

Transport
for NSW

Bardwell Park Station Upgrade

REF Determination Report
Objective reference A67186724

November 2024



transport.nsw.gov.au

Acknowledgement of Country

Transport for NSW acknowledges Gadigal/Bidjigal people of the Eora Nation, the traditional custodians of the land on which the Bardwell Park Station Upgrade is proposed.

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

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

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



Connecting with Country Statement

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

The Bardwell Park Station Upgrade aims to:

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



Prepared by Aurecon and Transport for NSW.

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Executive summary

Overview of the proposal

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

The program will upgrade stations and wharves to achieve Disability Standards for Accessible Public Transport (DSAPT) compliance, improving amenity, access and safety and acknowledging the important role these locations have to the communities they serve.

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

- construction of an elevated walkway at the existing station entrance from Hartill-Law Avenue to provide access to the platform via a new lift and new stairs
- upgrades to station access and interchange facilities on Hartill-Law Avenue, including:
 - relocation and upgrades to the bus stops
 - a new pedestrian crossing
 - one accessible parking space
 - one accessible kiss and ride space
 - additional bicycle parking
 - upgrade of existing footpaths from the upgraded bus stops and new accessible parking and kiss and ride spaces to the station entry
- modification to the existing station building to include a new family accessible toilet, a new unisex ambulant toilet and a new staff toilet
- provision of canopies at the Boarding Assistance Zone (BAZ) locations including new bench seats
- regrading and resurfacing of the platform and installation of tactile ground surface indicators (tactiles/TGSIs)
- ancillary works including station power supply upgrades, relocation of utilities, kerb and gutter adjustments, handrails and fencing, relocation of platform seating, additional Opal card readers, improvement to station communication systems (including closed-circuit television (CCTV) cameras), landscaping and wayfinding signage
- placemaking enhancements that consider the war memorial and Connecting to Country.

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

No modifications have been made to the Proposal since the REF was prepared, however modifications may be considered during the detailed design phase. Should design modifications be required as a result of the detailed design process, these modifications would be assessed to determine consistency with the Proposal (as approved), including significance of impact on the environment. Additional mitigation measures and/or consultation would be undertaken where necessary.

Purpose of this report

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

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

Conclusion

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

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1. Introduction

1.1 Background

The Safe Accessible Transport program will contribute towards the NSW Government's investment in addressing public transport stations, wharves and stops that do not currently meet the requirements of the Disability Standards for Accessible Public Transport 2002 (DSAPT).

The proposal would ensure that Bardwell Park Station would meet legislative requirements under the *Disability Discrimination Act 1992* (DDA) and the *Disability Standards for Accessible Public Transport 2002* (DSAPT).

The proposal is designed to drive a stronger passenger experience outcome, with improvements made to amenity, access and safety. The proposal aims to deliver improved connectivity between modes including greater opportunities for active transport, encourage greater public transport use by providing safe and welcoming spaces, and better integration of interchanges within the communities they serve. The proposal would also assist in responding to forecasted growth in the region and as such would support growth in commercial and residential development for the Bardwell Park area.

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

1.2 Review of Environmental Factors

A Review of Environmental Factors (REF) has been prepared by Aurecon on behalf of Transport in accordance with Sections 5.5 and 5.7 of the *Environmental Planning and Assessment 1979* (EP&A Act), and section 171 of the *Environmental Planning and Assessment Regulation 2021* (EP&A Regulation), to ensure that Transport takes into account to the fullest extent possible, all matters affecting or likely to affect the environment as a result of the Proposal. The REF is included at Appendix A.

The Bardwell Park Station Upgrade REF was placed on public display from 2 September 2024 to 29 September 2024, with 55 community submissions and two government agency submissions received. Issues raised in these submissions are addressed in Section 2.3 of this report.

1.3 Determination Report

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

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

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

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

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

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

1.4 Description of the Proposal in the REF

Transport proposes to provide accessibility upgrades to Bardwell Park Station (the station) as part of the Safe Accessible Transport program. The station is on the Sydney Trains T8 Airport and South line services, located in the Bayside Local Government Area (LGA). Bardwell Park Station is listed on the Transport Asset Holding Entity (TAHE) Section 170 Heritage and Conservation Register (#4801896).

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

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

- construction of an elevated walkway at the existing station entrance from Hartill-Law Avenue to provide access to the platform via a new lift and new stairs
- upgrades to station access and interchange facilities on Hartill-Law Avenue, including:
 - relocation and upgrades to the bus stops
 - a new pedestrian crossing
 - one accessible parking space
 - one accessible kiss and ride space
 - additional bicycle parking
 - upgrade of existing footpaths from the upgraded bus stops and new accessible parking and kiss and ride spaces to the station entry
- modification to the existing station building to include a new family accessible toilet, a new unisex ambulant toilet and a new staff toilet
- provision of canopies at the Boarding Assistance Zone (BAZ) locations including new bench seats
- regrading and resurfacing of the platform and installation of tactile ground surface indicators (tactiles/TGSIs)
- ancillary works including station power supply upgrades, relocation of utilities, kerb and gutter adjustments, handrails and fencing, relocation of platform seating, additional Opal card readers, improvement to station communication systems (including CCTV cameras), landscaping and wayfinding signage
- placemaking enhancements that consider the war memorial and Connecting to Country.

