbridge (and tree removal along the side of the existing ramp) • accessibility upgrade to the existing bus stop and taxi drop-off on Argyle Street near the park (e.g. footpath and ramp upgrades, installation of seats and signage) and landscaping • installation of a new kiss and ride zone on Argyle Street (replacing two existing street parking spaces, refer Section 3 for further information) • trimming of two trees in the park to allow construction vehicle/machine access from the proposed site compound area in the existing car park south of the station, off Argyle Street <p>During construction, the four, one-hour time-limited parking spaces at Diamond Jubilee Park would also be unavailable, however would be restored at completion of construction.</p> <p>There would be temporary visible and amenity impacts to people within or near the park during construction due to the presence of construction activities (refer</p>

No.	Submission no.	Issue/s raised	Transport response
			<p>section 6.4.3 and 6.9.3 of the REF respectively). Following completion of construction there would also be visual changes from viewpoints within the park due to the presence of new and upgraded features of the station (such as the lift towers and footbridge). Permanent visual impacts from viewpoints within the park were assessed as Moderate, with a neutral effect—i.e. not particularly positive or adverse), refer Section 6.4.3 of the REF.</p> <p>Any accidental damage in the park from construction would be restored.</p>
9	Cumulative Impacts		
9.1	71	Request that the proposal and assessment of impacts take into account the traffic and access impacts from the new supermarket proposed to be built nearby.	<p>Potential cumulative impacts of the proposal in conjunction with other nearby projects are considered in Section 6.13 of the REF. A number of nearby projects were identified with the potential to contribute to cumulative impacts with the proposal, including the new supermarket proposed at 233 Argyle Street. The REF found that if construction of the supermarket overlaps with the construction of the proposal there would be potential for cumulative traffic and noise impacts. The proposal (Moss Vale Station and Stabling Yard upgrade) would not generate any traffic during operation, and would otherwise improve access to the station. It is therefore not expected to contribute to negative cumulative traffic and access impacts during operation.</p> <p>A development application has now been lodged with Council for the proposed new supermarket (Application ID 24/0212), however it is not clear when construction would commence or its duration.</p> <p>In accordance with the mitigation measure in section 6.13.3 of the REF, Transport would liaise with Council and the proponent regarding construction timing, and develop and implement additional mitigation measures in the Construction Environmental Management Plan if required (e.g. to manage traffic, access and noise impacts).</p>

2.3.2 Other stakeholder submissions

A notification letter outlining the scope of the proposal was sent to Wingecarribee Shire Council on 20 November 2023 in accordance with the consultation requirements under clause 2.10 and 2.11 of the *State Environmental Planning Policy (Transport and Infrastructure) 2021*, with 30 days to provide comment.

At the time of preparing this Determination Report, no written submission had been received from Council. Since public display of the REF, consultation with Council has been ongoing regarding the revised design of the proposal.

2.4 Community sentiment towards the noise barrier

One of the consultation objectives of the REF was to understand community sentiment towards the installation of the noise barrier at the stabling yard adjacent to Lackey Road. The REF describes the

proposed noise barrier as a 'potential' mitigation measure, based on recommendations of a noise assessment. It was noted the noise barrier was subject to further investigation to determine if it is feasible and reasonable to construct.

On 30 November 2023, Transport carried out a doorknock to residential properties and commercial properties on Lackey Road and Farmers Place to gain a better understanding of sentiment towards the noise barrier from stakeholders deemed most impacted by noise emissions and visual changes to the area, should the proposal proceed.

Feedback from local residents highlighted that current noise levels from within the rail corridor and the existing stabling yard were considered intrusive, particularly during night time periods when background noise levels were low. Feedback also indicated the current noise wall in place was not sufficient and further measures were required to adequately manage noise from within the rail corridor, particularly from the wheels of the existing trains.

During the community information session held on 4 December 2023, artist impressions of the potential noise barrier were placed on display and discussions held with attendees regarding the proposed design.

Throughout the doorknock and community information sessions, most residents, businesses, and attendees showed strong support for the installation of a noise barrier.

Transport also received a number of submissions showing support for the noise barrier during the public display of the REF (refer Table 1).

In response to the community feedback, Transport confirms the noise barrier will proceed as part of the proposal.

2.5 Future consultation

Should Transport proceed with the proposal, consultation activities would continue, including consultation with Wingecarribee Shire Council, community and other stakeholders (e.g. Heritage NSW, Sydney Trains, ARTC, Regional Rail, Premier Illawarra Bus Services, NSW TrainLink and divisions within Transport) regarding design development and construction. In addition, Transport would notify residents, businesses and community members in the lead up to and during construction including those residents predicted to be impacted by noise emissions from the proposal. The consultation activities would help to ensure that:

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

The [Transport email address](mailto:projects@transport.nsw.gov.au)³ 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 and verbal communications, would continue to occur. The Transport project website⁴ would also include updates on the progress of construction.

³ projects@transport.nsw.gov.au

⁴ <https://www.transport.nsw.gov.au/projects/current-projects/moss-vale>

3 Changes to the Proposed Activity

3.1 Description of Changes

Changes to construction activities and features of the proposal have been proposed since the Moss Vale Station and Stabling Yard Upgrade REF was displayed. The changes are outlined in Table 2, along with a discussion of the impacts provided in Table 3 (unless explicitly stated in the tables below, it is considered that impacts related to other aspects are considered to be consistent with the findings of the REF including with respect to Section 171 of the EP&A Regulation and impacts to matters of National Environmental Significance (NES)). Where additional mitigation measures are required, these have been included as Conditions of Approval in Appendix C.

Table 2 Description of proposed changes

Proposed Activity	Overview of proposed change	Details of proposed change
1. Extension to the site compound area	A minor extension to the site compound area is proposed to allow additional space for adequate driveway access during construction. The extension is approximately 30 metres north of the extent of the existing proposal area, and within Council land, as shown in Figure 3.	<p>The extension occurs on primarily vacant, grassed land. Vegetation within the proposed extension area is limited to two exotic trees. The trees would not be impacted and would be managed with Tree Protection Zones (TPZs) and in accordance with relevant Transport guidelines.</p> <p>The land utilised for the site compound would be reinstated once construction is complete.</p> <p>As per Condition of Approval 2, licences, and approvals would be sought from relevant authorities where required.</p>
2. Temporary construction vehicle parking area	<p>A vacant site has been identified as a temporary construction vehicle parking area for the duration of the construction period to minimise the impact of project workers on existing parking arrangements. The land is owned by Fabcot Pty Ltd (1/DP1192022), and is outside the proposal area of the REF.</p> <p>The proposed construction vehicle parking area would be located adjacent to the existing commuter car park off Dalys Way, and would accommodate approximately 30 spaces. The proposed parking area would utilise two</p>	<p>The site would be utilised for the duration of the construction period and would be limited to use as a construction vehicle parking area only (i.e. would not be used as a site compound, laydown, storage, or amenities area).</p> <p>It is proposed the construction vehicle parking area would be accessed during standard construction hours, and outside of standard work hours during possession periods.</p> <p>The site currently consists of grass and disturbed areas from historical stockpiling and vehicle access. A large <i>Eucalyptus macarthurii</i> (Camden Woollybutt, Paddys River Box), which is listed as endangered under the EPBC Act and the <i>Biodiversity Conservation Act 2016 (BC Act)</i>, is located on the site, bordering the commuter car park. The proposed parking area has been designed to avoid direct impacts to this tree.</p>

Proposed Activity	Overview of proposed change	Details of proposed change
	<p>access/egress points, the main access through the existing commuter car park and a secondary access to the west through land owned by Pacific National.</p> <p>The proposed construction vehicle parking area is shown in Figure 3.</p>	<p>To establish the parking area, the area would be regraded and road base or similar material applied to make a suitable surface. Erosion and sediment controls would be installed as required. Access would be managed with lockable gates and appropriate signage.</p> <p>Utilising this site would reduce reliance on street parking for construction workers.</p> <p>The proposed parking area would be made good upon construction completion, with road base removed and grass reinstated.</p>
<p>3. Combined services route (CSR) for the mobile train simulator</p>	<p>Trenching is required from the mobile train simulator compound to the station forecourt to install a CSR. The location of the CSR works is shown in Figure 3. This is in addition to the CSR works previously described as part of the proposal in the REF.</p>	<p>The CSR route includes the construction of two service crossings under the rail line and would be trenched to a depth of up to 600 millimetres, from the mobile train simulator compound to an existing pit on Dalys Way. The area would be reinstated following completion.</p> <p>Works would be carried out over a one week period including night time hours to minimise disruption to commuters. Traffic control would be in place to manage a contraflow arrangement, i.e. one lane would be open at all times to maintain access to the station.</p> <p>While the works would likely be staged during other mobile train simulator activities, currently no other night works associated with the proposal are planned at the same time. A noise assessment has been undertaken for this change and is discussed in Table 3.</p>
<p>4. Occupation of rail corridor for construction during rail possession periods</p>	<p>Rail possession activities, including platform resurfacing and crane use, would require the contractor to occupy the rail corridor to access the platforms. The location is shown in Figure 3.</p>	<p>Although not technically a change in the construction methodology previously proposed, it is noted the area was not shown in the proposal boundary of the REF. This activity would be limited to possession periods.</p>
<p>5. Stormwater drainage, water supply, civil and landscaping works</p>	<p>Stormwater drainage and water supply upgrades are required to meet increased drainage and supply requirements of the stabling yard upgrade.</p> <p>This would include installation of an onsite stormwater detention (OSD) tank, decommissioning and removal of existing</p>	<p>Design development since the REF has identified the need to meet increased drainage and water supply requirements of the stabling yard upgrade.</p> <p>Trenching would be required on Lackey Road and Parkes Road to a depth and width of up to one metre. This activity would occur on Council land only. Private property would not be directly impacted.</p>

Proposed Activity	Overview of proposed change	Details of proposed change
	<p>stormwater infrastructure, connection to Council drainage, and construction of a new pit.</p> <p>Minor civil, and landscaping (turfing) works would be required to support the services upgrade. This would include road, kerb and gutter and signposting works. The location of these works is shown in Figure 3.</p>	<p>Works are expected to be undertaken over a four-night period to minimise traffic impacts. While the works would likely be staged during the stabling yard activities, currently no other night works associated with the proposal are planned at the same time.</p> <p>As per Condition of Approval 2, consultation, licences, and approvals would be sought from relevant authorities where required (refer Appendix B).</p>
6. Installation of temporary safety barriers	<p>The installation of temporary safety barriers would be required within the track area south of the Lackey Road / Dalys Way pedestrian overpass to delineate the construction area and live track. The location is shown in Figure 3.</p>	<p>The installation of safety barriers would be limited to the rail corridor on TAHE land and would be removed upon construction completion</p>
7. Change to station forecourt car park layout and Dalys Way footpath	<p>Design development of the station forecourt car park and the Dalys Way footpath has resulted in modifications to improve pedestrian and vehicle circulation and meet DSAPT compliance. The location of this scope is shown in Figure 3.</p>	<p>Design development since the REF has refined the proposed parking layout to improve the safe circulation of pedestrians from car parking and bicycle racks, while maintaining adequate space for bus movements.</p> <p>The design modification would result in the permanent removal of an additional parking space to what was described in the REF. The net permanent parking spaces in the station forecourt area would be 21, consisting of 17 standard and three accessible parking spaces and one loading space.</p> <p>The design development provides DSAPT compliant accessible footpaths and rest bays along Dalys Way, allowing improved access to the station for those with a disability, limited mobility, parents/carers with prams and passengers with luggage. Civil works relating to the footpath widening would result in an encroachment to vegetation, which was previously designated for retention in the REF. Discussion of biodiversity impacts and mitigation measures are provided in Table 3.</p>
8. New kiss and ride zone on Argyle Street	<p>Two existing 1P street parking spaces would be converted to provide an accessible kiss and ride zone for commuters. The proposed kiss and ride zone would be located on Argyle Street,</p>	<p>There are currently five 1P parking spaces at the eastern station entrance on Argyle Street. This modification proposes to convert two 1P parking spaces into an accessible kiss and ride zone. No changes are proposed to the remaining three 1P parking spaces at this location.</p>

Proposed Activity	Overview of proposed change	Details of proposed change
	adjacent to the Diamond Jubilee Park as shown in Figure 3.	Design development since the REF has refined accessibility from Argyle Street. The reconfiguration would improve access to the station for those with a disability, limited mobility, parents/carers with prams and passengers with luggage, and has also been designed to improve safety of vehicles, pedestrians and cyclists accessing the station via Argyle Street.
9. New Electric Vehicle (EV) charging stations	Six existing commuter parking spaces would be converted to EV charging stations at the northern commuter car park, as shown in Figure 3.	<p>The NSW Government has committed to achieving net zero by 2050 and the NSW <i>Electric Vehicle Strategy</i> (NSW Government, 2021) is one part of meeting this goal.</p> <p>The investment of installing six electric vehicle stations at Moss Vale Station commuter car park increases charging accessibility for commuters and supports the transition in NSW to a low-emissions future.</p> <p>The upgrading of existing unpowered spaces will help close barriers to EV adoption and aids the movement towards sustainable transport.</p> <p>The EV charging stations would be converted from existing commuter spaces. It is expected that the EV charging facilities would be for use by EVs only.</p> <p>Installation of EV charging stations would include a CSR continued from the mobile train simulator CSR, which would involve trenching to a depth of 600 millimetres. Safety bollards would also be installed to prevent damage to the EV charging stations.</p> <p>Construction is expected to be undertaken over a one week period. During this time six commuter spaces would be temporarily unavailable.</p>
10. Modifications to the Station Master's Office	Modifications to the Station Master's Office would be required for DSAPT compliance. Works include flooring upgrade, installation of new joinery (colour/texture to match existing), door, counter and ramp adjustments.	<p>The modifications would improve safe access to station services for those with a disability, limited mobility and parents/carers with prams.</p> <p>The modifications would include a condition assessment of existing heritage floor subframe, installation of new independent post supports, bearers and subframe and reinstatement of existing floorboards. Associated joinery, door, ramp adjustments, cabinetry and partitioning works would be sympathetic to the existing heritage characteristics and match the existing fabric. Heritage is further discussed in Table 3.</p>