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

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

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

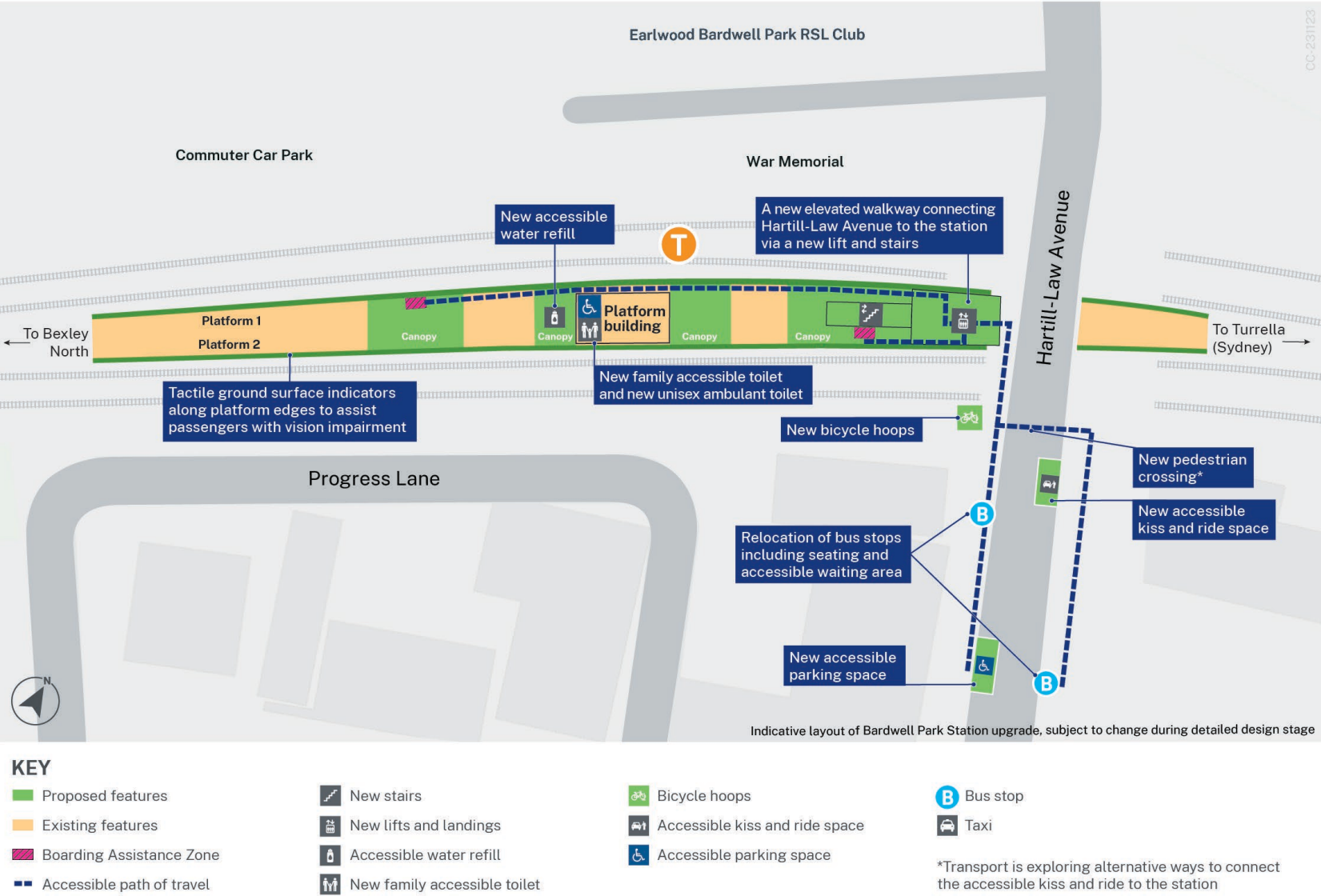


Figure 1-1 Key features of the Proposal (indicative only, subject to detailed design)

2. Consultation and assessment of submissions

2.1 REF public display

The Bardwell Park Station REF was placed on public display for a four week period from 2 September 2024 to 29 September 2024 on the Transport corporate website¹ and Transport [Have Your Say website](https://yoursay.transport.nsw.gov.au/)². It was also advertised on the [NSW Have our Say Website](https://www.haveyoursay.nsw.gov.au/)³.

Community consultation activities undertaken for the public display included:

- a pop-up community information stall on 11 September 2024 at Bexley North Library and 26 September 2024 at Lil Hut cafe (6 Hartill-Law Avenue, Bardwell Park, New South Wales 2207)
- distribution of around 600 flyers to passengers at the station and 1,500 flyers letterbox dropped within the suburbs of Bardwell Park and Earlwood
- door-knocking at around 52 homes and businesses on Hartill-Law and Slade Avenue on 3 September 2024
- installation of project signage at Bardwell Park, Bexley North and Turrella stations
- information on the webpage for Bardwell Park Station Upgrade including the REF and supporting assessments, including a community update and FAQ document
- geo-targeted social media posts on Facebook from 2 - 9 September 2024 and 22 - 29 September 2024
- email sent to stakeholders subscribed to the project distribution list.

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

- a briefing to Bayside Council officers on 26 August 2024
- a letter outlining the scope of the Proposal, information on where to view the REF and specialist studies on the Transport website, along with details on how to make a submission was sent to Bayside Council as per the consultation requirements under Sections 2.10 and 2.12 of the *State Environmental Planning Policy (Transport and Infrastructure) 2021* (Transport and Infrastructure SEPP)
- a letter outlining the scope of the Proposal, information on where to view the REF and specialist studies on the Transport website, along with details on how to make a submission was sent to the NSW State Emergency Service as per the consultation requirements under Section 2.13 of the Transport and Infrastructure SEPP.

2.2 REF submissions

A total of 55 community submissions and two government agency submissions were received via letter, email, telephone and online submissions (including via social media) as well as in person during door-knocking and at community information events. Community submissions are addressed in Table 2-1, while submissions received from Bayside Council and NSW State Emergency Service (SES) are addressed in Table 2-2.

¹ <https://www.transport.nsw.gov.au/projects/current-projects/bardwell-park-station-upgrade>

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

³ <http://www.haveyoursay.nsw.gov.au>

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

- the pedestrian crossing location (raised in 24 submissions)
- support for the Proposal (raised in 22 submissions)
- traffic, transport and access impacts during operation of the Proposal (raised in 15 submissions)
- suggestions that were considered out of scope (raised in 9 submissions)
- the options considered (raised in 9 submissions)
- other design suggestions (raised in 9 submissions)
- the proposed changes to parking (raised in 7 submissions)
- suggestions for bridge and footpath widening (raised in 6 submissions)
- the consultation process carried out (raised in 6 submissions)
- need for the timely delivery of the Proposal (raised in 6 submissions).

2.3 Consideration and response to submissions

Community submissions

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

Table 2-1 Response to community submissions received

No	Submission no.	Issue/s raised	Transport for NSW response
1	General		
1.1	BP1, BP2, BP3, BP8, BP9, BP10, BP12, BP13, BP16, BP19, BP24, BP25, BP28, BP29, BP35, BP37, BP39, BP40, BP43, BP45, BP49, BP52	Support for the Proposal and/or for improving accessibility at the station.	Transport notes the support for the Proposal to improve the accessibility, safety and amenity at Bardwell Park Station in response to community needs.
1.2		Comments in relation to the consultation process for the Proposal, including:	
1.2.1	BP5	<ul style="list-style-type: none"> comment regarding needs of people with disability or limited mobility 	The Proposal aims to provide a station that is accessible to people with disability, older people, people with prams or luggage and others who may be experiencing mobility problems. As such, Transport notes the importance of feedback from people who identify with these groups and will continue to consult with these people throughout the detailed design process.

No	Submission no.	Issue/s raised	Transport for NSW response
1.2.2	BP46	<ul style="list-style-type: none"> a query whether Earlwood Bardwell Park (EBP) RSL has been consulted regarding the Proposal 	Transport has engaged with EBP RSL during the project's early engagement stage, and will continue to engage as required during detailed design and construction stages of the Proposal.
1.3		Suggestions that were outside of the scope of this Proposal including:	
1.3.1	BP3, BP20, BP29, BP47	<ul style="list-style-type: none"> requests for other upgrades including: <ul style="list-style-type: none"> a bicycle lane connecting Bardwell Park, Turrella and Wolli Creek along the rail corridor avoiding time-limited or paid parking on nearby streets and the commuter car park a walkway alongside the western railway fence signage improvements for better train station access along Slade Road car park and Progress Lane, and to investigate boundaries along Progress Lane to Hartill-Law Avenue escalators at Rockdale Station 	The objective of the Proposal is to improve accessibility, amenity and safety at and around Bardwell Park Station and comply with DDA and DSAPT requirements. Therefore, the Proposal only incorporates upgrades that meet these objectives. Provision of upgrades to the surrounding streets, car parks and other stations are outside the scope of this Proposal. The feedback regarding the suggested other infrastructure upgrades has been shared with the relevant team within Transport and/or Bayside Council as relevant.
1.3.2	BP7, BP22, BP25	<ul style="list-style-type: none"> requests for safety improvements to the RSL commuter carpark 	Transport would work with Council and EBP RSL to explore opportunities to enhance safety for passengers using the commuter car park. However, upgrading access to this car park is outside the scope of this Proposal.
1.3.3	BP17	<ul style="list-style-type: none"> request for better bus services to improve connectivity to the station 	Transport acknowledges the respondent's interest in the bus services that connect to Bardwell Park Station. While there are no immediate changes planned for this area, bus services are regularly monitored by Transport and this feedback has been shared with the service planning team within Transport for consideration in future planning.