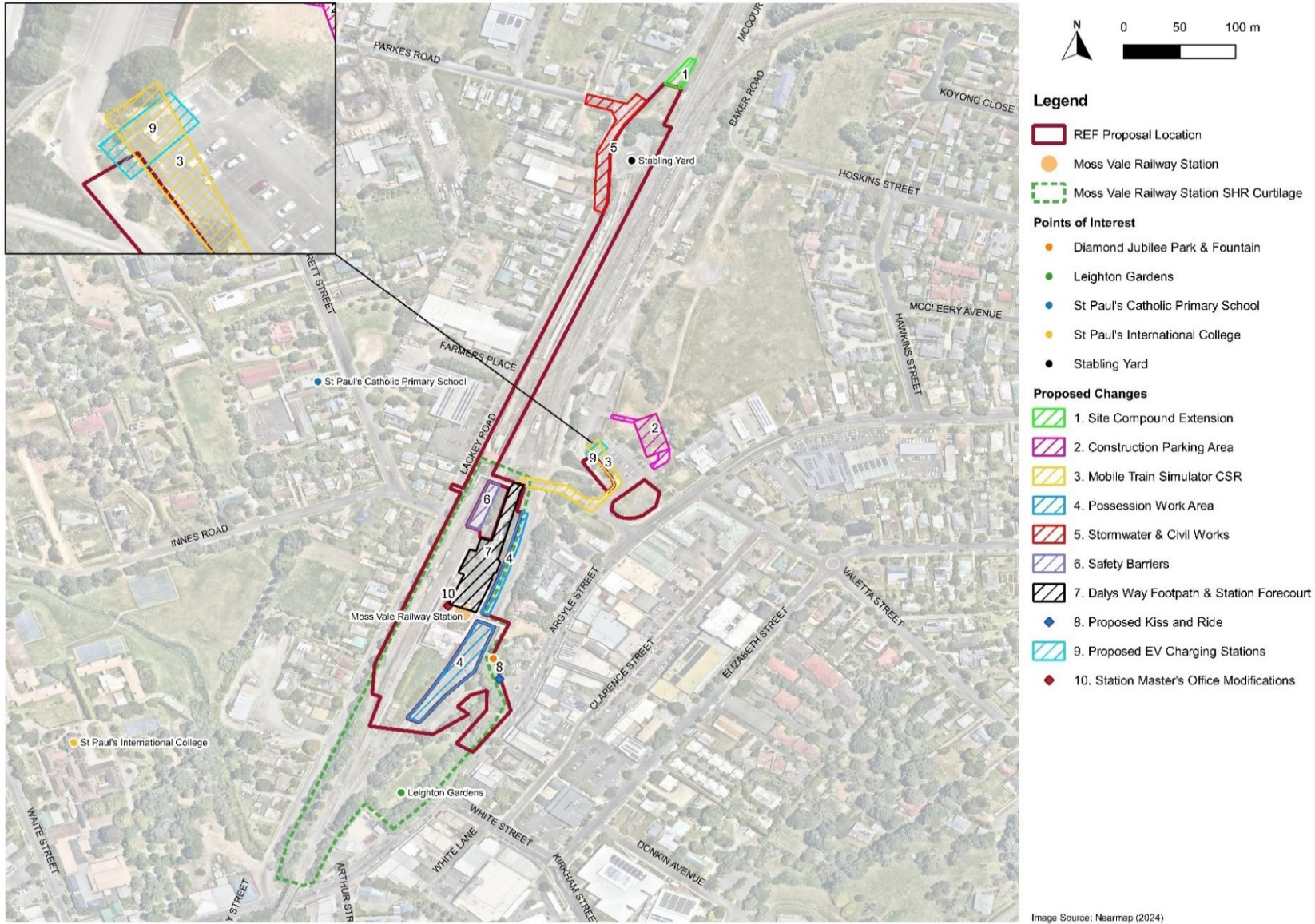


Figure 3 Changes to the proposal

3.2 Assessment of changes

Table 3 Environmental Impact Assessment of proposed changes

Issue	Discussion of potential impacts and mitigation measures
Traffic and transport	<p>1. Extension to the site compound area</p> <p>The extension would improve driveway access for plant and construction vehicle access, to the previously proposed site compound area. This activity does not generate an increase in construction traffic, or change other traffic and transport impacts previously identified in the REF, therefore the degree of traffic and transport impacts are consistent with the REF.</p> <p>2. Construction vehicle parking area</p> <p>During construction, the proposed parking area would be limited to construction vehicles only and would not include heavy vehicle/plant access. The parking area would be utilised in addition to the construction parking described in the REF, providing about 30 additional parking spaces, and would therefore reduce the reliance of street parking for construction workers. The use of the proposed parking area would not increase the overall construction traffic volumes described in the REF.</p> <p>The proposed parking area would be accessed via the commuter car park, which may cause minor delays at times for members of the public accessing the commuter car park, and cars accessing the adjacent Pacific National site. Access to the proposed construction parking area via the commuter car park and to the west through the Pacific National site would require adequate safety measures (e.g. signage) for pedestrians and vehicular traffic. The parking area would be demobilised and reinstated upon construction completion.</p> <p>Overall the degree of traffic and transport impacts associated with the use of the proposed parking area would be largely consistent with those described in the REF, and the mitigation measures in the REF would address the potential impacts associated with the proposed parking area.</p> <p>3. CSR for the Mobile Train Simulator</p> <p>Trenching works would be required from the mobile train simulator compound to the station forecourt, including along Dalys Way. Works may be undertaken outside of standard construction hours to minimise disruptions to commuters. A single lane closure may be required, which would cause minor delays to traffic (including buses), pedestrians and cyclists entering and exiting the station from Argyle Street. The single lane closure would be managed with the construction Traffic Management Plan (TMP). The CSR would be underground and once installed there would not be any impacts during operation.</p> <p>4. Occupation of rail corridor for construction during rail possession periods</p> <p>This activity would be undertaken during rail possession periods (when train services are not operating), and would not generate an increase in construction traffic. Traffic and transport impacts are considered consistent with the REF.</p>

Issue	Discussion of potential impacts and mitigation measures
	<p>5. Stormwater drainage, water supply, civil and landscaping works</p> <p>The proposed works on Lackey Road and Parkes Road would be managed with a lane closure (and using contraflow) consistent with the proposal's TMP. Driveway access to the neighbouring residential and commercial properties would be maintained at all times.</p> <p>Existing street parking in the immediate vicinity of the works would be unavailable for a short period, however with the availability of other parking in the vicinity, this potential impact is expected to be minor.</p> <p>Works would have a temporary impact to the pedestrian footpath, affecting pedestrian travel time and routes, which would be short-term and managed with the TMP. Works are expected to occur over approximately a one-week period, with potential for night works to minimise disruption to road users.</p> <p>The overall degree of traffic and transport impacts of this activity are considered consistent with those of the REF.</p> <p>6. Installation of safety barriers</p> <p>This activity is limited to the rail corridor and would not generate an increase in construction traffic. Traffic and transport impacts are considered consistent with the REF.</p> <p>7. Change to station forecourt car park layout and Dalys Way footpath</p> <p>Modifications to the station forecourt parking layout would result in the loss of an additional parking space, compared to what was described and assessed in the REF. Overall, the reconfigured car park would provide 21 parking spaces (11 parking spaces less than the current car park).</p> <p>The reconfiguration of the commuter car park in the station forecourt would improve safety for vehicles and pedestrians (especially during peak times), however the reduction in parking would have a notable negative impact on commuters accessing the station via Dalys Way, particularly at peak times. To assist customers with pick-ups and drop-offs at the station, a new 'kiss and ride' zone would be installed on Argyle Street as part of the proposal which would help to alleviate this parking pressure. The new 'kiss and ride' zone would replace two existing 1P street parking spaces. This is a new change subsequent to the publication of the REF, and is described further below.</p> <p>Modifications to Dalys Way footpath would be DSPAT compliant, improving safety and access for pedestrians accessing the station via Dalys Way and the commuter car park, particularly those with a disability, limited mobility, parents/carers with prams and passengers with luggage.</p> <p>8. New kiss and ride zone on Argyle Street</p> <p>Temporary transport impacts are associated with the occupation of the five 1P parking spaces during construction, which is consistent with the impact described in the REF at this location (as these parking spaces were already proposed to be unavailable during construction).</p> <p>Two existing 1P parking spaces on Argyle Street would be converted into a new accessible 'kiss and ride' zone for commuters (Figure 3). The remaining three 1P parking spaces would remain unchanged. There is currently no formal kiss and ride zone at the eastern entrance on Argyle Street. While two 1P parking spaces would be removed, the reconfiguration would improve access to the station for those wanting to drop-off and pick-up passengers,</p>

Issue	Discussion of potential impacts and mitigation measures
	<p>including those with a disability, limited mobility, parents/carers with prams and passengers with luggage. The 'kiss and ride' would also help to alleviate parking pressure at the station and reduce the number of cars entering the station via Dalys Way, particularly at peak times.</p> <p>9. New EV charging stations</p> <p>EV charging stations would be installed at six existing commuter car parking spaces. Works are expected to be undertaken over a one-week period. During this time these parking spaces would be unavailable, which would have a minor impact on the availability of commuter parking, however this impact may be higher during peak times.</p> <p>During operation it is expected that only electric vehicles would be permitted to use the EV charging stations, as such there would be six less parking spaces available for non-EVs. This would reduce the overall parking spaces for non-EVs from 56 to 50 spaces, which would have a minor impact on commuter parking and access at the station, though may be higher during peak times. Over time, EV ownership is expected to become more prominent which would lessen this impact.</p> <p>10. Modifications to the Station Master's Office</p> <p>This activity would not generate an increase in construction traffic, and would occur within the existing proposal area. Traffic and transport impacts are considered consistent with the REF.</p>
Urban design, landscape and visual amenity	<p>Visual receivers would be consistent with those identified in the REF. Overall, visual impacts of the construction activities would be minor. They would be consistent with similar temporary construction work sites and activities at rail stations, and transitory over the construction period of the proposal. Vegetation along Dalys Way would be impacted by civil works relating to the footpath. Lombardy poplar trees would be revegetated with mature specimens consisting of similar species to replicate the existing character of the area.</p> <p>The permanent, visible features proposed (EV charging stations, kiss and ride on Argyle Street) are not expected to have a visual impact within the existing visual settings of a main street (Argyle Street) and the existing commuter car park off Dalys Way. The overall degree of visual impact findings in the REF would not change as a result of the proposed changes.</p>
Noise and vibration	<p>1. Extension to the site compound area</p> <p>The proposed site compound area is a 30 metre extension to the existing ancillary facility assessed in the REF. The extension would be used to provide additional capacity for compound activities and improve driveway access during construction. The activity would not change the construction plant or equipment described in the REF. Noise catchment areas would also be consistent. The site compound would be demobilised following construction completion. While the site compound footprint would extend towards receivers on Lackey Road and noise sources would be temporarily closer to receivers, the overall degree of noise and vibration impacts would be largely consistent with those assessed in the REF.</p>

Issue	Discussion of potential impacts and mitigation measures
	<p>2. Construction vehicle parking area</p> <p>The activity would not change the construction plant or equipment described in the REF. Noise catchment areas would also be consistent. The parking area would be demobilised following construction completion. The degree of noise and vibration impacts are considered consistent with those assessed in the REF.</p> <p>3. CSR for the Mobile Train Simulator</p> <p>Works for the mobile train simulator CSR route would be staged in a way to minimise noise and traffic impacts, and no other construction activities associated with the proposal would be undertaken concurrently. Works for this activity would be undertaken sequentially with the EV charger installation (Activity 9) (as these two activities involve saw-cutting and trenching). Saw cutting of the road for both the CSR for the Mobile Train Simulator and EV charging stations (Activity 9) is expected to occur over a total duration of one hour during standard working hours, or potentially outside of standard construction hours in the evening. The remaining works (trenching/excavation and installation of conduits) for the CSR for the Mobile Train Simulator would be undertaken overnight over a one-week period to minimise traffic impacts. Both of these activities (saw cutting and the remaining CSR works) would be undertaken in isolation. A noise assessment has been prepared for these scenarios and is attached in Appendix D.</p> <p>The activity would not change the construction plant or equipment described in the REF. Noise catchment areas would also be consistent. The activity is limited to the construction stage only. The nearest residential receiver is located approximately 100 metres away at 240 Illawarra Highway. The noise impacts from saw cutting at this receiver for both standard daytime hours and out of hours periods is predicted to be highly intrusive (i.e. in the worst case, noise levels would be more than 20 to 25 dB(A) above the noise management level (NML), however for short durations only) (refer Appendix D). Noise levels from excavation and installation would be less than saw cutting, producing moderately intrusive noise levels (approximately 14dB(A) over the NML) during standard daytime hours, however would also be highly intrusive during out of hours periods. If these works are undertaken out of hours they would be subject to an Out of Hours Work (OOHW) approval in accordance with Transport’s <i>Construction Noise and Vibration Guideline (Public Transport Infrastructure)</i>. The OOHW approval would note the additional management measures to be applied for affected receivers.</p> <p>Affected residential and commercial receivers would be consulted in accordance with the Transport for NSW <i>Construction Noise and Vibration Guideline (Public Transport Infrastructure)</i>, and noise mitigation measures described in Appendix C implemented as relevant.</p> <p>4. Occupation of rail corridor for construction during rail possession periods</p> <p>The activity would not change the construction plant or equipment described in the REF. Noise catchment areas would also be consistent. The activity would involve standard hours and OOHW associated with possession weekends. The potential noise impacts for OOHW would be subject to an OOHW approval in accordance with the Transport for NSW <i>Construction Noise and Vibration Guideline (Public Transport Infrastructure)</i>. The degree of noise and vibration impacts are considered consistent with those assessed in the REF.</p>

Issue	Discussion of potential impacts and mitigation measures
	<p>5. Stormwater drainage, water supply civil and landscaping works</p> <p>These works would be staged in a way to minimise noise impacts, and no other construction activities associated with the proposal would be undertaken concurrently. Saw cutting is expected to occur during standard working hours or potentially outside of standard construction hours in the evening and is likely to be undertaken over a total duration of one hour. The remaining works would be undertaken during night time over a one week period to minimise traffic impacts. A noise assessment has been prepared for these scenarios and is attached in Appendix D.</p> <p>The works would be located in close proximity to residential and commercial receivers on Parkes Road and Lackey Road. The nearest residential receiver is approximately seven metres away. If saw cutting is undertaken in an out of hours evening period, the noise impacts at this receiver is predicted to be highly intrusive (i.e. in the worst case, noise levels would be more than 20 dB(A) above the NML, however for a short period only) (Appendix D). If these works are to be undertaken during out of hours, they would be subject to an OOHW approval in accordance with Transport’s <i>Construction Noise and Vibration Guideline</i> (Public Transport Infrastructure). The OOHW approval would note the additional management measures to be applied for affected receivers. This activity would not change the construction plant or equipment described in the REF. Noise catchment areas would also be consistent. The degree of noise and vibration impacts are considered consistent with those assessed in the REF.</p> <p>The activity may involve OOHW to minimise disruption to traffic. The potential noise impacts for OOHW would be subject to an OOHW approval in accordance with the Transport for NSW <i>Construction Noise and Vibration Guideline</i> (Public Transport Infrastructure).</p> <p>Affected residential and commercial receivers would be consulted in accordance with the Transport for NSW <i>Construction Noise and Vibration Guideline</i> (Public Transport Infrastructure).</p> <p>6. Installation of safety barriers</p> <p>The installation of safety barriers would not change the construction plant or equipment described in the REF. Noise catchment areas identified in the REF would also be consistent. The degree of noise and vibration impacts are considered consistent with those assessed in the REF.</p> <p>7. Change to station forecourt car park layout and Dalys Way footpath</p> <p>This activity occurs within the proposal area and would not change the construction plant or equipment described in the REF. Noise catchment areas identified in the REF would also be consistent. Noise levels during operation of the proposal would also not be affected. The degree of noise and vibration impacts are considered consistent with those assessed in the REF.</p> <p>8. New kiss and ride zone on Argyle Street</p> <p>This activity occurs within the proposal boundary and would not change the construction plant or equipment described in the REF. Noise catchment areas would also be consistent. Noise and vibration impacts are considered consistent with those assessed in the REF. This change would not impact overall noise levels on Argyle Street during operation.</p>

Issue	Discussion of potential impacts and mitigation measures
	<p>9. New EV charging stations</p> <p>The installation of EV charging stations would not change the construction plant or equipment described in the REF. Noise catchment areas would also be consistent. Works for the EV charging station would be staged in a way to minimise noise and traffic impacts. Works for this activity would likely be undertaken sequentially with the Mobile Train Simulator CSR (Activity 3). A noise assessment has been prepared for this activity and is attached in Appendix D. As described in the 'CSR for Mobile Train Simulator' section above, noise impacts are associated with sawing and trenching activities, however sawing would be short in duration (about one hour) during daytime hours, and trenching would also be undertaken during standard construction hours and occur over a one day period.</p> <p>There are no operational noise impacts associated with EV charging stations.</p> <p>Affected residential and commercial receivers would be consulted in accordance with the Transport for NSW <i>Construction Noise and Vibration Guideline (Public Transport Infrastructure)</i>, and noise mitigation measures described in Appendix C implemented as relevant.</p> <p>10. Modifications to the Station Master's Office</p> <p>This activity occurs within the proposal area and would not change the construction plant or equipment described in the REF. Noise catchment areas identified in the REF would also be consistent. The degree of noise and vibration impacts are considered consistent with the REF.</p>
Non-Aboriginal heritage	<p>1. Extension to the site compound area</p> <p>The proposed extension occurs outside the SHR and s170 heritage curtilages of Moss Vale Station. Impacts to non-Aboriginal heritage values are not expected.</p> <p>2. Construction vehicle parking area</p> <p>The proposed parking area occurs outside the SHR and s170 heritage curtilages of Moss Vale Station. Impacts to non-Aboriginal heritage values are not expected.</p> <p>3. CSR for the Mobile Train Simulator</p> <p>The proposed CSR route would intersect the north-western corner of the 'Moss Vale Railway Station and Stabling Yard Group' SHR curtilage, on Dalys Way as shown in Figure 3. It is also noted the activity would occur within the s170 register curtilage of Moss Vale Station. Works within the heritage curtilage involve trenching in the footpath/road reserve to a depth up to 600 millimetres on Dalys Way. The road would be reinstated upon completion in accordance with approval conditions.</p> <p>The CSR works are not considered to cause a physical or visual impact to heritage values. However, there is a small risk of vibration which may cause damage to the Lackey Road footbridge, particularly near the trestle supports, however this is unlikely. Any issues relating to the use of machinery near the</p>