No	Submission no.	Issue/s raised	Transport for NSW response
1.4	BP42	Comment that the REF is a waste of time and money.	The <i>Environmental Planning and Assessment Act 1979</i> (EP&A Act) establishes the system of environmental planning and assessment in NSW. This Proposal is subject to the environmental impact assessment and planning approval requirements of Division 5.1 of the EP&A Act. The REF for the Proposal was prepared in accordance with section 5.5 of the EP&A Act, which requires that Transport, as the proponent and determining authority, must examine and take into account to the fullest extent possible all matters affecting or likely to affect the environment by reason of the Proposal.
1.5	BP14, BP15, BP49, BP52	<ul style="list-style-type: none"> comments in relation to consideration of previous feedback provided to inform decisions made on the Proposal including: <ul style="list-style-type: none"> concern previous feedback provided during community sessions was not considered in the design comments that they had already provided feedback on the Proposal and their submission forms follow-up comments 	<p>Transport is committed to incorporating community feedback into planning processes. Initial feedback on concept designs was sought from the community and key stakeholders including Council, and local people with disability from 28 April to 27 May 2024. The project received more than 70 pieces of feedback during this early engagement period.</p> <p>Feedback from the early engagement phase, when the concept design was first shared, has been integrated into Chapter 5 of the REF, including commitments to investigate specific issues further during the detailed design phase. This included commitments to further consider the pedestrian crossing location, parking and kiss and ride arrangements on Hartill-Law Avenue and other design features of the Proposal.</p> <p>Where feedback relates to network-wide or operational aspects, this feedback is shared with the relevant groups at Transport including Sydney Trains.</p> <p>The feedback received during the formal REF consultation period has informed the Conditions of Approval, which will form part of the planning approval and contract for the design and construction Contractor.</p>
2	Needs and options considered		
2.1	BP2, BP8, BP36, BP40, BP41, BP42	Requests for the timely delivery of the Proposal as it is considered long overdue	<p>Support for the upgrade of Bardwell Park Station and the need for the timely delivery of the Proposal is noted.</p> <p>Transport is proposing to upgrade Bardwell Park Station with construction activities expected to commence in early 2025 and take around 18 months to complete. Regular community updates would be provided prior to and during construction.</p>

No	Submission no.	Issue/s raised	Transport for NSW response
2.2	BP21, BP32, BP35, BP38, BP51, BP53, BP54, BP55	<p>Suggestions for an additional station entry including:</p> <ul style="list-style-type: none"> requests for an entrance at the western end with a bridge connection between the RSL commuter car park and Slade Reserve car park request for a better link from the RSL commuter car park to the station, such as a connection under the bridge of the station to the EBP RSL commuter car park request for stair access on the eastern side of Hartill-Law Avenue 	<p>Several options for the Proposal were identified, including options with an additional station entry west of the existing entrance and additional connections to accessible parking. Section 2.4 of the REF provides an overview of the options identified and the analysis of each option.</p> <p>Creation of an additional accessible station entry point as per Option 2 would have a significant construction cost, and would impact station operation and maintenance. There were also safety and security concerns associated with this option as there would be multiple entries as well as concerns due to sightlines and lighting requirements.</p> <p>During the early planning stage, Transport undertook modelling of future predicted patronage volumes, which show a slight increase from current levels. It was determined that the current single entry point would provide sufficient capacity for these volumes.</p> <p>Sub-option 1A, which provided an accessible connection to the RSL commuter car park via a ramp was not preferred as the ramp was too long and steep and would have adverse impacts to the war memorial located next to the EBP RSL car park.</p> <p>Provision of stair access on the eastern side of Hartill-Law Avenue would not meet the objectives of the Proposal as it would not be DDA compliant, as equitable access would require the provision of an additional lift.</p>
2.3	BP37	Request to add the proposed lift in another position on the station to allow the stairs to be still accessible during construction	<p>Option 2 considered for the Proposal included construction of a new pedestrian overpass with lift access to the station, while maintaining the existing stairway access to the platform from Hartill-Law Avenue (refer to Section 2.4 of the REF).</p> <p>The current design (Option 1) was chosen over this option due to its better value for money, proximity to the station entry and it minimised visual impact from the main entry from the local centre. Option 2 would also have the most impacts to existing infrastructure compared to the other options considered, including impacts to existing high voltage cables and overhead wiring structures.</p> <p>Temporary stairs would be constructed to allow access during lift and stair replacement work to ensure passenger safety and provide adequate space for construction to occur.</p>

No	Submission no.	Issue/s raised	Transport for NSW response
3	Pedestrian crossing location		
3.1		Comments in relation to the pedestrian crossing location and design including:	
3.1.1	BP1, BP4, BP7, BP15, BP18, BP22, BP26, BP27, BP30, BP31, BP34, BP35, BP38, BP44, BP45, BP46, BP47, BP48, BP49, BP50, BP52, BP55	<ul style="list-style-type: none"> requests to remove the pedestrian crossing given concerns it is not suitable or necessary due to the existing signalised crossing at the intersection of Hartill-Law Avenue and Slade Road concerns the pedestrian crossing location is unsafe, similar to the previous unsignalised zebra crossing at the intersection of Hartill-Law Avenue and Slade Road before the current traffic lights requests for alternatives such as an overhead pedestrian bridge suggestion for the traffic light zone to be extended to the new crossing request to relocate the crossing to the north of the station to the EBP RSL intersection or for an additional crossing at Bray Avenue and across Hartill-Law Avenue request to illuminate the pedestrian crossing request that the pedestrian crossing to require a 'cross in groups' approach request that the pedestrian crossing is as close as possible to the station entry concern the proposed crossing location clashes with telegraph poles and stormwater pits 	<p>The new pedestrian crossing is required to provide a compliant accessible path of travel from the station entry to the new accessible kiss and ride and bus stop on the eastern side of Hartill-Law Avenue.</p> <p>Opportunities to provide alternate compliant accessible access to the station would be investigated during detailed design in consideration of the feedback received on the pedestrian crossing. This commitment has been reflected in a new condition of approval (refer to Appendix B).</p> <p>Opportunities to provide compliant lighting to illuminate the pedestrian crossing would be investigated during the detailed design stage.</p> <p>The design of the pedestrian crossing would aim to avoid or minimise obstacles such as the telegraph poles and stormwater pits and provide an accessible path as required by the Proposal.</p> <p>Refer to response 3.2 for further discussion responding to submissions specifically in relation to operational traffic impact impacts as a result of the pedestrian crossing.</p>
3.1.2	BP29, BP33	<ul style="list-style-type: none"> support for a pedestrian crossing and the benefit of the crossing as a traffic calming device 	Transport has noted the support for a pedestrian crossing to be included in the Proposal.
4	Design		
4.1	BP37, BP40	Suggestions for more seating, including on the station and request for a bench at the bus stop on the western side of Hartill-Law Avenue	Transport will consider opportunities for providing additional seating on the platform and near the bus stop as part of the Proposal during detailed design, subject to space constraints.

No	Submission no.	Issue/s raised	Transport for NSW response
4.2	BP10, BP29	Requests for lockable bicycle storage facilities	Four new bicycle hoops are proposed south of the station entry on Hartill-Law Avenue. No lockable bicycle storage (including bicycle sheds, bike lockers) is proposed to be delivered as part of the Proposal due to space constraints along Hartill-Law Avenue.
4.3	BP10, BP27, BP29, BP44, BP46, BP52	<p>Suggestions and queries for bridge and footpath widening including:</p> <ul style="list-style-type: none"> • recommendation to widen the narrow footpaths around Hartill-Law Avenue for better compliance with Transport guidelines • request to widen the bridge and bridge footpath on the station side to assist pedestrians and people with wheelchairs or prams • request to widen the elevated walkway to connect the station with the RSL commuter car park and Bardwell Park shops • query whether two wheelchairs can pass each other in the design • request to widen the footpaths on the eastern side of Hartill-Law Avenue and to consider how access ramps may connect to walking paths from the Earlwood approach due to the narrow width of the existing path 	<p>Footpath widening (involving tree removal) is proposed on the station side of Hartill-Law Avenue to provide an accessible path with compliant grade and width from the bus stops, accessible kiss and ride and the accessible parking space. Circulation space and space for bicycle hoops is also provided. The proposed footpath along the station entry would be approximately 1.8 metres wide, which would allow for persons using wheelchairs to pass according to Australian Standards – Design for access and mobility, Part 1: General requirements for access – New building work (AS1428.1). Further widening is not currently proposed due to space constraints and the need for a solution that provides value for money.</p> <p>Feedback regarding additional widening beyond the scope of the Proposal has been shared with relevant stakeholders.</p>