Issue	Discussion of potential impacts and mitigation measures
	<p>footings of the Lackey Road footbridge would be managed in line with the recommendations of the Noise and Vibration Impact Assessment of the REF, SoHI, and the Conditions of Approval (refer Appendix B and Appendix C of this report).</p> <p>These works have been included in an updated version of the SoHI (refer Appendix F) that will form part of the application for section 60 approval to Heritage NSW. The overall assessment findings of the SoHI haven't changed as a result of this update.</p> <p>4. Occupation of rail corridor for construction during rail possession periods</p> <p>Minor temporary visual impacts to views and visual amenity would be associated with this activity. Construction plant would occupy the rail corridor within the SHR curtilage as shown in Figure 3. This would be limited to possession periods only. No operational impacts are associated with this activity. These works have been included in an updated version of the SoHI (refer Appendix F) that will form part of the application for section 60 approval to Heritage NSW. The overall assessment findings of the SoHI haven't changed as a result of this update.</p> <p>5. Stormwater drainage, water supply civil and landscaping works</p> <p>This activity occurs outside the SHR and s170 heritage curtilages of Moss Vale Station. Impacts to non-Aboriginal heritage values are not expected.</p> <p>6. Installation of safety barriers</p> <p>The proposed installation of safety barriers would occur within the SHR and s170 register heritage curtilages. The barriers would be installed on the tracks themselves to delineate live track and working areas. This activity would be limited to the construction period only and would be removed upon construction completion. These works have been included in an updated version of the SoHI (refer Appendix F) that will form part of the application for section 60 approval to Heritage NSW. The overall assessment findings of the SoHI haven't changed as a result of this update.</p> <p>7. Change to station forecourt car park layout and Dalys Way footpath</p> <p>The minor modification to the station forecourt parking layout maintains the same construction methodology as the REF. In terms of heritage values, although the change to parking configuration would result in a change to the existing connectivity, overall the proposal would improve safety and access to and within the station and would have a major positive impact on the social values of the station, rather than a negative impact.</p> <p>The works would require the removal of vegetation, including seven lombardy poplars within the SHR curtilage. The trees are noted as near end of life and calls for replacement in the Conservation Management Plan for Moss Vale Station. This vegetation would be replaced with advanced specimens of Lombardy poplar or their close equivalent at the same spacing as the original trees, in accordance with the recommendations set out in the Conservation Management Plan (Policy 10.7).</p> <p>These works have been included in an updated version of the SoHI (refer Appendix F) that will form part of the application for section 60 approval to Heritage NSW. The overall assessment findings of the SoHI haven't changed as a result of this update.</p>

Issue	Discussion of potential impacts and mitigation measures
	<p>8. New kiss and ride zone on Argyle Street</p> <p>The proposed kiss and ride zone would be located outside the SHR curtilage of Moss Vale Station. Impacts to the LEP listed heritage conservation area would be minor, and impacts to non-Aboriginal heritage values otherwise are not expected.</p> <p>9. New EV charging stations</p> <p>The proposed EV charging stations would be located in the northern commuter car park off Dalys Way and would be outside the SHR and s170 register heritage curtilages. Impacts to non-Aboriginal heritage values are not expected.</p> <p>10. Modifications to the Station Master’s Office</p> <p>The proposed modifications to the Station Master’s office would occur within the SHR and s170 register heritage curtilages.</p> <p>The removal of the entry ramp and handrail would impact fabric graded intrusive (contemporary ramp). The installation of a new door would impact fabric graded high (early door). The new raised floor would not impact the original floor which would be retained beneath a new fixed floor. The removal of the internal partition and replacement of some joinery would impact fabric graded as low (contemporary fabric). The skirting is to be salvaged and reused, negating impact.</p> <p>These works have been included in an updated version of the SoHI (refer Appendix F) that will form part of the application for section 60 approval to Heritage NSW. The overall assessment findings of the SoHI haven’t changed as a result of this update.</p>
Aboriginal cultural heritage	<p>A search of the Aboriginal Heritage Information Management System (AHIMS) database (on 30 August 2023) and desktop assessment of landscape features for archaeological potential was undertaken for the REF. The results show no recorded Aboriginal heritage sites within 200 metres of the proposal (inclusive of all activities described in Table 3.1). The proposal area and immediate surrounds are also previously disturbed and do not contain landscape features that may indicate potential for Aboriginal heritage.</p> <p>The following proposed activities would involve additional ground disturbing works than that accounted for in the REF:</p> <ul style="list-style-type: none"> • Activity 1: Site compound extension • Activity 3: The Mobile Train Simulator CSR • Activity 5: Stormwater drainage, water supply civil and landscaping works • Activity 8: New kiss and ride on Argyle Street • Activity 9: EV charging stations <p>Ground disturbing activities have the potential to impact Aboriginal sites if present. However, as no known Aboriginal heritage items or high-risk landscape features are located in the vicinity of the proposal area, the potential for unknown Aboriginal heritage items to be present is considered low. As</p>

Issue	Discussion of potential impacts and mitigation measures
	<p>such, the proposal is unlikely to affect Aboriginal heritage during construction. An unexpected finds procedure would be carried out in the unlikely event that potential heritage items are found.</p> <p>Operation of the proposal would not involve ground disturbance. There would be no risks to Aboriginal heritage from the operation of the proposal.</p>
Socio-economic	<p>The proposed changes would impact access, connectivity and amenity of the community (including commuters, pedestrians, residents, motorists and other receivers) due to:</p> <ul style="list-style-type: none"> • temporary traffic, transport and pedestrian/cyclist impacts associated with road and footpath construction works (Activity 2, 3, 5, 8 and 9) and access to the temporary construction parking area through the commuter car park (off Dalys Way) (Activity 2) • parking impacts, including: <ul style="list-style-type: none"> ○ temporary loss of six commuter car park spaces at the northern commuter car park (Activity 9) for installation of the EV charging stations, followed by exclusive use of these parking spaces by EVs only during operation of the proposal ○ permanent loss of an additional parking space compared to that assessed in the REF, resulting in a total of 21 parking spaces being provided (11 less than the existing situation), due to the change of station forecourt parking layout ○ replacement of two existing street parking spaces with a new kiss and ride • contribution to amenity impacts (e.g. noise and air emissions and visual impacts). <p>The reconfiguration of the commuter car park in the station forecourt would improve safety for vehicles and pedestrians (especially during peak times), however the reduction in parking would have a negative impact on commuters accessing the station via Dalys Way, particularly at peak times. To assist customers with pick-ups and drop-offs at the station (including those with accessibility requirements), a new kiss and ride is proposed at the Diamond Jubilee Park.</p> <p>The new kiss and ride would replace two existing 1P street parking spaces, which would have a negative impact on the nearby businesses due to the loss of potential customer parking, as well as people accessing the park. However the kiss and ride would improve access to the station from those dropping off and picking up people, including those with accessibility requirements.</p> <p>The addition of the construction vehicle parking area would have a positive, short-term impact on socio-economic impact by alleviating demand for street parking space during construction.</p> <p>Private property access would be maintained throughout construction.</p> <p>The installation of EV charging stations would have a positive socio-economic impact by enabling for EV charging for commuters.</p> <p>The changes would contribute to the overall implementation of the proposal, which would have socio-economic benefits to the community, including improving accessibility at the station, improving access around the station, improving safety, security and other features for customers.</p>

Issue	Discussion of potential impacts and mitigation measures
Biodiversity	<p>1. Extension to the site compound area</p> <p>The extension occurs on a disturbed site consisting of grass. No threatened species or threatened ecological communities would be impacted by the proposed works. Vegetation within the proposed extension area is limited to grass and two exotic trees. Weed species may also be present. The trees would not be impacted and would be managed with mitigation measures proposed in the REF including TPZs and relevant Transport guidelines. Weed species would be managed per the existing mitigation measures in the REF (refer to Appendix C). The area would be reinstated at the completion of construction.</p> <p>2. Construction vehicle parking area</p> <p>The proposed parking area would be located on a grassed/disturbed site, with vegetation on site including a large <i>Eucalyptus macarthurii</i> (Camden Woollybutt, Paddys River Box) (listed as endangered under the EPBC Act and BC Act) and shrubs. The parking area has been designed to avoid vegetation and would not impact the tree. No threatened species or threatened ecological communities would be impacted by the proposed works. Strict TPZs would be established and managed in accordance with relevant Transport for NSW guidelines. A monitoring program would be undertaken by the construction contractor for the duration of construction to ensure that the health of the <i>Eucalyptus macarthurii</i> (Camden Woollybutt, Paddys River Box) is maintained at all times. The parking area would be reinstated at the conclusion of construction.</p> <p>3. CSR for the Mobile Train Simulator</p> <p>The final CSR route would be designed to avoid the driplines of trees. Where the route has potential to impact the structural root zone of trees, works would be supervised by an AQF Level 5 Arborist. Vegetation removal is not proposed for this activity. Vegetation impacts would be managed with relevant Transport for NSW guidelines (refer biodiversity mitigation measures in Appendix C).</p> <p>4. Occupation of rail corridor for construction during rail possession periods</p> <p>This activity would be limited to the rail corridor and would not involve removal of vegetation. It is not expected to cause additional impacts to biodiversity than those already accounted for in the REF.</p> <p>5. Stormwater drainage, water supply, civil and landscaping works</p> <p>This activity would require the removal of grass and involve landscaping (turfing) works, but would not involve removal of vegetation. Impacts to grassed areas would be managed with relevant Transport for NSW guidelines (refer biodiversity mitigation measures in Appendix C).</p> <p>6. Installation of safety barriers</p> <p>This activity would not involve removal of vegetation and is not expected to cause any additional impacts to biodiversity than those already accounted for in the REF.</p>

Issue	Discussion of potential impacts and mitigation measures
	<p>7. Change to station forecourt car park layout and Dalys Way footpath</p> <p>An Arboricultural Impact Assessment Report was prepared for the design development of Dalys Way and is attached in Appendix E. An additional nine trees were identified in the proposal area which were not captured as part of the arboricultural assessment in the REF. The assessment also corrects the identification of several individual species (refer Appendix E).</p> <p>Design development of the Dalys Way footpath has resulted in the proposed removal of 17 trees that were previously designated for retention in the REF. The impacted trees are located on the eastern and western sides of Dalys Way (location shown in Appendix E). Civil works for footpath widening would encroach the structural root zones of the vegetation and would therefore require removal.</p> <p>In total 26 exotic trees/shrubs would be impacted by civil works on Dalys Way, comprising:</p> <ul style="list-style-type: none"> • Eight priority weeds (<i>contoneaster sp</i>, <i>Ligustrum lucidum</i> and <i>ligustrum sinense – Privot</i>) • Six shrubs (<i>juniper chinensis</i>, <i>Hebe cv</i>, <i>escallonia sp.</i>, <i>Viburnum tinus</i>), including one dead <i>escallonia sp.</i> • 12 trees: <ul style="list-style-type: none"> ○ one <i>cupressus leylandii</i> ○ three <i>cupressus sempervirens</i> ○ one <i>chamaecyparis sp.</i> ○ seven Lombardy poplars (<i>Populus nigra ‘Itallica’</i>), including individuals which would be removed for replanting purposes. <p>It is noted that no native vegetation or endangered ecological communities would be impacted by these works.</p> <p>Overall the biodiversity impact of the loss of vegetation and habitat connectivity would be low.</p> <p>The Lombardy poplars are identified as significant vegetation in the Conservation Management Plan for Moss Vale Station. Heritage impacts are discussed in the Non-Aboriginal heritage section of this Table.</p> <p>Revegetation works would be undertaken in accordance with Transport’s Biodiversity Policy, the recommendations of the SoHI and the Conservation Management Plan providing planting strategies sympathetic to the existing character and design of the original and surrounding gardens. This would include replacing the Lombardy poplars with advanced specimens or their close equivalent at similar spacing to the original trees.</p> <p>8. New kiss and ride zone on Argyle Street</p> <p>This activity would not involve removal of vegetation and is not expected to have any additional impacts to biodiversity than those already accounted for in the REF.</p>

Issue	Discussion of potential impacts and mitigation measures
	<p>9. New EV charging stations</p> <p>The installation of EV charging stations would involve trenching in a previously disturbed area. Vegetation removal is not proposed for this activity. The activity is not expected to have any additional impacts to biodiversity than those already accounted for in the REF.</p> <p>10. Modifications to the Station Master’s Office</p> <p>This activity would not involve removal of vegetation and is not expected to have any additional impacts to biodiversity than those already accounted for in the REF.</p>
Contamination, landform, geology and soils	<p>1. Extension to the site compound area</p> <p>The extension occurs on a disturbed site consisting of grass. Grass clearing and minor regrading works would be carried out resulting in a minor change in landform. Any imported material would be stabilised prior to use. Topsoil would be stockpiled for reuse in restoration works. The area would be re-established to the natural landform following construction completion.</p> <p>Pre-construction contamination testing would be undertaken in accordance with the mitigation measures. Any unexpected contaminated material would be managed in accordance with the Transport for NSW <i>Environmental Incident Procedure and Unexpected Finds Protocol</i>. Erosion and sediment controls would be established and managed in accordance with the project Erosion Sediment Control Plan (ESCP) and relevant Transport for NSW guidelines.</p> <p>Contamination, landform, geology and soils impacts are considered consistent with those assessed in the REF.</p> <p>2. Construction of vehicle parking area</p> <p>The extension occurs on a previously disturbed site and consists of grass. Grass clearing and minor regrading works would be carried out resulting in a minor change in landform. Any imported material would be stabilised prior to use. Topsoil would be stockpiled for reuse in restoration works. The area would be re-established to the natural landform following construction completion.</p> <p>Pre-construction contamination testing would be undertaken in accordance with the mitigation measures. Any unexpected contaminated material would be managed in accordance with the Transport for NSW <i>Environmental Incident Procedure and Unexpected Finds Protocol</i>. Erosion and sediment controls would be established and managed in accordance with the project ESCP and relevant Transport for NSW guidelines.</p> <p>Contamination, landform, geology and soils impacts are considered consistent with those assessed in the REF.</p> <p>3. CSR for the Mobile Train Simulator</p> <p>The CSR route would be trenched to a depth up to 600 millimetres, and the area would be re-instated upon construction completion.</p> <p>Erosion and sediment controls would be established and managed in accordance with the project ESCP and relevant Transport for NSW guidelines. Excess spoil will be reused onsite where possible or classified and disposed of in accordance with the NSW EPA <i>Waste Classification Guidelines</i>.</p>

Issue	Discussion of potential impacts and mitigation measures
	<p>Any unexpected contaminated material would be managed in accordance with the Transport for NSW <i>Environmental Incident Procedure and Unexpected Finds Protocol</i></p> <p>Contamination, landform, geology and soils impacts are considered consistent with those assessed in the REF.</p> <p>4. Occupation of rail corridor for construction during rail possession periods</p> <p>This activity would not generate a change or increase the risk of contamination or impacts to landform, geology and soils. Contamination, landform, geology and soils are considered consistent with the REF.</p> <p>5. Stormwater drainage, water supply, civil and landscaping works</p> <p>This activity would involve trenching to a depth of up to one metre. The area would be re-established upon construction completion.</p> <p>Erosion and sediment controls would be established and managed in accordance with the project ESCP and relevant Transport for NSW guidelines. Excess spoil will be reused elsewhere onsite or classified and disposed of in accordance with the NSW EPA <i>Waste Classification Guidelines</i>.</p> <p>Unexpected contamination would be managed in accordance with the Transport for NSW <i>Environmental Incident Procedure and Unexpected Finds Protocol</i>.</p> <p>Contamination, landform, geology and soils impacts are considered consistent with those assessed in the REF and the REF mitigation measures would remain applicable (refer Appendix C).</p> <p>6. Installation of safety barriers</p> <p>This activity would not generate a change or increase risk of contamination or impacts to landform, geology and soils. Impacts are considered consistent with those assessed in the REF.</p> <p>7. Change to station forecourt car park layout and Dalys Way footpath</p> <p>This activity would not generate a change or increase risk of contamination or impacts to landform, geology and soils. Impacts are considered consistent with the REF.</p> <p>8. New kiss and ride zone on Argyle Street</p> <p>This activity would not generate a change or increase risk of contamination or impacts to landform, geology and soils. Impacts are considered consistent with the REF.</p> <p>9. New EV charging stations</p> <p>Installation of EV charging stations would include trenching continued from the mobile train simulator CSR to a depth of 600 millimetres. Any unexpected contaminated material would be managed in accordance with Transport’s <i>Environmental Incident Procedure and Unexpected Finds Protocol</i>.</p>

Issue	Discussion of potential impacts and mitigation measures
	<p>Contamination, landform, geology and soils impacts are considered consistent with those assessed in the REF.</p> <p>10. Modifications to the Station Manager’s Office</p> <p>The modifications to the Station Manager’s office may expose existing contamination within the building fabric. Any unexpected contaminated material would be managed in accordance with the existing control measures of the REF.</p> <p>Contamination, landform, geology and soils impacts are considered consistent with those assessed in the REF.</p>
Hydrology and water quality	<p>1. Extension to the site compound area</p> <p>All proposed areas for vehicles would be located on a Densely Graded Base (DGB) surface (i.e. gravel material). Therefore, the activity is not anticipated to change localised flood patterns or increase the susceptibility of the surrounding areas to flood. Erosion and sediment controls (including protection of drainage inlets) would be established and managed in accordance with the project ESCP and relevant Transport guidelines to reduce the risk of water quality impacts. Potential hydrology and water quality impacts from the proposed change are considered consistent with the REF.</p> <p>2. Construction vehicle parking area</p> <p>All proposed areas for vehicles would be located on DGB surface, and the proposed parking area is already relatively flat, requiring minor grading only. Therefore, the activity is not anticipated to change localised flood patterns or increase the susceptibility of the surrounding areas to flood. Erosion and sediment controls (including protection of drainage inlets) would be established and managed in accordance with the project ESCP and relevant Transport guidelines to reduce the risk of water quality impacts. Potential hydrology and water quality impacts from the proposed change are considered consistent with the REF.</p> <p>3. CSR for the Mobile Train Simulator</p> <p>Trenching required for the CSR would be carried out on vegetated and sealed surfaces to depths of about 600 millimetres. Trenching would be planned to avoid periods of wet weather where possible and would be staged so that only a portion of trench would be open at any one time, to avoid potential inundation of the work area. The proposed change is not anticipated to change localised flood patterns, interfere with groundwater or increase the susceptibility of the surrounding areas to flood. Erosion and sediment controls (including stockpile protection where required) would be established and managed in accordance with the project ESCP and relevant Transport guidelines to reduce the risk of water quality impacts. Potential hydrology and water quality impacts are considered consistent with the REF.</p> <p>4. Occupation of rail corridor for construction during rail possession periods</p> <p>This activity would not generate a change in hydrology or increase risk of flooding. Potential water quality impacts would be addressed per standard mitigation measures contained in the REF (refer to Appendix C). Impacts are considered consistent with the REF.</p>

Issue	Discussion of potential impacts and mitigation measures
	<p>5. Stormwater drainage, water supply civil and landscaping works</p> <p>Trenching would be carried out on vegetated and sealed surfaces to a depth of one metre. Trenching would be planned to avoid periods of wet weather where possible, and would be staged to avoid the inundation of the work area. The proposed change is not anticipated to change localised flood patterns, interfere with groundwater or increase the susceptibility of the surrounding areas to flood. Erosion and sediment controls (including drainage inlet protection and stockpile protection where required) would be established and managed in accordance with the project ESCP and relevant Transport guidelines to reduce the risk of water quality impacts. Hydrology and water quality impacts are considered consistent with the REF.</p> <p>6. Installation of safety barriers</p> <p>This activity would not generate a change in hydrology or increase risk of flooding. Potential water quality impacts would be addressed per standard mitigation measures in the REF (refer also Appendix C of this report). Hydrology and water quality impacts are considered consistent with the REF.</p> <p>7. Change to the station forecourt car park layout and Dalys Way footpath</p> <p>This activity would not generate a change in water quality, hydrology or risk of flooding. Hydrology and water quality impacts are considered consistent with the REF.</p> <p>8. New kiss and ride zone on Argyle Street</p> <p>This activity would not generate a change in hydrology or increase risk of flooding. Potential water quality impacts during construction of the kiss and ride zone would be addressed per standard mitigation measures in the REF (refer Appendix C). Hydrology and water quality impacts are considered consistent with the REF.</p> <p>9. New EV charging stations</p> <p>Installation of EV charging stations would include trenching continued from the mobile train simulator CSR to depths of about 600 millimetres. Trenching would be planned to avoid periods of wet weather where possible and would be staged so that only a portion of trench would be open at any one time, to avoid potential inundation of the work area. The proposed change is not anticipated to change localised flood patterns, interfere with groundwater or increase the susceptibility of the surrounding areas to flood. Erosion and sediment controls (including stockpile protection where required) would be established and managed in accordance with the project ESCP and relevant Transport guidelines to reduce the risk of water quality impacts. Hydrology and water quality impacts are considered consistent with the REF.</p> <p>10. Modifications to the Station Manager’s Office</p> <p>This activity would not generate a change in water quality, hydrology or risk of flooding. Hydrology and water quality impacts are considered consistent with the REF.</p>

Issue	Discussion of potential impacts and mitigation measures
Greenhouse gas emissions	<p>Due to the small scale of the changes and the short-term temporary nature of the individual construction works for each change, the greenhouse gas emissions resulting from construction of the changes would be minimal. Furthermore, greenhouse gas emissions generated during construction would be kept to a minimum through the implementation of the standard mitigation measures detailed in Appendix C. The proposed changes would not generate greenhouse gas emissions during operation of the proposal. The changes may contribute to a positive impact on greenhouse gas emissions. The addition of EV charging stations would encourage a reduction in private vehicle use, and the changes overall would encourage an increase in the accessibility and use of public transport.</p>
Climate resilience and sustainability	<p>The proposed changes would not generate any additional climate-related impacts or risks to those already identified in the REF.</p>
Air quality	<p>The proposed changes would result in air quality impacts associated with dust generation and emissions due to:</p> <ul style="list-style-type: none"> • The extension of the site compound area (Activity 1): construction and use • Construction vehicle parking area (Activity 2): construction and use • The Mobile Train Simulator CSR (Activity 3): trenching and stockpiling • Stormwater drainage, water supply, civil and landscaping works (Activity 5): trenching and stockpiling • New EV charging stations (Activity 9): trenching and stockpiling. <p>Dust would be managed with the installation and maintenance of erosion and sediment controls in accordance with the project ESCP and relevant Transport guidelines (refer Appendix C).</p> <p>The proposed changes above are small in scale and would be temporary and localised to specific areas within the proposal area. With the implementation of standard construction mitigation measures, air quality impacts to sensitive receivers from dust generation would be minimal.</p> <p>The generation of exhaust emissions in the local area would be minor and short-term due to the limited number of plant, machinery and vehicles required for construction. Standard construction mitigation measures would be implemented to reduce exhaust emissions.</p> <p>The proposed changes would not generate air emissions during operation.</p> <p>Overall, the air quality impacts are considered consistent with those assessed in the REF.</p>
Cumulative impacts	<p>The proposed activities described in Table 3.1 would occur within the same construction period described in the REF. Cumulative impacts are considered consistent with those assessed in the REF and further investigation of cumulative impacts would be undertaken during detailed design and construction, per the mitigation measure for cumulative impacts (refer Appendix C). This includes consideration of the adjacent supermarket development.</p>

Issue	Discussion of potential impacts and mitigation measures
Waste	Waste types generated by the proposed changes would be consistent with those described in the REF. Construction of the proposed changes would generate minor additional volumes of waste, however these would be managed by the mitigation measures in the REF (refer Appendix C).

4 Consideration of the environmental impacts

4.1 NSW Environmental Planning and Assessment Act 1979

The REF addresses the requirements of Section 5.5 of the EP&A Act. In considering the 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.

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*⁶, and in the context of the BC Act, the *Fisheries Management Act 1994* and the EPBC Act. 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.

4.2 NSW Heritage Act 1977

The potential heritage impacts of the proposal have been assessed in Section 6.1 of the REF and SoHI (refer Appendix C of the REF). The proposal would result in impacts to the State Heritage Register (SHR) listed 'Moss Vale Railway Station and Yard Group', as well as listings under the Section 170 Heritage and Conservation Registers (held by Transport Asset Holding Entity and ARTC).

Subsequent to the public display of the REF, the SoHI was reviewed against updated detailed design drawings/reports available from the ongoing development of the detailed design. The updated detailed design does not change the proposal (as described in Chapter 3 of the REF and this Determination Report), however the recommendations in the SoHI have been updated to provide better heritage outcomes.

Based on the REF and updated SoHI, an application for approval from Heritage NSW under Section 60 of the NSW *Heritage Act 1977* has been made in relation to the proposal. If approved, the proposal would be undertaken in accordance with the Section 60 approval and attached conditions. No works for the proposal would commence prior to approval being issued.

An approval issued previously under Section 60 of the *Heritage Act 1977* in relation to the stabling yard also requires renewal, to account for the aspects of the proposal associated with the stabling yard which also affect the SHR listed heritage item. A Heritage Impact Assessment has been prepared to support an application for approval from Heritage NSW under Section 60 of the NSW *Heritage Act 1977*. If approved, the proposal would be undertaken in accordance with the Section 60 approval and attached conditions. No works for the proposal would commence prior to approval being issued.

4.3 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 REF.

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

5 Conditions of Approval

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

6 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 proposed mitigation and environmental management measures (refer to Appendix C) and the Conditions of Approval (refer to Appendix B).

7 Determination

MOSS VALE STATION AND STABLING YARD UPGRADE

APPROVAL

I, Cassandra Ffrench, as delegate of the Secretary, Transport for NSW:

1. Have examined and considered the proposal (the Proposed Activity) in the *Moss Vale Station and Stabling Yard Upgrade Review of Environmental Factors* (November 2023) and the *Moss Vale Station and Stabling Yard Upgrade Determination Report* (April 2024) in accordance with Section 5.5 of the NSW *Environmental Planning and Assessment Act 1979*.
2. Determine on behalf of Transport for NSW (the Proponent) that the Proposed Activity may be carried out in accordance with the Conditions of Approval in this Determination Report (April 2024), consistent with the Proposed Activity described in the *Moss Vale Station and Stabling Yard Upgrade Review of Environmental Factors* (November 2023).



Cassandra Ffrench
Regional Director South
Regional and Outer Metropolitan
Transport for NSW

Date: 30 April 2024

8 References

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Urban Tree Management, *Arboricultural Impact Assessment Addendum Report - Moss Vale Station and Stabling Yard Upgrades*, 2023

Appendix A Review of Environmental Factors

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

Website link: [Moss Vale Station and Stabling Yard Upgrade REF](#) (Desksite 6737472)

Website address: <https://www.haveyoursay.nsw.gov.au/moss-vale-station>

Appendix B Conditions of Approval

CONDITIONS OF APPROVAL

Moss Vale Station and Stabling Yard Upgrade

Note: these Conditions of Approval must be read in conjunction with the final mitigation measures in the Moss Vale Station and Stabling Yard Upgrade Review of Environmental Factors, mitigation measures are included in Appendix C.

Schedule of acronyms and definitions used:

Acronym	Definition
AFC	Approved For Construction
CECR	Construction Environmental Compliance Report
CEMP	Construction Environmental Management Plan
CIR	Contamination Investigation Report
CLP	Community Liaison Plan
CMP	Contamination Management Plan
CoA	Conditions of Approval
dba	Decibels (A-weighted scale)
DES	Director Environment and Sustainability (or nominated delegate)
ECM	Environmental Controls Map
EIA	Environmental Impact Assessment
EPA	NSW Environment Protection Authority
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EPL	Environment Protection Licence issued by the Environmental Protection Authority under the <i>Protection of the Environment Operations Act 1997</i>
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
RBL	Rating Background Level
REF	Review of Environmental Factors
SMP	Sustainability Management Plan
TESR	Transport Environment and Sustainability Representative
Transport	Transport for NSW
TMP	Traffic Management Plan
UDLP	Urban Design and Landscaping Plan

Term	Definition
Construction	Includes all work in respect of the Project, other than survey, acquisitions, fencing, investigative drilling or excavation, building/road dilapidation surveys, or other activities determined by the Transport ADEM to have minimal environmental impact such as minor access roads, minor adjustments to services/utilities, establishing temporary construction compounds (in accordance with this approval), or minor clearing (except where threatened species, populations or ecological communities would be affected, unless otherwise agreed by the ADEM).
Contamination	The presence in, on or under land of a substance at a concentration above the concentration at which the substance is normally present in, on or under (respectively) land in the same locality, being a presence that presents a risk of harm to human health or any other aspect of the environment.
Designated Works	Includes tunnelling, blasting, piling, excavation or bulk fill or any vibratory impact work including jack hammering and compaction, for Construction.
Emergency Work	Includes work to avoid loss of life, damage to external property, utilities and infrastructure, prevent immediate harm to the environment, contamination of land or damage to a heritage (Aboriginal or non-Aboriginal) item.
Environmental Impact Assessment (EIA)	The documents listed in Condition 1 of this approval.
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 Moss Vale Station and Stabling Yard 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	<p>Terms of Approval</p> <p>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:</p> <ul style="list-style-type: none"> a) <i>Moss Vale Station and Stabling Yard Upgrade– Review of Environmental Factors</i> (Transport for NSW, November 2023), including associated Mitigation Measures and supporting specialist studies (see Appendix C) b) <i>Moss Vale Station and Stabling Yard Upgrade – Determination Report</i> (Transport for NSW, April 2024). <p>In the event of an inconsistency between these conditions and the EIA, these conditions will prevail to the extent of the inconsistency.</p>	Contractor and Transport	Throughout
2	<p>Statutory Requirements</p> <p>These conditions do not remove any obligation to obtain all other licences, permits, approvals and land owner consents from all relevant authorities and land owners as required under any other legislation for the Project. The terms and conditions of such licences, permits, approvals and permissions must be complied with at all times.</p>	Contractor and Transport	Throughout
	Environmental Management		
3	<p>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):</p> <ul style="list-style-type: none"> 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 5 days prior e) periodic review and update of the plan submitted to the TESR for endorsement <p>Construction must not commence until the DES has provided written approval of the plan/s.</p>	Contractor	Pre-construction / Construction

No.	Condition	Responsibility	Timing
	Additional Conditions of Approval		
4	<p>Section 60 Approval</p> <p>A Section 60 approval under the <i>Heritage Act 1977</i> would be obtained from the NSW Heritage Council (or delegate) prior to the commencement of construction and the conditions of the approval must be implemented.</p>	Transport	Pre-construction
5	<p>Protection of State Heritage Items</p> <p>Design and construction of the Project within the State Heritage Register curtilage of Moss Vale Railway Station and Yard Group (SHR #01200) must be undertaken in accordance with the conditions of the approval under the Section 60 Approval of the NSW <i>Heritage Act 1977</i> and recommendations made in the Statement of Heritage Impact (AECOM, 2024), and the Moss Vale Stabling Yard - Heritage Impact Assessment (AECOM, 2024).</p> <p>In the event of any inconsistency between the conditions of the Section 60 Approval and the Statement of Heritage Impact, the Section 60 Approval will prevail to the extent of the inconsistency.</p>	Contractor	Detailed design and construction

Appendix C Mitigation Measures

The following table contains the mitigation measures from the REF, which form part of the proposal. Note that the non-Aboriginal heritage mitigation measures have been updated in line with the updated SoHI (these changes made since the publication of the REF are indicated by underlined text for additions, and strikethrough text for deletions). Note that some of the recommendations previously made in the non-Aboriginal heritage mitigation measures have now also been incorporated into the design of the proposal.