No	Submission no.	Issue/s raised	Transport for NSW response
4.4	BP15, BP23, BP28, BP44, BP47, BP50	<p>Comments in relation to the proposed changes to parking provisions on Hartill-Law Avenue, including:</p> <ul style="list-style-type: none"> concerns that the current space for the proposed bus stops, accessible parking space, and accessible kiss and ride stops is insufficient support for the removal of timed parking suggestion to remove the proposed accessible parking space and accessible kiss and ride zone to retain the current timed parking suggestions to retain current bus and timed parking zones suggestions to relocate the kiss and ride and accessible parking spaces to Progress Lane (e.g. behind the shops or along the railway boundary) or within the Slade Road Reserve car park concern over the reduced availability of timed parking spaces in vicinity of Bardwell Park shops suggestions for a kiss and ride on the western side of Hartill-Law Avenue 	<p>The proposed changes to parking on Hartill-Law Avenue are in response to the objectives of the Proposal and the need to provide accessible parking, accessible kiss and ride spaces and accessible paths from bus stops to the station entry. A review of aerial imagery between 2021 to 2024 shows there is moderate availability of other timed and un-timed parking spaces near the station and Bardwell Park shops, including within the EBP RSL commuter car park, Slade Road Reserve car park and unrestricted on-street parking within the broader road network.</p> <p>Transport would work with Council during the detailed design phase to determine how to minimise impacts on parking and confirm suitable locations for the proposed accessible parking space and accessible kiss and ride zone. Transport however notes that there would likely be an impact on the existing timed parking spaces to achieve these improvements. Any parking changes would be referred to Bayside Traffic Committee for endorsement and are subject to approval by Council.</p>

No	Submission no.	Issue/s raised	Transport for NSW response
4.5	BP11, BP52	<p>Suggestions for urban design and landscaping including:</p> <ul style="list-style-type: none"> request to enhance the views and green landscape, and safety of the station request to create a civic plaza focused around an aesthetically pleasing design of the proposed lift and canopy of the station request for visually permeable guard rails rather than solid fencing to prevent an enclosed atmosphere 	<p>The design of the Proposal would aim to respond sensitively to the surrounding landscape, buildings and local features while meeting safety and accessibility requirements including Crime Prevention Through Environmental Design (CPTED) principles. The Proposal is subject to review by Transport's Design Review Panel to contribute to achieving design excellence in respect to place making, built form, urban and landscape design and Connecting with Country (see mitigation measure 20).</p> <p>The Proposal's landscaping design would include planting of native vegetation within the station precinct and forecourt. Eight new trees would be planted in accordance with the Transport Tree and Hollow Replacement guidelines (Transport, 2023) for the two trees proposed to be removed (see mitigation measure 62).</p> <p>Transparent materials have been adopted consistently across the design to retain the visual prominence of the heritage platform building within the station precinct. Mesh screens along the new lift landing and along the new stairs were chosen to provide high transparency and visibility to and from the station, as well as meet station safety requirements. The use of these mesh screens along with a central glazed platform canopy (at the heritage platform building junction) and the "pop-up" roof over the stair help maintain a clear visual connection to the platform.</p> <p>The current anti-throw screens and handrails are transparent and provide views towards the existing station entry. The use of transparent materials as part of the upgraded station entry would allow for views from the Hartill-Law Avenue bridge at the station entry to the new structures.</p>
4.6		Other design suggestions including:	
4.6.1	BP7	<ul style="list-style-type: none"> request to secure loose concrete panels on western side of the bridge walkway 	<p>Opportunities to minimise movement of the concrete panels on the walkway would be considered as it is upgraded for DSAPT compliance. The removable concrete panels are required to provide maintenance access to services beneath the walkway.</p>
4.6.2	BP12	<ul style="list-style-type: none"> request to install a large lift for the elderly and pram users to travel together 	<p>The size of the lifts will be in accordance with Sydney Trains Standard 17 passenger lift.</p>

No	Submission no.	Issue/s raised	Transport for NSW response
4.6.3	BP22	<ul style="list-style-type: none"> query regarding resolution to existing flooding issues at the station 	<p>Separately to this Proposal, Transport is investigating flood mitigation methods to minimise likelihood and frequency of these events in the area.</p> <p>The Proposal is anticipated to have little impact on the flooding of tracks at the station and surrounding area given the limited changes to the station levels and infrastructure proposed. Impacts on hydrology and flooding would be limited to the minor changes to stormwater drainage and from the regrading and widening of the footpath on Hartill-Law Avenue.</p> <p>The Proposal (including the proposed stormwater management and site design) would continue to be developed during detailed design in consideration of potential flood risks.</p>
4.6.4	BP27	<ul style="list-style-type: none"> request to consider moving the bus stop north of the bridge outside the RSL 	<p>The suggested bus stop location would not allow for a compliant accessible path to be provided from the bus stop to the station entrance as the hill opposite the EPB RSL is too steep to meet compliant grades.</p>
4.6.5	BP28, BP33	<ul style="list-style-type: none"> request for improved wayfinding for the proposed changes and to engage in a good access consultant during the design stage rather than a certifier request for descriptive labels next to the lift buttons 	<p>Improved and additional wayfinding and signage would be investigated during the detailed design stage by Transport's wayfinding team in consideration of the feedback received.</p>
4.6.6	BP43	<ul style="list-style-type: none"> request to make the toilets more accessible 	<p>The station building would be upgraded as part of the Proposal. This would include the provision of a new unisex ambulant toilet and a family accessible toilet.</p> <p>An ambulant toilet is larger than a standard toilet and is designed for passengers with limited mobility who do not require a wheelchair, featuring support rails to assist users.</p> <p>Family accessible toilets are larger spaces designed to accommodate families with young children, caregivers and individuals with disabilities. These facilities include support rails and amenities like changing tables for infants.</p>

No	Submission no.	Issue/s raised	Transport for NSW response
4.6.7	BP43	<ul style="list-style-type: none"> request to expand canopy and to check the surroundings of the station for further upgrades (i.e. the metal bridge appears rusty) 	The concept design as assessed within the REF depicts reduced canopies from what was shown during the early engagement stage. Transport would explore options during detailed design to increase canopy coverage and consider feedback raised on the condition of surrounding infrastructure, however the extent is subject to existing structural constraints as well as heritage considerations.
4.6.8	BP49	<ul style="list-style-type: none"> requests for clear signage for commuter parking at EBP RSL 	Additional wayfinding and signage relevant to the Proposal would be investigated during the detailed design stage by Transport's wayfinding team in consideration of the feedback received.
4.6.9	BP29	<ul style="list-style-type: none"> request for additional traffic calming devices such as speed related signage and speed humps to increase pedestrian safety on Hartill-Law Avenue 	Transport would work with Council during detailed design to explore options for traffic calming devices and determine how to increase pedestrian safety on Hartill-Law Avenue.
5	Traffic, transport and access		
5.1	BP37	Query on station access during construction	Access to the station would be maintained during construction via a temporary access stair which would be established on the opposite (western) side of Hartill-Law Avenue, except during weekend rail possessions when trains would not be running. This diversion may cause a two-to-three-minute increase in travel time for pedestrians accessing the station. Pedestrians wishing to pass the station using the existing footpath on the station entrance side may experience similar travel time delays as a result of the footpath closure required to facilitate safe construction of the temporary station entry. The design and staging of the temporary access, and impacts to surrounding footpath networks, would be determined and assessed during the detailed design phase of the Proposal.

No	Submission no.	Issue/s raised	Transport for NSW response
5.2		Suggestions on the operational impacts of the proposal including:	
5.2.1	BP1, BP2, BP4, BP7, BP15, BP18, BP26, BP32, BP38, BP49, BP54, BP55	<p>Suggestions on the operational impacts of the proposal including:</p> <ul style="list-style-type: none"> concerns the pedestrian crossing will worsen existing traffic congestion, cause further delays to bus services, and block the Hartill-Law Avenue/Slade Road intersection 	<p>Further investigation into the traffic impacts of the pedestrian crossing on Hartill-Law Avenue has been carried out following preparation of the REF and summarised in a Traffic memo (refer to Appendix D). This included further assessment of the operational impact of the pedestrian crossing at the Slade Road and Hartill-Law Avenue intersection. The findings showed that the intersection already experiences delays and queuing during the AM and PM peak hours. The proposed pedestrian crossing would cause a further decline in performance and an overall degradation of the traffic flow at the intersection to unsatisfactory levels.</p> <p>Transport is committed to investigating other opportunities to connect interchange facilities with the station entry (refer to Condition of Approval 4 in Appendix B). This would be explored in greater detail during detailed design, with consideration given to pedestrian access compliance and vehicular traffic congestion. Any proposed traffic changes would be referred to Bayside Traffic Committee for endorsement and approved by Council.</p>
5.2.2	BP24	<ul style="list-style-type: none"> concern over the loss of short-term parking on western side of Hartill-Law Avenue 	<p>The Proposal would remove two 15-minute parking spaces on the western side of Hartill-Law Avenue to make way for the relocated bus bay and one accessible car space. Following project completion, there would be one 15-minute parking space on the eastern side of Hartill-Law Avenue and an accessible kiss and ride space. However, it has been assessed that the Proposal would have minimal impacts to parking given the existing parking utilisation of surrounding local roads is generally low throughout the week.</p>
5.2.3	BP37	<ul style="list-style-type: none"> concern over existing lack of space on the footpath 	<p>Section 6.5 of the REF provides information on kerb adjustments and footpath regrading works, which would provide space to widen the footpath around the electrical pole on the western side of Hartill-Law Avenue. The footpath along the station entry would be approximately 1.8 metres wide.</p>
5.2.4	BP24	<ul style="list-style-type: none"> concern over inappropriate use of the proposed accessible parking space by those making quick stops or drop-offs 	<p>Non-compliant driving or parking behaviours are to be regulated by existing traffic and parking laws enforced by NSW Police or Council as appropriate. Clear signage will be installed to designate the accessible parking space and encourage its proper usage.</p>

No	Submission no.	Issue/s raised	Transport for NSW response
6	Biodiversity		
6.1	BP6	Suggestion on the eight replacement trees to be mature, locally sourced and native to Wolli Creek Regional Park, and request to provide funds to the Wolli Creek Preservation Society for weed management to enhance the biodiversity and aesthetics of the station.	The Proposal's landscaping design includes planting eight replacement trees of locally native species at suitable locations in accordance with the Transport <i>Tree and Hollow Replacement Guidelines</i> (Transport, 2023) and any vegetation removal shall be offset in accordance with Transport's Biodiversity Policy (Transport, 2022b) (see mitigation measures 57 and 62). Where necessary, Transport would explore other locations for planting within the locality in consultation with relevant stakeholders.
7	Socio-economic		
7.1	BP52	Concern over reduced parking opportunities for Bardwell Park businesses and its impact on the commercial area.	<p>Transport would work with Council during the detailed design phase to determine how to minimise impacts on parking, and the associated impact on shops and businesses in Bardwell Park. Any parking changes would be referred to Bayside Traffic Committee for endorsement and are subject to approval by Council. Local businesses have been informed and have had an opportunity to provide feedback during development of the Proposal.</p> <p>The Proposal would permanently remove three 15-minute timed car parking spaces to make way for the relocated bus bay, one accessible parking space and one accessible kiss and ride space. Section 6.1.3 of the REF provides consideration of the operational impacts on the parking loss, noting that the overall loss of on-street parking is minimal and alternate parking would be available nearby for people visiting Bardwell Park businesses. In addition, a review of aerial imagery from 2021 to 2024 for other nearby roads such as Devon Road, Earlwood Crescent, Powys Avenue and Crewe Street shows that on-street parking utilisation along these roads is generally low throughout the week. It is also noted that the Proposal would result in improved accessibility to public transport near local businesses, which may provide benefits for potential customers.</p>

Other stakeholder submissions

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

Table 2-2 Response to other stakeholder submissions

No	Stakeholder.	Issue/s raised	Transport for NSW response
1	General		
1.1	Bayside Council	Concern the feedback provided as part of the early engagement was not considered in the Proposal.	<p>Transport is committed to incorporating community feedback into planning processes. Initial feedback on concept designs was sought from the community and key stakeholders including Council and local people with disability from 28 April to 27 May 2024. As such, no design changes have occurred as a result of the early engagement and initial feedback as Transport has been between design stages.</p> <p>The project received more than 70 pieces of feedback, which was considered during this early engagement period. This feedback has informed the Conditions of Approval including detailed design refinements, which will form part of the planning approval and contract for the design and construction Contractor.</p> <p>Transport notes that Council provided feedback following the early engagement period. This feedback is acknowledged by the project team who are working through the items raised.</p> <p>Feedback from the early engagement phase, when the concept design was first shared, has been integrated into Chapter 5 of the REF, including commitments to investigate specific issues further during the detailed design phase. Most feedback would be further considered and addressed as part of the detailed design phase.</p> <p>Where feedback relates to network-wide or operational aspects, this feedback is shared with the relevant groups at Transport including Sydney Trains.</p> <p>Council was invited to submit formal feedback following consultation as required by the Transport and Infrastructure SEPP.</p>

No	Stakeholder.	Issue/s raised	Transport for NSW response
2	Needs and options considered		
2.1	Bayside Council	<p>Comments on the needs and options considered include:</p> <ul style="list-style-type: none"> concerns that the existing connections north of the station have not been considered due to the limited on-street parking and available connections to/from the RSL commuter car park which have not been improved suggestions to improve the link to station from commuter car park, which would have provision for additional accessible parking spaces suggestions to extend footpath works north to the driveway into the EBP RSL and further south of the station to include the intersection of Hartill-Law Avenue and Slade Road 	<p>Several options for the Proposal were identified, including options looking at connections north of the station. Section 2.4 of the REF provides an overview of the options identified and the analysis of each option.</p> <p>Sub-option 1A, which provided an accessible connection to the RSL commuter car park via a ramp was not preferred as the ramp was too long and steep and would have adverse impacts to the war memorial located next to the EBP RSL car park.</p> <p>Option 3, which provided a new accessible parking platform north of the station was not preferred as it would result in a lengthy and time-consuming journey for the passenger as the connection between the accessible parking spaces to the station and the existing station interchange facilities was considered too far compared to the other options.</p> <p>Provision of additional accessible parking spaces at the ESP RSL commuter car park would be investigated during the detailed design stage.</p> <p>Footpath widening is proposed north and further south of the station. The purpose of the widening is to provide a compliant grade and width for an accessible path from the bus stops, accessible kiss and ride and accessible parking space. Further widening is not currently proposed due to space constraints and the need for a solution that provides value for money.</p>
3	Design		
3.1	Bayside Council	<p>Concern the pedestrian crossing is not necessary given the proximity of the existing traffic lights at the signalised intersection on Slade Road.</p>	<p>The new pedestrian crossing is required to provide a compliant accessible path of travel from the station entry to the new accessible kiss and ride and bus stop on the eastern side of Hartill-Law Avenue.</p> <p>Opportunities to provide alternate accessible access to the station as part of the Proposal would be investigated during detailed design in consideration of the feedback received on the pedestrian crossing during early engagement and REF engagement. This commitment has been reflected in a Condition of Approval (refer to Condition 4 in Appendix B).</p>