Table 4 Mitigation measures

No.	Mitigation measure	Responsibility	Timing
	General		
1.	<p>Construction Environmental Management Plan</p> <p>A Construction Environmental Management Plan (CEMP) shall be prepared and implemented prior to the commencement of construction which addresses the following matters, as a minimum:</p> <ul style="list-style-type: none"> 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 proposal e) water and soil 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 (including both building and natural materials exported from the site) m) imported natural materials (i.e. mulch, soil or rock spoil) 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 proposal. 	Contractor	Pre-construction

No.	Mitigation measure	Responsibility	Timing
	<p>The CEMP shall:</p> <ol style="list-style-type: none"> i. detail how the Contractor shall comply with the conditions of approval, mitigation measures, conditions of any licences, permits or other approvals issued by government authorities for the proposal, all relevant legislation and regulations, and accepted best practice management ii. comply with the relevant requirements of Environmental Management Plan Guideline – Guideline for Construction (edition 4) (NSW Department of Planning and Environment, 2020) iii. include an environmental compliance matrix for the proposal (or such stages of the proposal as approved by the Transport Environment and Sustainability Representative (TESR)) that details compliance with all relevant conditions and mitigation measures iv. include an Environmental Policy. <p>The CEMP shall be reviewed and updated at six monthly intervals (unless otherwise approved with the TESR) and in response to any actions identified as part of the TESR’s review of the document or in response to scope changes or modifications. Updates to the CEMP shall be made within seven days of the completion of the review or receipt of actions identified in the Transport review of the document.</p> <p>The CEMP must be approved by the DES or delegate prior to the commencement of construction and following review, and be implemented for the construction.</p>		
2.	<p>Environmental Controls Map</p> <p>An Environmental Controls Map (ECM) shall be prepared in accordance with Transport’s Environmental Control Map Guideline (Transport for NSW, 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.</p> <p>A copy of the ECM shall be submitted to the TESR for review and written approval in accordance with Mitigation Measure 4.</p> <p>The ECM shall be prepared as a map – suitably enlarged in both A0 and A3 sizes and mounted on the wall of a site office and included in site inductions, supported by relevant written information.</p> <p>Updates to the ECM shall be made within 7 days of the completion of the review or receipt of actions identified by any TESR audit of the document and submitted to the TESR for written approval.</p>	Contractor	Pre-construction
3.	<p>Site Induction</p> <p>Prior to the commencement of construction, all contractors will be inducted on the project’s key environmental and sustainability risks, procedures, mitigation measures and conditions of approval. The induction shall be given by the Environmental Personnel and as a minimum will include:</p> <ul style="list-style-type: none"> • 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 	Contractor	Pre-construction

No.	Mitigation measure	Responsibility	Timing
	<ul style="list-style-type: none"> • 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. <p>A heritage induction informing contractors of the location of known heritage items and guidelines to follow if unanticipated heritage items or deposits are located during construction.</p>		
4.	<p>Transport Environmental Management Approvals</p> <p>Requirements for documents, plans or programs which must be reviewed and approved by the TESR (including the CEMP) are outlined in the Mitigation Measures. All reviews and approvals associated with these Mitigation Measures shall meet the following requirements (unless otherwise approved by the TESR or DES or if specifically noted in a Mitigation Measure):</p> <ol style="list-style-type: none"> 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 14 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 written approval. <p>Construction must not commence until the DES has provided written approval of the plan/s.</p>	Contractor	Pre-construction
5.	<p>Environment Personnel</p> <p>Suitably qualified and experienced environmental management personnel shall be available and be responsible for implementing the environmental objectives for the proposal, including undertaking regular site inspections, preparation and implementation of environmental documentation and ensuring the proposal meets the requirements of the Environmental Management System (EMS).</p> <p>Details of the environmental personnel, including relevant experience, defined responsibilities and resource allocation throughout the proposal (including time to be spent on-site/off-site) are to be submitted for the written approval of the DES, at least 21 days prior to commencement of construction of the proposal (or such time as otherwise approved by the DES).</p> <p>Any adjustments to environmental resource allocations (on-site or off-site) are to be approved by the DES.</p>	Contractor	Pre-construction and construction
6.	<p>Service Relocation</p> <p>Service relocation will be carried out in consultation with the relevant authority. Existing services and exclusion zones shall be identified on the ECM and on site to avoid direct impacts during construction.</p>	Contractor	Pre- construction and construction

No.	Mitigation measure	Responsibility	Timing
7.	<p>Detailed Design Validation</p> <p>A detailed design validation report (DDVR) for the proposal shall be prepared and submitted at each design stage to detail how compliance is achieved against:</p> <ul style="list-style-type: none"> • the final proposal description • all design mitigation measures detailed in the REF • any conditions of approval in the determination report for the proposal. <p>A final DDVR will accompany the Approval for Construction (or equivalent) submission.</p> <p>The Proponent shall:</p> <ol style="list-style-type: none"> a) submit a copy of the DDVR to the TESR for review 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. <p>Upon completion of the final TESR review period, a copy of the DDVR will be submitted to the DES (or nominated delegate) for written approval. The DDVR will be submitted to Transport for review and Confirmation that the design achieves compliance.</p>	Contractor	Pre-construction and following each design phase
8.	<p>Environmental Incident Procedure</p> <p>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'.</p>	Contractor	Construction
9.	<p>Proposal Modifications</p> <p>Any modifications to the proposal (as defined in the REF and/or this 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.</p>	Contractor	As required
10.	<p>Proposal Changes</p> <p>Any changes to the proposal (as defined in the REF and/or this 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 change.</p>	Contractor	As required

No.	Mitigation measure	Responsibility	Timing
11.	<p>Modification/Change Register</p> <p>A project modification/change register shall be created and maintained throughout the proposal to identify proposal 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.</p>	Contractor	As required
	<p><u>Construction Environmental Compliance Report</u></p> <p><u>A Construction Environmental Compliance Report (CECR) for the proposal shall be prepared which addresses the following matters:</u></p> <ul style="list-style-type: none"> a) <u>compliance with the Construction Environmental Management Plan (CEMP) and these conditions</u> b) <u>compliance with any approvals or licences issued by relevant authorities for the construction of the proposal</u> c) <u>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)</u> d) <u>environmental monitoring results, presented as a results summary and analysis</u> e) <u>details of the percentage of waste diverted from landfill and the percentage of spoil beneficially reused</u> f) <u>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)</u> g) <u>details of any review and amendments to the CEMP resulting from construction during the reporting period</u> h) <u>any other matter as requested by the Director Environment and Sustainability (DES).</u> <p><u>The CECR shall:</u></p> <ul style="list-style-type: none"> i. <u>be submitted to the TESR for review. Be submitted to the DES for written approval upon completion of the TESR review period.</u> <p><u>The first CECR shall be submitted to the TESR four weeks prior to construction commencing and will include a pre-construction environmental compliance matrix for the proposal that details compliance with all relevant conditions and mitigation measures. The succeeding CECRs shall be submitted at six monthly intervals for the construction and be submitted within four weeks of expiry of that period (or at any other time interval approved by the DES). The final CECR shall detail compliance with all Conditions of Approval, licences and permits required to be obtained under any other legislation for the proposal. Each revision of the CECR shall be submitted to the TESR for review and written approval in accordance with Mitigation Measure 4.</u></p>	<u>Contractor</u>	<u>Pre-construction and construction</u>
	Biodiversity		
12.	<p>Biodiversity Induction</p> <p>All workers will be provided with an environmental induction before starting work onsite. This induction will include information on the protection measures to be put in place to protect vegetation, penalties for breaches and locations of areas of sensitivity.</p>	Contractor	Pre-construction / construction

No.	Mitigation measure	Responsibility	Timing
13.	<p>Removal of Trees or Vegetation</p> <p>The proposal will be designed and constructed to retain as much existing vegetation as possible and disturbance of vegetation will be limited to the minimum amount necessary to construct the proposal. Trees nominated to be removed in the Moss Vale Regional Rail Enabling Works Arboricultural Impact Assessment (Ecological 2021), the Moss Vale Station and Stabling Yard Upgrade Arboricultural Impact Assessment Addendum Report (Urban Tree Management, 2023) <u>and the Arboricultural Impact Assessment – Moss Vale Train Station (Hunter Bruce Tree Consulting, 2024)</u> will be clearly demarcated onsite prior to construction, to avoid unnecessary vegetation removal. Trees to be retained will be protected through temporary protection measures. Landowners consent would be obtained prior to vegetation removal, should TAHE not be the landowner.</p> <p>Separate approval, in accordance with Transport’s EMF-EM-TT-0144 Removal or trimming of vegetation application, is required for the trimming, cutting, pruning or removal of all trees or vegetation where the impact has not already been identified in the REF or Determination Report for the proposal. The trimming, cutting, pruning or removal of trees or vegetation shall be carried out in accordance with the Mitigation Measures.</p>	Contractor	Pre-construction / construction
14.	<p>Biodiversity Management</p> <p>Construction of the proposal must be carried out in accordance with Transport’s <i>Biodiversity Policy</i> (Transport for NSW, 2022c) which includes Transport’s <i>Biodiversity Assessment Guideline</i>, Transport’s <i>No Net Loss Guidelines</i> and Transport’s <i>Tree and Hollow Replacement guidelines</i> (Transport for NSW, 2022c), Transport’s <i>Vegetation Management (Protection and Removal) Guideline</i> (Transport for NSW, 2022d), and Transport’s <i>Fauna Management Guideline</i> (Transport for NSW, 2022e).</p>	Contractor	Construction
15.	<p>Tree Protection Zones</p> <p>Recommendations made in the Arboricultural Impact Assessment (Ecological 2021) and the Arboricultural Impact Assessment Addendum Report (Urban Tree Management, 2023) <u>and the Arboricultural Impact Assessment Report (Hunter Bruce Tree Consulting 2024)</u> will be adhered to, including establishment of Tree Protection Zones (TPZs) around trees to be retained. Tree protection will be carried out in line with <i>AS 4970-2009 Protection of Trees on Development Sites</i> and will include exclusion fencing of TPZs. The tree dripline may be used as a guide for protecting trees where an exclusion zone is not established by an arborist/ecologist. Should the approved development be altered by a post-approval assessment, consideration of any additional TPZs beyond those identified in the Arborist Assessments (Ecological 2021, Urban Tree Management 2023, <u>Hunter Bruce Tree Consulting 2024</u>) will be required and may need to be supported by additional or addendum arboricultural/ecological advice.</p>	Contractor	Pre-construction / Construction
16.	<p>Vegetation Damage</p> <p>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.</p> <p>Where arborist advice indicates that a tree or vegetation may be at risk of failure due to proposal 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 should be followed.</p>	Contractor	Construction

No.	Mitigation measure	Responsibility	Timing
	Where tree or vegetation removal is required, replacement must be in accordance with Transport's <i>Biodiversity Policy</i> (Transport for NSW, 2022c).		
17.	<p>Weed Control</p> <p>Weed control measures, consistent with Transport's <i>Weed Management and Disposal Guideline</i> (Transport for NSW, 2020c), 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 proposal. This will include the management and disposal of weeds in accordance with the <i>Biosecurity Act 2015</i>.</p>	Contractor	Pre-construction / Construction
18.	<p>Replanting Program</p> <p>Any vegetation removal shall be offset in accordance with Transport's <i>Biodiversity Policy</i> (Transport for NSW, 2022c). All vegetation planted on-site is to consist of locally native species, unless otherwise approved by the DES or as required by a heritage approval/recommendation, following consultation with the relevant Council, where relevant, and/or the owner of the land upon which the vegetation is to be planted.</p> <p>A replanting strategy and maintenance schedule of offsetting on and offsite is to be provided to the TESR for review and approval at least four weeks prior to the commencement of replanting.</p> <p>All vegetation will be maintained for at least 12 months following completion of construction or following planting (whichever ends last) (unless approved by the TESR).</p>	Contractor	Construction and operation
19.	<p>Paddys River Box</p> <p>A monitoring program will be undertaken by the construction contractor for the duration of construction to ensure that the health of the listed <i>Eucalyptus macarthurii</i> (Camden Woollybutt, Paddys River Box) (located in the temporary construction parking area) is maintained at all times.</p>	Contractor	Construction
	Hydrology and water quality		
20.	<p>Vehicle Maintenance</p> <p>Vehicles and machinery will be properly maintained and routinely inspected to minimise the risk of fuel/oil leaks. Construction plant, vehicles and equipment will also be refuelled offsite, or in a designated refuelling area.</p>	Contractor	Construction
21.	<p>Pollution Incident</p> <p>In the event of a pollution incident, work will cease in the vicinity and the contractor will immediately notify Transport's Project Manager and TSER. The EPA will be notified by Transport if required, in accordance with Part 5.7 of the POEO Act.</p>	Contractor	Construction
22.	<p>Existing Drainage</p> <p>The existing drainage systems will remain operational throughout the construction phase.</p>	Contractor	Construction

No.	Mitigation measure	Responsibility	Timing
23.	<p>Dewatering</p> <p>A dewatering procedure will be implemented in accordance with Transport’s <i>Water Discharge and Reuse Guideline</i> (Transport for NSW, 2020b).</p>	Contractor	Construction
24.	<p>Heavy Rainfall Management</p> <p>Construction scheduling, site accesses and layout of the site compound area in the southern car park off Argyle Street will take into account the possibility of being affected by large flood events (i.e. 1per cent AEP and Probable Maximum flood events). Weather forecasts for the region will be monitored for significant rain events (including upstream areas in the catchment), and fuel/chemical storage will be avoided in the site compound area on the southern car park off Argyle Street.</p>	Contractor	Construction
Contamination, landform, geology and soils			
25.	<p>Contamination Investigation</p> <p>Prior to construction, an investigation of the proposal site shall be undertaken by a suitably qualified Environmental Consultant, in accordance with the level of assessment and requirements stipulated by the <i>National Environment Protection (Assessment of Site Contamination) Amendment Measure (NEPM) 2013</i>. The assessment shall also be generally undertaken in accordance with:</p> <ul style="list-style-type: none"> • <i>Contaminated Sites - Sampling Design Guidelines (EPA, 1995)</i> • <i>AS 4482 (2005) Guide to the investigation and sampling of sites with potentially contaminated soil.</i> <p>The investigation report shall be prepared in accordance with the <i>Guidelines for Consultants Reporting on Contaminated Sites</i> (Office of Environment and Heritage, 2011) and shall also include a preliminary waste classification in accordance with the <i>Waste Classification Guidelines</i> (NSW EPA, 2014).</p> <p>Specific requirements for further investigation (including requirements for a Site Auditor), remediation or management of any contamination shall be included in the CEMP (or supporting Contamination Management Plan) as appropriate.</p> <p>Note: Nothing in this condition removes any obligation to adhere to the requirements under the <i>NSW Contaminated Land Management Act 1997</i> (or other legislation).</p>	Contractor	Pre-construction, construction
26.	<p>Contaminated Land Management Plan</p> <p>A Contaminated Land Management Plan will be prepared and implemented as part of the CEMP. The plan will include, but not be limited to:</p> <ul style="list-style-type: none"> • capture and management of any surface runoff contaminated by exposure to the contaminated land • further investigations required to determine the extent, concentration and type of contamination, as identified in the detailed site investigation (Phase 1) • management of the remediation and subsequent validation of the contaminated land, including any certification required (if applicable) measures to ensure the safety of site personnel and local communities during construction. 	Contractor	Pre-construction

No.	Mitigation measure	Responsibility	Timing
27.	<p>Unexpected finds – Contamination</p> <p>An appropriate Unexpected Finds Protocol, considering asbestos containing materials and other potential contaminants, will be included in the CEMP. Procedures for handling asbestos containing materials, including licensed contractor involvement as required, record keeping, site personnel awareness and waste disposal will be carried out in accordance with SafeWork NSW requirements.</p> <p>If contaminated areas are encountered during construction, appropriate control measures should be put in place to manage the immediate risks of contamination.</p> <p>All other work that may impact the contaminated area will stop until the nature and extent of the contamination has been confirmed and necessary site-specific controls or further actions identified in consultation with the TESR and/or EPA.</p>	Contractor	Construction
28.	<p>Asbestos Management Plan</p> <p>An Asbestos Management Plan will be developed to manage asbestos and asbestos containing material if encountered during the construction. The plan will include:</p> <ul style="list-style-type: none"> • identification of potential asbestos on site • procedures to manage and handle any asbestos • mitigation measures if asbestos is encountered during construction • procedures for disposal of asbestos in accordance with the NSW EPA guidelines, Australian Standards and relevant industry codes of practice. 	Contractor	Pre-construction
29.	<p>Spill management</p> <p>Spill management measures will be included in the CEMP. The measures will be implemented in the event of a spill, including initial response and containment, notification of emergency services and relevant authorities (EPA officers).</p>	Contractor	Pre-construction, Construction
30.	<p>Spoil and excess vegetation material management</p> <p>Excess spoil or vegetation material not required or able to be used for backfilling or landscaping will be stockpiled in a suitable location before being reused or removed from the site and disposed of appropriately in accordance with the NSW EPA Waste Classification Guidelines (NSW EPA, 2014).</p>	Contractor	Construction
31.	<p>Mulch and landscaping</p> <p>1. <u>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:</u></p>	<u>Contractor</u> <u>Project</u> <u>Manager</u>	<u>Construction</u>

No.	Mitigation measure	Responsibility	Timing
	<ol style="list-style-type: none"> a) <u>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</u> b) <u>The material must comprise hardwood chips with not more than 5% fines by volume, and must not contain any bark</u> c) <u>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</u> d) <u>Hardwood chip must be free of soil, weeds, stones, vermin, insects or other foreign material</u> <ol style="list-style-type: none"> 2. <u>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</u> 3. <u>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</u> 4. <u>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:</u> <ol style="list-style-type: none"> a) <u>location, date, and time of inspection</u> b) <u>name of inspector</u> c) <u>product name, supplier name, volume of material</u> d) <u>photographs of material inspected</u> e) <u>sample collection details (when applicable).</u> 		
32.	<p>Erosion and sediment control</p> <p>Soil and water management measures shall be prepared, implemented and maintained for the mitigation of water quality impacts during construction of the proposal in accordance with Managing Urban Stormwater: Soils and Construction Volume 14th Edition (Landcom, 2004). The following are required, based on the amount of disturbance proposed:</p> <ul style="list-style-type: none"> • soil and water management measures included on the ECM and in the CEMP for less than 250m² of disturbance • erosion and sediment control plan (ESCP) for between 250-2,500m² of disturbance • soil and water management plan (SWMP) for over 2,500m² of disturbance. <p>Management measures will be established prior to any clearing, grubbing or site establishment activities and will be maintained and regularly inspected (particularly following rainfall events) to ensure their ongoing functionality. At a minimum, inspection will occur monthly and 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 carried out.</p>	Contractor	Pre-construction, Construction

No.	Mitigation measure	Responsibility	Timing
33.	<p>Rehabilitation</p> <p>The rehabilitation of disturbed areas will be carried out progressively as construction stages are completed, in accordance with:</p> <ul style="list-style-type: none"> the NSW Soils and Construction – Managing Urban Stormwater Volume 1 “the Blue Book” (Landcom, 2004) and Volume 2 (Department of Environment and Climate Change, 2008). 	Contractor	Construction
34.	<p>Lead contamination</p> <p>In the event that construction requires excavation in the area where lead contamination has been identified within the proposal area, lead impacted fill will be managed in one of the following ways:</p> <ul style="list-style-type: none"> the lead-impacted fill could be excavated and be taken offsite for disposal to minimise the risk of exposure to construction workers or the general public additional fill characterisation risk assessment could be carried out to potentially reduce the need for offsite disposal. 	Contractor	Construction
Traffic and transport			
35.	<p>Road Condition Reports</p> <p>Prior to construction commencement, road condition surveys and reports on the condition of roads and footpaths to be affected by construction shall be prepared and provided to Transport for information. Any damage resulting from the construction of the proposal, aside from that resulting from normal wear and tear, shall be repaired at the contractor’s expense.</p>	Contractor	Pre-construction and post-construction
36.	<p>Traffic Management Plan</p> <p>Before the start of construction, a Traffic Management Plan (TMP) will be prepared as part of the CEMP and will include (but not be limited to) the following measures:</p> <ul style="list-style-type: none"> installing adequate road signage at construction work sites to inform motorists, pedestrians and cyclists of the work site to minimise the risk of road accidents and disruption to surrounding land uses maximising safety and accessibility for pedestrians and cyclists allowing for adequate vehicle sight lines for safe entry and exit from the site maintaining access to the station, and surrounding businesses and residential properties (unless affected property owners have been consulted and appropriate alternative arrangements made) managing impacts and changes to on and off street parking, and requirements for any temporary replacement provision selecting heavy vehicle haulage routes to minimise impacts on sensitive land uses and businesses managing traffic flows around the area affected by the proposal, including as required regulatory and direction signposting, line marking and variable message signs and other traffic control devices necessary for the implementation of the TMP. 	Contractor	Pre-construction, construction

No.	Mitigation measure	Responsibility	Timing
	Consultation with the relevant roads authorities will be carried out during preparation of the construction TMP. The performance of traffic arrangements must be monitored during construction.		
37.	Community notification Communication will be provided to the community and local residents to inform them of changes to parking, pedestrian/cyclist access and traffic conditions, including vehicle movements and anticipated effects on the local road network relating to site work.	Contractor	Pre-construction, construction
38.	Road Occupancy Licences Road Occupancy Licences for temporary road closures will be obtained, where required.	Contractor	Pre-construction, construction
39.	Pedestrian access Pedestrian access will be maintained throughout construction as much as possible so pedestrian connectivity impact is minimised as a part of the work. Suitable and safe diversion routes are to provide where required.	Contractor	Construction
40.	Consultation – Bus companies Consultation will be carried out with local and regional bus companies before and during construction.	Contractor	Pre-construction, construction
41.	Consultation – Emergency services Consultation will be carried out with emergency services before and during construction to confirm any diversions during construction and any operational road network changes.	Contractor	Pre-construction, construction
42.	Consultation – Property owners/occupiers Consultation will be carried out with property owners and occupiers regarding changes to access arrangements and temporary removal of on-street parking.	Contractor	Pre-construction, construction
43.	Consultation – Council Consultation will be carried out with council regarding potential impacts to parking during the construction period.	Contractor	Pre-construction, construction
	Noise and vibration		
44.	Construction Noise and Vibration Before the start of construction, a Construction Noise and Vibration Management Plan (CNVMP) will be developed and implemented in accordance with the requirements of the EPA's <i>Interim Construction Noise Guideline</i> (Department of Environment and Climate Change, 2009),	Contractor	Pre-construction, Construction

No.	Mitigation measure	Responsibility	Timing
	<p>Transport’s <i>Construction Noise and Vibration Guideline (Public Transport Infrastructure)</i> (Transport for NSW, 2023) and the Noise and Vibration Impact Assessment for the proposal (AECOM, 2023b). The CNVMP shall include, but not be limited to:</p> <ul style="list-style-type: none"> • details of construction activities and an indicative schedule for construction • identification of construction activities that have the potential to generate noise and/or vibration impacts on surrounding land uses, particularly sensitive noise receivers • detail what reasonable and feasible actions and measures shall be implemented to minimise noise impacts (including those identified in the REF) • 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 • an Out of Hours Work Protocol (OOHWP) for the assessment, management and approval of works outside the standard construction hours is to be developed. This will include a risk assessment process which deems the out of hours activities to be of low, medium or high environmental risk. 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 Transport’s EMF-NV-GD-0060 Construction Noise and Vibration Guideline (Public Transport Infrastructure) (Transport for NSW, 2023) • a description of how the effectiveness of actions and measures shall be monitored during the proposed works, identification of the frequency of monitoring, the locations at which monitoring shall take place, recording and reporting of monitoring results and if any exceedance is detected, the manner in which any non-compliance shall be rectified. <p>The CNVMP shall consider and outline measures to reduce the noise and vibration impacts from construction activities. Where practicable at-source measures (including by construction planning/staging and equipment selection) shall be prioritised over at-receiver measures. Reasonable and feasible mitigation measures include:</p> <ul style="list-style-type: none"> • 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 • scheduling high noise and/or vibration generating work during less sensitive time periods as far as practicable (e.g. use of demolition saws, grinders, impact drills and jackhammers) • 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 the 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 • considering noise emissions as part of the selection process of rental plant and equipment 		

No.	Mitigation measure	Responsibility	Timing
	<ul style="list-style-type: none"> • using quieter and less vibration emitting construction methods where feasible and reasonable (e.g. using rubber-wheeled instead of steel-tracked plant) • avoiding deliveries at night/evenings or other sensitive times wherever practicable • no idling of delivery trucks • planning traffic flow, parking and loading/unloading areas to minimise reversing movements within the site • 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 check that it is in good working order and avoid increased noise levels from rattling hatches, loose fittings etc • where possible, noise from mobile plant will be reduced through additional fittings including: <ul style="list-style-type: none"> ○ residential grade mufflers ○ silencing air parking brake engagement • using quieter and less vibration emitting construction methods where feasible and reasonable • using non-tonal movement alarms (or an equivalent mechanism) on all construction vehicles and mobile plant regularly used on-site (i.e. greater than one day) and for any out of hours work. 		
45.	<p><u>Property Condition Surveys</u></p> <p><u>Subject to landowner agreement, property condition surveys shall be completed prior to piling, excavation or bulk fill or any vibratory impact works including jack hammering and compaction (Designated Works) in the vicinity of the following buildings/structures:</u></p> <ol style="list-style-type: none"> i. <u>all buildings/structures/roads within a distance of 50 metres from the edge of the Designated Works (measured in a straight line)</u> ii. <u>all heritage listed buildings and other sensitive structures within 150 metres from the edge of the Designated Works.</u> <p><u>Property condition surveys need not be undertaken if a risk assessment indicates that selected buildings/structures/roads identified in (i) and (ii) 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.</u></p> <p><u>Selected potentially sensitive buildings and/or structures shall first be surveyed prior to the commencement of the Designated Works and again immediately upon completion of the Designated Works.</u></p>	<u>Contractor</u>	<u>Pre-Construction</u>

No.	Mitigation measure	Responsibility	Timing
	<p><u>All owners of assets to be surveyed, as defined above, are to be advised (at least 14 days prior to the first survey) of the scope and methodology of the survey, and the process for making a claim regarding property damage.</u></p> <p><u>A copy of the survey(s) shall be given to each affected owner and Transport. A register of all properties surveyed shall be maintained.</u></p> <p><u>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).</u></p>		
46.	<p>Standard Construction Hours</p> <p>Construction activities shall be restricted to the hours of 7:00 am to 6:00 pm (Monday to Friday); 8:00 am to 1:00 pm (Saturday) and at no time on Sundays and public holidays except for the following works which are permitted outside these standard hours:</p> <ul style="list-style-type: none"> 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 (subject to approval from Transport) 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 proposal, or as approved by EPA (where an EPL is in effect). 	Contractor	Construction
47.	<p>Special Audible Characteristics Activities</p> <p>As per the <i>Construction Noise and Vibration Guideline (Public Transport Infrastructure)</i> (Transport for NSW, 2023), 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 <i>Construction Noise and Vibration Guideline (Public Transport Infrastructure)</i> (Transport for NSW, 2023).</p> <p>Rock breaking or hammering, jack hammering, pile driving, vibratory rolling, cutting of pavement, concrete or steel and any other activities which result in impulsive or tonal noise generation shall not be carried out for more than three continuous hours, followed by a minimum one hour respite period, unless otherwise approved by the DES, or as approved by EPA (where relevant to the issuing of an EPL).</p> <p>‘Continuous’ includes any period during which there is less than a one hour respite between stopping and re-starting work.</p> <p>No more than two consecutive nights of noise with special audible characteristics and/or vibration generating work will be carried out in the same NCA over any seven-day period, unless otherwise approved by the relevant authority.</p> <p>Note. <i>Special audible characteristics</i> refers to noise with characteristics that can cause annoyance and disturbance, containing noticeable factors such as tonality, low frequency noise, impulsive or intermittent noise events. These characteristics may not be considered noisy in a quantitative sense.</p>	Contractor	Construction

No.	Mitigation measure	Responsibility	Timing
48.	<p>Vibration Criteria</p> <p>To avoid structural impacts as a result of vibration or direct contact with structures, the proposed work will be carried out in accordance with the safe work distances outlined in the Noise and Vibration Impact Assessment (refer Appendix D). Where these distances cannot be met, vibration trials and attended vibration monitoring of the trials will be carried out in order to assess and mitigate vibration impacts.</p> <p>Vibration resulting from construction and received at any structure outside of the proposal shall be limited to:</p> <ul style="list-style-type: none"> • for structural damage vibration –British Standard BS 7385-2:1993 <i>Evaluation and measurement for vibration in buildings Part 2</i> and/or German Standard DIN 4150: Part 3 – 1999: <i>Structural Vibration in Buildings: Effects on Structures</i> • for human exposure to vibration – the acceptable vibration values set out in the <i>Environmental Noise Management Assessing Vibration: A Technical Guideline</i> (Department of Environment and Conservation, 2006) which includes British Standard BS 6472-2:1992 <i>Guide to Evaluation of Human Exposure to Vibration in Buildings (1 Hz to 80 Hz)</i>. <p>These limits apply unless otherwise approved by the DES through the CEMP.</p>	Contractor	Construction
49.	<p>Vibration Intensive Equipment</p> <p>If vibration intensive equipment is to be used within the minimum working distances for cosmetic damage then attended vibration measurements will be carried out when work commences, to determine “site specific minimum working distances”.</p> <p>Alternative construction methodology with smaller minimum working distances will be adopted if feasible and reasonable, including consideration of avoiding use of vibration generating equipment (e.g. use of hand tools).</p> <p>In addition, vibration intensive work will not proceed within the site-specific minimum working distances unless a permanent vibration monitoring system is installed approximately one metre from the building footprint, to warn operators (e.g. via flashing light, audible alarm, SMS) when vibration levels are approaching the peak particle velocity objective.</p> <p>It is also advisable to carry out building condition surveys of sensitive historical structures before construction work begins.</p> <p>Further mitigation measures related to heritage structures are provided in Section 6.1 of the REF (non-Aboriginal heritage).</p>	Contractor	Construction
50.	<p>Periodic Notification</p> <p>Periodic notification (monthly letterbox drop and website notification) detailing all upcoming construction activities, will be delivered to sensitive receivers at least seven days prior to commencement of before starting relevant work or other period as approved to by the relevant Community and Place Director.</p>	Contractor	Pre-construction, construction
51.	<p>Noise Monitoring Program</p> <p>A noise monitoring program will be implemented to assist in confirming and controlling the site-specific potential for disturbance at particularly sensitive localities at the start of activities and periodically during the construction program as work progresses. The program will be developed in accordance with the CNVMP and any approval/licence conditions.</p>	Contractor	Construction