No	Stakeholder.	Issue/s raised	Transport for NSW response
3.2	Bayside Council	<p>Comments on changes to parking:</p> <ul style="list-style-type: none"> concerns of parking loss and negative impacts to businesses from the proposed bus stop, accessible parking and kiss and ride space suggests seeking alternatives as the 15-minute parking is highly desired and concern that the one proposed accessible parking space would be occupied all day recommends an accessible kiss and ride for both north and south bound traffic, and to relocate the accessible parking space to the RSL commuter car park 	<p>The changes to parking proposed on Hartill-Law Avenue are in response to the objectives of the Proposal and the need to provide compliant accessible parking, accessible kiss and ride spaces and accessible paths from bus stops to the station entry. It is noted that there is substantial availability of parking spaces near the station and Bardwell Park shops, including within the EBP RSL commuter car park, Slade Road car park and unrestricted on-street parking within the broader road network. Council could impose accessible parking restrictions to be applied, and is subject to further stakeholder consultation during detailed design.</p> <p>Transport would work with Council during the detailed design phase to determine how to minimise impacts on parking and confirm suitable locations for the proposed accessible parking space and accessible kiss and ride zone. Any parking changes would be referred to Bayside Traffic Committee for endorsement and are subject to approval by Council.</p>
3.3	Bayside Council	<p>Other design suggestions include:</p> <ul style="list-style-type: none"> request to replace the concrete panels on the rail bridge with a uniform concrete surface to improve accessibility, and for a landscape architect to be consulted regarding the paving of the footpath during the detailed design stage request for the lighting on Hartill-Law Avenue to comply with a minimum PR4 Lighting Category, and to consider removing the electricity pole south of the station entry to improve pedestrian access 	<p>The removable concrete panels are required to provide maintenance access to services beneath the walkway. Opportunities to remediate these panels would be considered as part of DSAPT compliance. The Urban Design and Landscape Plan (UDLP) would be prepared by a suitably qualified and experienced urban design professional, in consultation with Bayside Council and other stakeholders (see mitigation measure 20).</p> <p>Section 6.5 of the REF provides information on kerb adjustments and footpath regrading works. The current Proposal retains the existing electrical pole, with footpath widening to occur to provide compliant footpaths.</p> <p>There is potential for upgrades to lighting along Hartill-Law Avenue. The lighting scheme for the operation of the Proposal is to be developed by a suitably qualified lighting designer and prepared in accordance with relevant standards (see mitigation measure 22).</p>

No	Stakeholder.	Issue/s raised	Transport for NSW response
4	Traffic, transport and access		
4.1	Bayside Council	Concerns that a kiss and ride for southbound traffic will encourage existing parking and driving non-compliance, such as illegal U-turns.	Non-compliant driving or parking behaviours are to be regulated by existing traffic and parking laws enforced by NSW Police or Council as appropriate. Clear signage and line-markings would be installed to designate and encourage its proper usage and driving behaviours.
4.2	NSW SES	Recommendation to notify the NSW SES of any significant road operation delays due to construction, as this may impact emergency vehicle access.	The NSW SES would be notified if the construction of the Proposal is identified to cause notable road delays or temporary short-term access disturbances.
5	Biodiversity		
5.1	Bayside Council	Comment that the proposed bicycle hoop location will require removal of two trees, which must be offset nearby. Suggests a small retaining wall may be required to support new assets in this space.	<p>The Proposal's landscaping design would involve the removal of two medium trees at the proposed bike hoop location. The removal of the two trees would require a total of eight replacement trees to be planted. These trees would consist of locally native species at suitable locations in accordance with the <i>Transport Tree and Hollow Replacement Guidelines</i> (Transport, 2023) and any vegetation removal shall be offset in accordance with Transport's Biodiversity Policy (Transport, 2022b) (see mitigation measures 57 and 62). Where necessary, Transport would explore other locations for planting within the locality in consultation with relevant stakeholders.</p> <p>It is noted that there is currently a large retaining wall in the area where the bicycle infrastructure is proposed. Any new or modified retaining walls to support the infrastructure would be considered as required during detailed design.</p>

No	Stakeholder.	Issue/s raised	Transport for NSW response
6	Socio-economic		
6.1	Bayside Council	Concern the proposed pedestrian crossing location will reduce parking opportunities, particularly on-street parking for businesses, having a negative commercial impact on the area.	<p>Transport would work with Council during the detailed design phase to determine how to minimise impacts on parking, and any associated potential impacts on shops and businesses in Bardwell Park. Any parking changes would be referred to Bayside Traffic Committee for endorsement and are subject to approval by Council. Local businesses have been informed and have had an opportunity to provide feedback during development of the Proposal.</p> <p>The Proposal would permanently remove three 15-minute timed car parking spaces to make way for the relocated bus bay, one accessible parking space and one accessible kiss and ride space. Section 6.1.3 of the REF provides consideration of the operational impacts on the parking loss, noting that the overall loss of on-street parking is minimal, and alternate parking would be available nearby for people visiting Bardwell Park businesses. In addition, a review of aerial imagery from 2021 to 2024 for other nearby roads such as Devon Road, Earlwood Crescent, Powys Avenue and Crewe Street shows that on-street parking utilisation along these roads is generally low throughout the week. It is also noted that the Proposal would result in improved accessibility to public transport near local businesses, which may provide benefits for potential customers.</p>

No	Stakeholder.	Issue/s raised	Transport for NSW response
7	Hydrology and flooding		
7.1	NSW SES	<p>The NSW SES provided advice and recommendations based on a review of potential flood risk due to proximity to Wolli Creek and local runoff.</p> <p>Recommendations include:</p> <ul style="list-style-type: none"> • considering flooding impacts • ensuring user awareness of risks through inductions and signage • employing site design and stormwater management to reduce flood impact • considering closing and securing the worksite if there is a risk of flooding, based on Bureau of Meteorology advisories • developing an emergency management plan to enable quick and safe evacuation to avoid isolation or inundation, particularly at the temporary laydown site on Slade Road, using the NSW SES template. 	<p>Sections 6.9 and 6.11 of the REF provides consideration of potential impacts of flooding and climate change associated with the Proposal. The Proposal is not anticipated to increase the flooding potential within the station.</p> <p>The Proposal (including the proposed stormwater management and site design) would continue to be developed during detailed design in consideration of potential flood and climate change risks (see mitigation measure 85).</p> <p>Bardwell Park Station has a Site Incident Management Plan (SIMP), which includes emergency evacuation procedures. Following completion of the Proposal, any necessary amendments to the SIMP would be undertaken to reflect any alterations to operational requirements resulting from the Proposal.</p> <p>The site induction for all Contractors working on construction of the Proposal would include consideration of flood risks as well as evacuation and safety procedures, including in relation to the temporary laydown site on Slade Road.</p>

2.4 Future consultation

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

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

The Transport email address⁴ and Project Infoline (1800 684 490) would continue to be available during the construction phase. Targeted consultation methods, such as use of letters, notifications, signage, individual briefings and verbal communications, would continue to occur. The Project website⁵ would also include updates on the progress of construction.

⁴ projects@transport.nsw.gov.au

⁵ <https://www.transport.nsw.gov.au/bardwell-park>

3. Consideration of environmental impacts

3.1 NSW Environmental Planning and Assessment Act 1979

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

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

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

The likely significance of the environmental impacts of the Proposal has been assessed in accordance with the NSW Department of Planning and Environment's *Guidelines for Division 5.1 assessments*⁶. It is concluded that the Proposal is not likely to significantly affect the environment (including critical habitat) or threatened species, populations of ecological communities, or their habitats. Accordingly, an environmental impact statement under Division 5.2 of the EP&A Act is not required.

3.2 NSW Heritage Act 1977

In accordance with Section 170a of the Heritage Act, if the Proposal includes demolition of significant fabric, TAHE must provide notification of the work to Heritage NSW 14 days (or 40 days if the item is identified as being of State significance, but is not listed on the NSW State Heritage Register) prior to the commencement of the work.