No.	Mitigation measure	Responsibility	Timing
	The results will be reviewed to determine if additional mitigation measures are required. All measurements will be carried out in accordance with Australian Standard 1055.2018 – <i>Acoustics – Description and measurement of environmental noise</i> .		
52.	<p>Maximum Noise Levels</p> <p>The noise levels of plant and equipment will not exceed the maximum sound power and pressure levels outlined in <i>EMF-NV-GD-0060 Construction Noise and Vibration Guideline (Public Transport Infrastructure)</i> (Transport for NSW, 2023a).</p>	Contractor	Construction
53.	<p>Deliveries and Sensitive Receivers</p> <p>Loading and unloading of materials/deliveries will occur as far as possible from sensitive receivers.</p> <p>Site access points and roads will be selected as far as possible away from sensitive receivers.</p> <p>Dedicated loading/unloading areas will be shielded if close to sensitive receivers.</p> <p>Delivery vehicles will be fitted with straps rather than chains for unloading, wherever possible.</p>	Contractor	Construction
54.	<p>Vehicle movements</p> <p>Vehicle movements will be routed away from sensitive receivers and scheduled during less sensitive times.</p> <p>The speed of vehicles will be limited and the use of engine compression brakes will be minimised.</p> <p>On-site storage capacity will be maximised to reduce the need for truck movements during sensitive times.</p>	Contractor	Construction
55.	<p>Stationary Noise Sources</p> <p>Stationary noise sources will be enclosed or shielded to the greatest extent possible whilst ensuring that the occupational health and safety of workers is maintained.</p>	Contractor	Construction
56.	<p>Noise Attenuation</p> <p>Structures to shield residential receivers from noise such as site shed placement; earth bunds; fencing; erection of operational stage noise barriers will be used (where practicable).</p>	Contractor	Construction
57.	<p>Operational Noise Mitigation</p> <p>Feasible and reasonable operational mitigation measures carried out as part of the detailed design process will consider:</p> <ul style="list-style-type: none"> control noise at the source (e.g. use of track lubrication, soft rail pads, and welding to smooth discontinuities) control noise in transmission (e.g. consideration of new continuous noise barrier of up to approximately 5.5 metres high and 250 metres long, to replace the existing barrier (subject to detailed design)) control noise at the receiver 	Contractor	Construction and operation

No.	Mitigation measure	Responsibility	Timing
	<ul style="list-style-type: none"> An Operational Noise and Vibration management Plan will be developed and implemented, including consideration of noise mitigation measures for affected receivers including for example, installation for Automatic Warning Systems (AWSs) and train-based warning systems instead or horn use. 		
58.	<p>Noise Management Levels (Construction Noise)</p> <p>Where construction noise management levels are exceeded after implementation of the standard mitigation and management measures, the Transport's <i>Construction Noise and Vibration Guideline</i> (Public Transport Infrastructure recommends further measures such as project and specific notifications, verification monitoring and respite periods, based on receiver perception of the noise.</p> <p>Impacts of the temporary use of Car Siding Road 3 may require additional mitigation as the impact of the horn testing and brake release scenarios are considerable to residential properties. Mitigation measures that could be considered include the following:</p> <ul style="list-style-type: none"> operational measures such as horn testing in other locations such as the Main Line, as well as horn testing restricted to only daytime period only temporary noise barriers in and around the temporary stabling locations temporary relocation for the most affected residential receivers. 	Contractor	Construction, operation
59.	Transport will confirm the application of additional mitigation measures (refer Section 6.2 of the REF) at each receiver and implement the measures during detailed design/construction planning and construction as relevant.	Transport / contractor	Detailed design, construction, operation
	Heritage		
60.	<p><u>Heritage Induction</u></p> <p><u>As part of the site induction in accordance with Mitigation Measure 3, a heritage induction would be provided to workers prior to construction, informing them of the location of known heritage items and guidelines to follow if unexpected heritage items or deposits are located during construction.</u></p> <p><u>All construction staff would undergo an induction in the preliminary identification of Aboriginal cultural heritage material. This training would 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.</u></p>	Contractor	Pre-construction, construction
61.	<p><u>Unexpected Heritage Finds</u></p> <p><u>If previously unidentified or unexpected Aboriginal objects or non-Aboriginal heritage/archaeological items are uncovered during construction, the procedures contained in Transport's <i>Unexpected Heritage Finds Guideline</i> (TfNSW, 2022i) would be followed, and work within the vicinity of the find would cease immediately. The TESR shall be immediately notified to co-ordinate a response, which may include direction to seek appropriate advice from a suitably qualified and experienced Heritage Advisor (in consultation with Heritage NSW).</u></p>	Contractor	Construction

No.	Mitigation measure	Responsibility	Timing
	<p><u>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.</u></p> <p><u>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, would 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.</u></p>		
62.	<p>Design Response</p> <p>The proposed elements shall be sympathetic to the original design of the station and seek to emphasise key historic details, whilst not overwhelming or detracting from the heritage significance of the place.</p> <ul style="list-style-type: none"> • Design principles and guidelines: <ul style="list-style-type: none"> ○ new work will be designed to meet Burra Charter Article 22 including relevant practice notes. ○ design of new structures shall be of high-quality design and materials. ○ new structures shall be designed in a contextually appropriate manner as detailed in the design principles set out in the <i>Moss Vale Station, Heritage Design Report</i> (GML Heritage Pty Ltd, 2023)(HDR) (refer Appendix C of the REF) and the recommendations set out in the <i>Moss Vale Station and Stabling Yard Upgrade, Heritage Impact Assessment</i> (AECOM, 2024) (“SOHI”). • Design detailing, materials and finishes: <ul style="list-style-type: none"> ○ where practical use reversible construction methods: Platform buildings including Building A (Rooms A2, A4, A5, A8, and A18) and Building C (Rooms C1 and C2). Works specifically include; where new walls, ceilings, flooring and joinery attach to existing structure. <ul style="list-style-type: none"> ▪ Brickwork: as per the recommendations of the HDR; the detailing should not mimic existing brickwork in colour or pattern and be readily identifiable (refer to Article 22, Burra Charter). New brickwork should be complementary to the station and not dominate the surroundings. If similar brick types to surrounding buildings are selected, consider varying the brick height, brick pattern or mortar colour. Final selection and details of brick shall be approved by the Heritage Architect. ▪ Pavers: New pavers should be not mimic existing pavers in colour or pattern and be readily identifiable. Consider creating slight variations to either colour or laying pattern. ▪ Finishes: Implement the proposed colour palette. Proposed works to Argyle Street is based on the surrounding yellow (of the existing sandstone) and red (of the existing brickwork) colours e.g., steel work for new lifts is proposed to be Dulux ‘Deep Indian Red’, whilst a grey colour palette is proposed to Lackey Road derived from 	Contractor	Construction

No.	Mitigation measure	Responsibility	Timing
	<p>existing footbridge and stair elements (silver colour) Dulux 'Bridge Grey'. Final selection of colours shall be approved by the Heritage Architect.</p> <ul style="list-style-type: none"> ○ Argyle Street ramp – the details of the ramp should be developed to be sympathetic to the retaining wall and rear stairs of the former Station Master’s Residence located in its vicinity. Ensure that the proposed retaining wall continues to be an independently designed structure. Ensure that access to the Station Master’s Residence is maintained. ○ Lift canopy shelters and glass screens – maintain the height of lift canopy and adjacent glass screen/balustrade at minimal height to reduce visual impacts to the overall station. 		
63.	<p>Service Routes</p> <p>Where service routes are proposed in areas of high significance, the design and detailing will be carefully considered to ensure they are not intrusive elements.</p>	Contractor	Construction
64.	<p>Heritage Vibration Management</p> <p>Vibration levels from construction plant and equipment that exceed the minimal distance thresholds identified in the Noise and Vibration Impact Assessment (AECOM, 2023) (refer Appendix D of the REF) will be subject to the vibration mitigation measures identified (in the REF) including monitoring for vibration impact to historic structures. The Construction Noise and Vibration Management Plan should be implemented during construction works. A condition survey of the historic structures should be undertaken at the beginning and end of the main works to identify damage to structures. Construction noise and vibration resulting from the proposal shall be closely monitored to ensure that they do not have physical impact to heritage elements at the station.</p> <p>Any damage to buildings will be avoided and if necessary repaired under the guidance of a Heritage Architect.</p>	Contractor	Construction
	<p>Heritage Induction</p> <p>As part of the site induction, a heritage induction will be provided to workers prior to construction, informing them of the location of known heritage items and guidelines to follow if unexpected heritage items or deposits are located during construction.</p>	Contractor	Pre-construction / Construction
65.	<p>Heritage Architect</p> <p>A suitably qualified and experienced Heritage Architect who is independent of the design and construction team’s personnel will be engaged. The Heritage Architect will provide ongoing heritage, design and conservation advice throughout detailed design and any subsequent relevant design modifications to ensure that the final design adheres to the recommendations of the SoHI (refer Appendix F), and the approval issued by NSW Heritage under Section 60 of the NSW <i>Heritage Act 1977</i>.</p> <ul style="list-style-type: none"> • the heritage architect shall provide supervision of areas identified as significant elements within the scope of works and ensure that the final design is consistent with the conservation policies in the Conservation Management Plan (CMP) and the revised heritage assessment and recommendations made in the HDR. 	Contractor	Pre-construction / Construction

No.	Mitigation measure	Responsibility	Timing
	<ul style="list-style-type: none"> the heritage architect shall provide design advice on resolving detailing of modifications to platform buildings. The detailed design for the proposal would be provided to the heritage architect for approval to ensure refinement of building modifications such as toilet refurbishments; floor installation including floor raising, installation of steps or ramps, or removal of original floors; works to original fireplaces; works to original or early walls, ceilings, doors, and windows; and ventilation upgrades (such as roof cowls or air vents). Fabric should be repaired and restored, for example the brickwork around entry thresholds. the heritage architect shall review the contractor’s construction methodology or management plan to ensure that the proposed works align with design documentation as well as the heritage assessment and recommendations. the heritage architect shall ensure resolution of construction details through the detailed design phase to areas of moderate and high significance and areas that have the potential for visual impact e.g., new works to footbridges, lifts and ramps as well the Dalys Way forecourt modification. The heritage architect shall oversee and approve all final material and finishes selections to ensure consistency with the historic significance of Moss Vale Station. detailed design of ancillary works and electrical and data services should be documented in an <i>Illustrated Services Plan</i> and approved by the Heritage Architect prior to the commencement of permanent services works. 		
66.	<p>Heritage Interpretation</p> <p>Heritage interpretation will be planned and integrated into the detailed design of the proposal. The heritage interpretation planning will be prepared by the Heritage Architect (and sub-consultants as required i.e. graphics) with reference to Sydney Trains <i>Heritage Interpretation Guidelines</i>. The heritage interpretation planning will be captured in a Heritage Interpretation Plan (HIP) that is to be issued as a progress report at each stage of detailed design. The final HIP will include all details necessary to proceed to fabrication and installation, and include general historic information as well specific information referencing the significance of the station courtyard.</p>	Contractor	Pre-construction / Construction
67.	<p>Photographic Archival Recording</p> <p>Archival recording of the station will be carried out in accordance with the Heritage NSW guidelines prior to main works commencing. The archival recording shall be reviewed and approved by Transport prior to submission to Heritage NSW or other government body.</p> <p>Provide copies of the archival recording to Wingecarribee Shire Council for reference. The recording should cover the following:</p> <ul style="list-style-type: none"> whole station key views and vistas identified in the CMP areas proposed for changes including footbridges, ramps, Dalys Way forecourt, courtyard, and platform buildings focusing on areas of change. 	Contractor	Pre-construction / Construction

No.	Mitigation measure	Responsibility	Timing
68.	<p>Tree Protection Zones</p> <p>Poplar trees within the station's SHR curtilage are identified as having high heritage significance in the CMP: Tree Protection Zones (TPZs) should be established around Poplars on the Dalys Way approach. Trimming of trees and tree protection to follow the recommendations in the Arboricultural Impact Assessment (Urban Tree Management Australia, 2023), Arboricultural Impact Assessment Addendum (Urban Tree Management, 2023) and <u>Arboricultural Impact Assessment Report (Hunter Bruce Tree Consulting 2024)</u>. Engage an AFQ Level 5 Arborist to supervise the installation of the TPZs around significant trees and monitor works along Dalys Way etc to ensure impacts are mitigated.</p> <p>Whilst no work is proposed to the following list of trees and plants (identified as having Little and Moderate significance in the CMP) they should be protected from any accidental damage such by providing physical barriers:</p> <ul style="list-style-type: none"> • cypress and other plantings on both sides of Refreshment Room Garden • crepe myrtles and clipped bottlebrushes on northern platform • plantings in courtyard • plantings in tubs on platforms • garden bed between platforms (under footbridge) planted with Elephants ears. <p>Trees and shrubs removed along Dalys Way and Argyle Street should be replanted with an appropriate species of plants that provide a similar level of visual screening of the station. <u>Lombardy poplar trees must be replaced with mature specimens of the same species in the exact location as was removed or within the vicinity, in accordance with Heritage Architect advice.</u></p>	Contractor	Pre-Construction / Construction
69.	<p>Update to SHR / S170 Register</p> <p>Once completion of work, an update will be prepared for the State Heritage Register / Section 170 heritage and Conservation Register, with required details.</p>	Transport	Post-construction
70.	<p>Lighting</p> <p>An appropriate lighting type will be selected for new lighting within the SHR curtilage, along the signal box siding, subject to heritage design advice. Lighting selection should give consideration to the relevant conservation policy (Policy 14.4) contained within the CMP available for the precinct.</p>	Contractor	Pre-construction
71.	<p>Heritage Advice</p> <p>Ongoing heritage advice and input into the design will also be sought so the detailed design of other newly introduced elements (for example fencing, retaining walls and new structures) are designed sensitively to the heritage context of the SHR listing.</p>	Contractor	Pre-construction / Construction

No.	Mitigation measure	Responsibility	Timing
72.	<p>Heritage Awareness</p> <p>All heritage curtilages and structures will be shown on the ECMs and design drawings so contractors are aware of when they are working in heritage areas, and can take extra precautions whilst onsite.</p>	Contractor	Pre-construction / Construction
	<p>Unexpected Heritage Finds</p> <p>If previously unidentified or unexpected Aboriginal objects or non-Aboriginal heritage/archaeological items are uncovered during construction, the procedures contained in Transport's Unexpected Heritage Finds Guideline (Document number DMS-SD-115) (Transport, 2019) will be followed, and work within the vicinity of the find would cease immediately. The site management 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, if required).</p> <p>Works in the vicinity of the find will not recommence until written approval to recommence has been received from the Heritage Advisor. The event must be reported in the Transport incident management system as a report only event in accordance with the Transport <i>Environmental Incident Guideline</i>.</p>	Contractor	Construction
73.	<p>Contractors – heritage considerations</p> <p>The main contractor must demonstrate relevant experience working with heritage structures. Any sub-contractors engaged to work on heritage fabric should also demonstrate relevant heritage experience to mitigate any unnecessary heritage incidents during construction. Specialist heritage sub-contractors should be engaged to work on specific trades such as a heritage stone mason when altering significant fabric such as brickwork or sandstone.</p>	Contractor	Pre-construction, construction
74.	<p>Construction heritage considerations</p> <p>Care should be taken during construction works so as not to damage significant fabric:</p> <ul style="list-style-type: none"> • provide a methodology and implement the works for protecting significant fabric during construction. These include mitigation measures for moving plant, removal of heritage fabric and protective measures (such as barriers) so that significant fabric is not damaged. • particular attention will be paid to where new fabric adjoins significant fabric with the aim of protecting damage to significant fabric from new works. • appropriately qualified tradespeople (e.g. bricklayers or builders) should be engaged to undertake these works. They must adhere to the methodology that is developed for protecting significant fabric during construction works. 	Contractor	Pre-construction, construction