In respect of the Proposal, Bardwell Park Railway Station Group is listed on the TAHE Section 170 Heritage and Conservation Register (4801896). A summary of the heritage assessment (Artefact Heritage, 2024) is provided in Chapter 6 of the REF. Heritage considerations have been incorporated into the Proposal's design, and relevant mitigation measures are provided in Chapter 7 of the REF/ Appendix C of this Determination Report.

3.3 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.

⁶ [Guidelines for Division 5.1 assessments – June 2022 \(nsw.gov.au\)](#)

4. Conditions of Approval

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

5. Conclusion

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

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

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

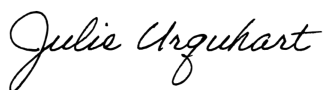
Decision statement

BARDWELL PARK STATION UPGRADE

APPROVAL

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

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



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

Date: 2.12.24

6. References

Artefact 2024, Statement of Heritage Impact.

Transport for NSW 2023, Tree and Hollow Replacement Guidelines.

Aurecon 2024, Bardwell Park Station Upgrade Review of Environmental Factors.

Terms and acronyms used in this Report

Term	Meaning
BAZ	Boarding Assistance Zone
BC Act	<i>Biodiversity Conservation Act 2016 (NSW)</i>
BDAR	Biodiversity Development Assessment Report
Construction Contractor	The Construction Contractor for the Proposal would be appointed by Transport for NSW to undertake the detailed design and construction of the Proposal.
CCTV	Closed-Circuit Television
CPTED	Crime Prevention Through Environmental Design
DDA	<i>Disability Discrimination Act 1992 (Cwlth)</i>
Detailed design	Detailed design broadly refers to the process that the Construction Contractor undertakes (should the Proposal proceed) to refine the concept design to a design suitable for construction (subject to Transport for NSW acceptance).
Determination Report	This document – a report prepared by Transport for NSW to assess and address certain matters to allow for a determination of the Proposal under, and in accordance with Division 5.1 of the EP&A Act.
DSAPT	<i>Disability Standards for Accessible Public Transport (2002)</i>
EBP	Earlwood Bardwell Park
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>
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999 (Cwlth)</i>
LGA	Local Government Area
NES	Matters of ‘National Environmental Significance’ under the EPBC Act
NSW	New South Wales
Proponent	A person or body proposing to carry out an activity under Division 5.1 of the EP&A Act – in this instance, Transport for NSW.
REF	Review of Environmental Factors
SES	State Emergency Service
SIS	Species Impact Statement
SIMP	Site Incident Management Plan
TAHE	Transport Asset Holding Entity
TGSI	Tactile Ground Surface Indicators
the Proposal	The construction and operation of the Bardwell Park Station Upgrade
Transport	Transport for NSW
Transport and Infrastructure SEPP	<i>State Environmental Planning Policy (Transport and Infrastructure) 2021 (NSW)</i>

Appendix A: REF

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

REF link: [Bardwell Park Station Upgrade REF](#) (Objective reference A65500622)

Website address: <https://www.transport.nsw.gov.au/bardwellpark>

Appendix B: Conditions of Approval

CONDITIONS OF APPROVAL

Bardwell Park Station Upgrade

Note: These conditions must be read in conjunction with the final mitigation measures in the Bardwell Park Station Upgrade Review of Environmental Factors as modified in Appendix C of this Determination Report.

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

Acronym	Definition
AFC	Approved For Construction
CECR	Construction Environmental Compliance Report
CEMP	Construction Environmental Management Plan
CIR	Contamination Investigation Report
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>
EMR	Environmental Management Representative
EMS	Environmental Management System
HIS	Heritage Interpretation Strategy
ISC	Infrastructure Sustainability Council
ISO	International Standards Organisation
ONVMP	Operational Noise and Vibration Management Plan
OOHWP	Out of Hours Work Protocol
PECM	Pre-Construction Environmental Compliance Matrix
POCR	Pre-Operational Compliance Report
RBL	Rating Background Level
REF	Review of Environmental Factors
SMP	Sustainability Management Plan
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.
Environmental Management Representative (EMR)	An independent environmental representative appointed to the Project or a delegate nominated by Transport for NSW.
Feasible	A work practice or abatement measure is feasible if it is capable of being put into practice or of being engineered and is practical to build given project constraints such as safety and maintenance requirements.
Noise Sensitive Receiver	In addition to residential dwellings, noise sensitive receivers include, but are not limited to, hotels, entertainment venues, pre-schools and day care facilities, educational institutions (e.g. schools, TAFE colleges), health care facilities (e.g. nursing homes, hospitals), recording studios, places of worship/religious facilities (e.g. churches), and other noise sensitive receivers identified in the Environmental Impact Assessment.
Project	The construction and operation of the Bardwell Park Station Upgrade as described in the Environmental Impact Assessment.
Proponent	A person or body proposing to carry out an activity under Division 5.1 of the EP&A Act – in the case of the Project, Transport for NSW.
Reasonable	Selecting reasonable measures from those that are feasible involves making a judgment to determine whether the overall benefits outweigh the overall adverse social, economic and environmental effects, including the cost of the measure.

No.	Condition	Responsibility	Timing
General			
1.	Terms of Approval <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>Bardwell Park Station Upgrade – Review of Environmental Factors</i> (Aurecon, August 2024), including associated Mitigation Measures and supporting specialist studies b) <i>Bardwell Park Station Upgrade – Determination Report</i> (Aurecon, December 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.	Statutory Requirements <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 EMR 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.	Traffic, Transport and Access Undertake a feasibility study during detailed design to investigate alternatives or further opportunities to minimise the impacts of the proposed pedestrian crossing to traffic whilst providing compliant pedestrian access to the station entry. The feasibility study shall include an assessment of options and the environmental impacts associated with the pedestrian crossing, including (but not limited to): <ul style="list-style-type: none"> a) further consideration of the location and design of the pedestrian crossing in consideration of the feedback received b) any alternate options identified to provide a compliant accessible path of travel c) traffic and transport impacts, including consideration of safety for pedestrians and all road users d) visual and urban design outcomes e) consultation with stakeholders, including Bayside Council. A report on the investigation must be submitted to the Principal prior to the finalisation of detailed design. Note: Where a feasible option is identified, changes to the approved pedestrian crossing and access arrangements may need to be further assessed under the EP&A Act.	Contractor and Transport	Detailed design
General			
5.	Terms of Approval The Project shall be carried out in accordance with the environmental impact assessment (EIA) for this Project, unless otherwise agreed to by the DES (or delegate) and supported by written justification, which comprises the following documents: <ul style="list-style-type: none"> c) <i>Bardwell Park Station Upgrade – Review of Environmental Factors</i> (Aurecon, August 2024), including associated Mitigation Measures and supporting specialist studies d) <i>Bardwell Park Station Upgrade – Determination Report</i> (Aurecon, December 2024). In the event of an inconsistency between these conditions and the EIA, these conditions will prevail to the extent of the inconsistency.	Contractor and Transport	Throughout
6.	Statutory Requirements These conditions do not remove any obligation to obtain all other licences, permits, approvals and land owner consents from all relevant authorities and land owners as required under any other legislation for the Project. The terms and conditions of such licences, permits, approvals and permissions must be complied with at all times.	Contractor and Transport	Throughout
Environmental Management			
7.	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):	Contractor	Pre-construction/ Construction