No.	Mitigation measure	Responsibility	Timing
	Urban design, landscape and visual amenity		
75.	<p>Urban Design and Landscape Plan</p> <p>An Urban Design and Landscape Plan (UDLP) will be prepared by the contractor, in consultation with Council and other asset/land owners, and submitted to Transport for written approval by the Urban Design Public Transport and Precincts team, prior to finalisation of the detailed design. The UDLP shall:</p> <ol style="list-style-type: none"> 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 light rail (Dec 2016 Interim Issue)”. f) consider opportunities for: <ul style="list-style-type: none"> o Connecting with Country o integrated heritage interpretation and adaptive reuse o public art o safety improvements g) address Transport <i>Sustainable Design Guidelines</i> evidence requirements h) be prepared by a suitably qualified and experienced urban design professional. <p>The UDLP is to include a Public Domain Plan for the preferred design option and will provide analysis of the:</p> <ol style="list-style-type: none"> 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. <p>The following design guidelines are available to assist and inform the UDLP:</p> <ul style="list-style-type: none"> • TAP Urban Design Plan, Guidelines, TfNSW, Draft 2018 • Commuter Car Parks, Urban Design Guidelines, TfNSW, Interim 2017 • Managing Heritage Issues in Rail Projects Guidelines, TfNSW, Interim 2016 	Contractor	Prior to design finalisation

No.	Mitigation measure	Responsibility	Timing
	<ul style="list-style-type: none"> • Creativity Guidelines for Transport Systems, TfNSW, Interim 2016 • Water Sensitive Urban Design Guidelines for TfNSW Projects, 2023. 		
76.	<p>Noise barrier visual impact</p> <p>Consider tree planting along Lackey Road to reduce the appearance of the potential noise barrier along the residential street.</p> <p>Consider articulation of the potential noise barrier along Lackey Road to facilitate opportunities for planting.</p>	Contractor	Pre-construction, construction
77.	<p>Landscaping Opportunities</p> <p>Consider the installation of landscaping within the road verges and along the rail corridor edges (including potential planting of street trees or shrubs, where possible).</p>	Contractor	Pre-construction, construction
78.	<p>Visual elements</p> <p>Use heritage design elements to highlight the character of the station and surrounding landscape, however, maintain the visual quality of a 'new' piece of infrastructure rather than replicating heritage items.</p>	Contractor	Pre-construction
79.	<p>Visual Screening</p> <p>Limit disturbance of vegetation to the minimum necessary to construct the proposal, especially along the rail corridor boundaries to maintain visual screening to the surrounding landscape.</p>	Contractor	Pre-construction, construction
80.	<p>Graffiti and Advertising</p> <p><u>Hoardings, site sheds, fencing, acoustic walls around the perimeter of the site, and any structures built as part of the Proposal shall be maintained free of graffiti, or any advertising not authorised by Transport, during the construction period. Graffiti and unauthorised advertising shall be removed or covered within the following timeframes unless otherwise approved with Transport:</u></p> <ol style="list-style-type: none"> <u>offensive graffiti will be removed or concealed within 24 hours</u> <u>highly visible (yet inoffensive) graffiti will be removed or concealed within a week</u> <u>graffiti that is neither offensive or highly visible will be removed or concealed within a month</u> <u>any unauthorised advertising material will be removed or concealed within 24 hours.</u> 	Contractor	Pre-construction
81.	<p>Worksite Compounds and Hoardings</p> <p><u>Worksite compounds would be screened for the construction with shade cloth (or similar material, where necessary and safe to do so), with 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 would be removed as soon as safety requirements allow. This material should comply with The Infrastructure Project Style Guide November 2022 (Transport, 2022).</u></p>	Contractor	Construction

No.	Mitigation measure	Responsibility	Timing
	<u>Work would be conducted behind temporary hoardings/screens wherever practicable. The installation of construction hoarding would take into consideration the location of residential receivers to ensure that 'line of sight' is broken, where feasible.</u>		
82.	<p>Lighting Scheme</p> <p>A lighting scheme for the construction and operation of the proposal is to be developed by a suitably qualified lighting designer and prepared in accordance with relevant standards. The lighting scheme shall address the following as relevant, but will not be limited to:</p> <ul style="list-style-type: none"> a) consideration of lighting demands of different areas b) strategic placement of lighting fixtures to maximise ground coverage c) use of LED lighting d) demonstrate that light spill and glare has been minimised to sensitive receivers by directing lighting into the station/car park/other infrastructure type e) control systems for lighting that dim or switch-off lights settings according to the amount of daylight the zone is receiving f) motion sensors to control low traffic areas g) allowing the lighting system to use low light or switch off light settings while meeting relevant lighting Standards requirements, and h) ensuring security and warning lighting is not directed at neighbouring properties. <p>The proposed lighting scheme is to be submitted to Transport's technical team for acceptance prior to design finalisation.</p>	Contractor	Construction
83.	<p>Worksite Maintenance</p> <p>Construction areas will be kept clean and tidy and refuse will be disposed of in appropriate receptacles.</p>	Contractor	Construction
84.	<p>Operational Maintenance</p> <p>Constructed elements will be maintained and repaired as required.</p>	Transport	Operation
Socio-economic			
85.	<p>Public Feedback</p> <p>Feedback through the public display process will be used to facilitate opportunities for the community and stakeholders to have input into the proposal, where practicable.</p>	Transport	Pre-construction
86.	<p>Complaints Management</p> <p>A 24 hour construction response line number will be in place throughout construction.</p> <p>Details of all complaints received during construction, including complaints received in person and via email, are to be recorded on a complaints register. A verbal response to phone enquiries on what action is proposed to be carried out is to be provided to the complainant within two</p>	Contractor	Construction

No.	Mitigation measure	Responsibility	Timing
	<p>hours during standard construction hours and within 24 hours during all other times (unless the complainant agrees otherwise). A verbal response to written complaints (email/letter) should be provided to Transport within 48 hours of receipt of the complaint and provided to the complainant within seven calendar days.</p> <p>Information on all complaints received during the previous 24 hours shall be forwarded to the TESR each working day.</p>		
87.	<p>Local Goods and Services</p> <p>Sustainability criteria for the proposal will be established to encourage the contractor to purchase goods and services locally, helping ensure the local community benefits from the construction of the proposal.</p>	Contractor	Pre-construction
88.	<p>Community Liaison Management Plan</p> <p>A Community Liaison Management Plan (CLMP) will be developed prior to construction, which will identify potential stakeholders and methods for consultation with these groups during construction. The plan will also encourage feedback and facilitate opportunities for the community and stakeholders to have input where possible.</p> <p>The CLMP shall comply with the obligations of these conditions and should include, but not necessarily be limited to:</p> <ul style="list-style-type: none"> a) a comprehensive, project-specific analysis of stakeholders, issues and proposed strategies to manage issues through the duration of the proposal 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. <p>The CLMP shall be prepared to the satisfaction of the relevant Community and Place Director (or nominated delegate) prior to the commencement of construction and implemented, reviewed and revised every six months during the construction of the proposal.</p>	Contractor	Pre-construction
89.	<p><u>Community Notification and Liaison</u></p> <p><u>The local community shall be advised of any activities related to the proposal with the potential to impact upon them.</u></p> <p><u>Prior to any site activities commencing and throughout the proposal duration, the community is to be notified of works to be undertaken, the estimated hours of construction and details of how further information can be obtained (i.e. contact telephone number/email, website, newsletters etc.) including the 24 hour Construction Response Line number.</u></p> <p><u>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</u></p>	<u>Contractor</u>	<u>Pre-construction and construction</u>

No.	Mitigation measure	Responsibility	Timing
	<u>community at least seven days prior to such works being undertaken or other period as approved to by the relevant Community and Place Director.</u>		
90.	Local workforce Construction workers will be sourced from the local area where feasible.	Contractor / Transport	Construction
91.	Property Access Access to businesses and private properties will be maintained throughout construction.	Contractor	Construction
92.	Website <u>Proposal 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. Proposal information to be provided includes:</u> a) <u>a copy of the documents referred to under Condition 1 of any future approval</u> b) <u>24 hour contact telephone number for information and complaints.</u> <u>All documents uploaded to the website must be compliant with the Web Content Accessibility Guidelines Version 2.2.</u>	<u>Transport</u>	<u>Pre-construction</u>
Climate change and sustainability			
93.	Extreme heat risk – staff and customers The following measures will be implemented to address the risk of extreme heat impacts to staff and customers: <ul style="list-style-type: none"> • incorporating design elements into station glazing and footbridge façade to mitigate extreme heat impacts. This can be achieved by selecting materials for shelters, facades, outdoor furniture that reduce heat load impacts • providing hydration stations (e.g. water bubblers) for passengers • incorporating vertical safety mitigations such as mechanical ventilation of lift shafts and temperature sensors in lift shaft, with automatic return of lift car to entry level at a certain threshold • the design life of new air conditioning systems will be about 20 years, with performance of equipment reviewed as per Transport’s maintenance/replacement regime • avoiding or minimising the removal of existing trees/shading vegetation where possible. 	Contractor	Detailed design/pre-construction
94.	Extreme heat risk – network and systems The following measures will be implemented to address the risk of extreme heat impacts to network and systems performance: <ul style="list-style-type: none"> • incorporating design elements into station glazing and footbridge façade to mitigate impacts. This can be achieved by selecting materials for shelters, facades, outdoor furniture that reduce heat load impacts 	Contractor	Detailed design, pre-construction, construction

No.	Mitigation measure	Responsibility	Timing
	<ul style="list-style-type: none"> incorporating energy generation redundancy measures into the design of the asset (e.g. uninterruptible power supply for communications equipment (e.g. CCTV) incorporating vertical safety mitigations into the design (e.g. default for lifts is to go to ground and open when there is a power failure or when a temperature threshold is exceeded). 		
95.	<p>Sustainable Design Guidelines</p> <p>Detailed design of the proposal would be undertaken in accordance with the <i>NSW Sustainable Design Guidelines – Version 4.0</i> (Transport for NSW, 2020) and is to target a gold rating and achieve a minimum silver rating.</p>	Contractor	Detailed design
96.	<p>Carbon Footprint Exercise</p> <p>The detailed design process would undertake a compliant carbon footprinting exercise in accordance with Transport's <i>Carbon Estimate and Reporting Tool Manual</i> (Transport for NSW, 2019) or other approved modelling tools. The carbon footprint would be used to inform decision making in design and construction.</p>	Contractor	Detailed design
97.	<p>Sustainability Officer</p> <p>A suitably qualified and experienced Sustainability Officer shall be appointed who is responsible for implementing the sustainability objectives for the Proposal, in line with the Proposal's overarching Project Sustainability Plan.</p> <p>Details of the Sustainability Officer including defined responsibilities, duration and resource allocation throughout the appointment are to be submitted to the satisfaction of the Director of Sustainability prior to the preparation of the Sustainability Management Plan.</p>	Contractor	Pre-construction
98.	<p>Sustainability Management Plan</p> <p>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:</p> <ul style="list-style-type: none"> a completed electronic checklist demonstrating compliance with the Transport <i>Sustainable Design Guidelines Version 4.0 (ST-114)</i> a statement outlining the Construction Contactor's own corporate sustainability policies, obligations, goals, targets and commitments a description of the processes and methodologies for encouraging and identifying innovative sustainability outcomes on the proposal, and the areas targeted for innovative sustainable solutions to be explored and/or implemented on the proposal. 	Contractor	Pre-construction

No.	Mitigation measure	Responsibility	Timing
	<ul style="list-style-type: none"> the approach to the identification of opportunities to reduce carbon emissions, energy use and embodied lifecycle impacts of the proposal. This should include a summary of initiatives proposed for implementation to meet energy and carbon management objectives and targets the approach to sustainable procurement including how procurement processes have taken into account for the principles of <i>ISO 20400: 2017 – Sustainable Procurement</i> in the selection of all materials, products and services 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. <p>A copy of the SMP shall be submitted to Transport’s Director of Sustainability at least 30 days prior to the commencement of construction, for written approval (or such time as is otherwise approved by the Director).</p>		
	Air quality		
99.	<p>Air Quality Management</p> <p>Air quality management and monitoring for the proposal will be carried out in accordance with Transport’s <i>Air Quality Management Guideline</i> (Transport for NSW, 2022g).</p> <p>To minimise air quality impacts, the following measures will be implemented and incorporated into the CEMP:</p> <ul style="list-style-type: none"> plant and machinery will be switched off when not in use, and not left idling plant and machinery will be regularly checked and maintained in a proper and efficient condition vehicle and machinery movements during construction will be restricted to designated areas and sealed/compacted surfaces where practicable water will be applied to exposed surfaces (e.g. unpaved roads, stockpiles, hardstand areas and other exposed surfaces), or alternative measures implemented to mitigate dust generation stockpiles will be covered when not in use and trucks transporting material will be covered tracking mud and dirt onto sealed road surfaces will be avoided and entry/exit points to the site monitored air quality mitigation measure requirements will be included into project inductions, training and pre-start/toolbox talks. 	Contractor	Construction
	Waste and contamination		
100.	<p>Waste Management Plan</p> <p>A Waste Management Plan (WMP) will be prepared and put in place as part of the CEMP. The WMP will include but not be limited to:</p> <ul style="list-style-type: none"> measures to avoid and minimise waste associated with the project classification of wastes and management options (re-use, recycle, stockpile, disposal) 	Contractor	Detailed design / pre-construction, construction

No.	Mitigation measure	Responsibility	Timing
	<ul style="list-style-type: none"> legislative and statutory approvals required for managing both on and off-site waste, or application of any relevant resource recovery exemptions procedures for storage, transport and disposal of spoil and waste monitoring, record keeping and reporting. 		
101.	<p>Concrete Washout</p> <p>A concrete washout will be established and maintained in accordance with Transport’s <i>Concrete Washout Guideline</i> (Transport for NSW, 2023b).</p>	Contractor	Construction
102.	<p>Waste Management Targets</p> <p>Waste management targets in accordance with the <i>Sustainable Design Guidelines</i> requirements will be developed for the proposal and will include reuse and recycling.</p>	Contractor	Construction
<u>103.</u>	<p>Vegetation Beneficial Reuse</p> <p>If vegetation is to be mulched and transported off site for beneficial reuse, it will be assessed for the presence of weeds, pest, and other disease and free of contamination including soil, regolith, rock, building material, asbestos, plastics or any foreign, chemical matter or foreign materials per the <i>Protection of the Environment Operations Act 1997</i>.</p>	Contractor	Construction
<u>104.</u>	<p>Contamination Investigation</p> <p><u>Prior to construction, an investigation of the proposal area 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:</u></p> <p>a) <u>Contaminated Sites - Sampling Design Guidelines (EPA, 1995)</u></p> <p>b) <u>AS 4482 (2005) Guide to the investigation and sampling of sites with potentially contaminated soil.</u></p> <p><u>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).</u></p> <p><u>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.</u></p> <p><u>Note: Nothing in this condition removes any obligation to adhere to the requirements under the NSW Contaminated Land Management Act 1997 (or other legislation).</u></p>	<u>Contractor</u>	<u>Pre-construction</u>

No.	Mitigation measure	Responsibility	Timing
	Greenhouse gas emissions		
105.	Material selection Construction planning will be carried out to reduce material requirements and select recycled materials or materials with low - embodied energies where practicable and possible.	Contractor	Pre-construction / Construction
106.	Construction Equipment Construction equipment, plant and vehicles will be appropriately sized for the task, serviced frequently and will not be left idling when not in use.	Contractor	Construction
107.	Construction Site Efficiency Construction site layouts will be designed to reduce travel distances and double handling of materials to reduce fuel usage and emission generation.	Contractor	Construction
	Cumulative impacts		
108.	Cumulative Impacts The potential cumulative impacts associated with the proposal will be further considered as the design develops and as further information regarding the location and timing of potential developments is released. Environmental management measures will be developed in the CEMP and implemented as appropriate. The CLMP would capture how the known cumulative impacts would be managed with the community and key stakeholders.	Contractor	Pre-construction

Appendix D Noise Assessments

**Appendix E Arboricultural Impact Assessment
Report**

Appendix F

Statement of Heritage Impact Report