No.	Condition	Responsibility	Timing
	<ul style="list-style-type: none"> f) completed consultation with government agencies and relevant service/utility providers, and evidence of consultation submitted with the plan g) a copy of the plan submitted to the TESR for review at least 21 days prior to commencement of Construction or the related works being commenced h) any comments made by the TESR in accordance with b) must be adequately addressed prior to submission for approval i) a copy of the plan submitted to the TESR to obtain written approval from the DES at least 5 days prior j) periodic review and update of the plan submitted to the EMR for endorsement <p>Construction must not commence until the DES has provided written approval of the plan/s.</p>		
Additional Conditions of Approval			
8.	<p>Traffic, Transport and Access</p> <p>Undertake a feasibility study during detailed design to investigate alternatives or further opportunities to minimise the impacts of the proposed pedestrian crossing to traffic whilst providing compliant pedestrian access to the station entry. The feasibility study shall include an assessment of options and the environmental impacts associated with the pedestrian crossing, including (but not limited to):</p> <ul style="list-style-type: none"> f) further consideration of the location and design of the pedestrian crossing in consideration of the feedback received g) any alternate options identified to provide a compliant accessible path of travel h) traffic and transport impacts, including consideration of safety for pedestrians and all road users i) visual and urban design outcomes j) consultation with stakeholders, including Bayside Council. <p>A report on the investigation must be submitted to the Principal prior to the finalisation of detailed design. Note: Where a feasible option is identified, changes to the approved pedestrian crossing and access arrangements may need to be further assessed under the EP&A Act.</p>	Contractor and Transport	Detailed design

Appendix C: Mitigation measures

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

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), <u>including locations for construction worker parking that limit impacts to available on street parking in proximity to the station where feasible to do so</u> c) urban design, landscape character and visual amenity d) noise and vibration management, including traffic noise generated by the Project e) water and soil management (including flood and high rainfall event management) f) air quality management (including dust suppression) g) Aboriginal and non-Aboriginal heritage management h) biodiversity management i) storage and use of hazardous materials j) contaminated land management (including acid sulfate soils) k) weed management l) waste management m) bushfire risk n) environmental incident reporting and management procedures o) non-compliance and corrective/preventative action procedures p) details of approvals, licences and permits required to be obtained under any other legislation for the Project. <p>The CEMP shall:</p> <ul 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 Project, all relevant legislation and regulations, and accepted best practice management 	Contractor	Pre-construction

No.	Mitigation measure	Responsibility	Timing
	<p>ii. comply with the relevant requirements of <i>Environmental Management Plan Guideline – Guideline for Infrastructure Projects</i> (NSW Department of Planning Industry and Environment, 2020)</p> <p>iii. include an environmental compliance matrix for the Project (or such stages of the Project as approved by the Transport Environment and Sustainability Representative (TESR)) that details compliance with all relevant conditions and mitigation measures</p> <p>iv. include an Environmental Policy.</p> <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 controls map guideline (Transport, 2023) prior to the commencement of construction for implementation for the construction. The ECM is to be approved by the TESR and may be prepared in stages, as set out in the CEMP.</p> <p>A copy of the ECM shall be submitted to the TESR for review and written approval in accordance with Mitigation Measure 4.</p> <p>The ECM shall be prepared as a map – suitable for enlargement to both A0 and A3 sizes to be mounted on the wall of a site office and included in site inductions, supported by relevant written information.</p> <p>Updates to the ECM shall be made within seven days of the completion of the review or receipt of actions identified by any TESR audit of the document and submitted to the TESR for written approval.</p>	Contractor	Pre-construction
3.	<p>Site Induction</p> <p>Prior to the commencement of construction, all contractors will be inducted on the key project environmental and sustainability risks, procedures, mitigation measures and conditions of approval. The induction shall be given by the Environmental Personnel and as a minimum will include:</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 • 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>	Contractor	Pre-construction

No.	Mitigation measure	Responsibility	Timing
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> <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 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 Project, including undertaking regular site inspections, preparation and implementation of environmental documentation and ensuring the Project meets the requirements of the Environmental Management System (EMS).</p> <p>Details of the environmental personnel, including relevant experience, defined responsibilities and resource allocation throughout the Project (including time to be spent on-site/off-site) are to be submitted for the written approval of the DES, at least 21 days prior to commencement of construction of the Project (or such time as otherwise approved by the DES).</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 undertaken in consultation with the relevant authority. Existing services and exclusion zones shall be identified on the ECM and on site to avoid direct impacts during construction.</p>	Contractor	Pre-construction and construction

No.	Mitigation measure	Responsibility	Timing
7.	<p>Detailed Design Validation</p> <p>A detailed design validation report (DDVR) for the Project shall be prepared and submitted at each design stage to detail how compliance is achieved against:</p> <ul style="list-style-type: none"> the final Project description all design mitigation measures detailed in the REF any conditions of approval in the determination report for the Project. <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"> submit a copy of the DDVR to the TESSR for review update and submit a DDVR revision at each design stage or as required, including as the design progresses the TESSR 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 TESSR 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>Project Modifications</p> <p>Any modifications to the Project (as defined in this REF and/or future Determination Report), requiring an amendment REF (as determined by the TESSR), 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>Project Changes</p> <p>Any modifications to the Project (as defined in this REF and/or future Determination Report), which may be amended by a consistency assessment (as determined by the TESSR), if approved, will be subject to further assessment and approval by Transport. This assessment will need to demonstrate that any environmental impacts resulting from the change have been minimised. The further assessment must be submitted to Transport six weeks prior to commencement of works relating to the modification.</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 project to identify project changes or modifications. The register will be updated and submitted at each design stage or as required, including as the design progresses. The register will be submitted to TESR for review of changes and direction on the approval pathway these changes or modifications should apply.</p>	Contractor	As required
12.	<p>Construction Environmental Compliance Report</p> <p>A Construction Environmental Compliance Report (CECR) for the Project shall be prepared which addresses the following matters:</p> <ul style="list-style-type: none"> a) compliance with the Construction Environmental Management Plan (CEMP) and these conditions b) compliance with any approvals or licences issued by relevant authorities for the construction of the Project c) implementation and effectiveness of environmental controls (the assessment of effectiveness should be based on a comparison of actual impacts against performance criteria identified in the CEMP) d) environmental monitoring results, presented as a results summary and analysis e) details of the percentage of waste diverted from landfill and the percentage of spoil beneficially reused f) number and details of any complaints, including summary of main areas of complaint, actions taken, responses given and intended strategies to reduce recurring complaints (subject to privacy protection) g) details of any review and amendments to the CEMP resulting from construction during the reporting period h) any other matter as requested by the DES. <p>The CECR shall:</p> <ul style="list-style-type: none"> i. be submitted to the TESR for review. Be submitted to the DES for written approval upon completion of the TESR review period. <p>The first CECR shall be submitted to the TESR four weeks prior to construction commencing and will include a pre-construction environmental compliance matrix for the Project that details compliance with all relevant conditions and mitigation measures. The succeeding CECRs shall be submitted at six monthly intervals for the construction and be submitted within four weeks of expiry of that period (or at any other time interval approved by the DES). The final CECR shall detail compliance with all Conditions of Approval, licences and permits required to be obtained under any other legislation for the Project. Each revision of the CECR shall be submitted to the TESR for review and written approval in accordance with mitigation measure 4.</p>	Contractor	Pre-construction and construction

No.	Mitigation measure	Responsibility	Timing
Traffic and transport			
13.	Road Condition Reports Prior to construction commencement and at completion of construction, road condition surveys and reports on the condition of roads and footpaths to be affected by construction shall be prepared and provided to Transport for information. Any damage resulting from the construction of the Project, aside from that resulting from normal wear and tear, shall be repaired at the Contractor's expense.	Contractor	Pre-construction and post-construction
14.	Authorisation for Road Use Relevant authorisation(s) from the appropriate road authority will be obtained for the proposed operational changes to Hartill-Law Avenue, such as the new pedestrian crossing and changes to parking and bus stops.	Contractor	Operation
15.	The temporary full and partial road closures and traffic management controls on public roads on Hartill-Law Avenue will be managed and implemented in accordance with the provisions of Road Occupancy Licence(s).	Contractor	Pre-construction, construction
16.	The emergency services, public transport operators, and other key users will be notified in advance of all internal and external changes in the station. The public will be advised to allow additional travel time.	Contractor	Pre-construction, construction
17.	The pedestrian crossing will be considered further during detailed design in consultation with the road authority and in consideration of feedback on the concept design.	Transport/ Contractor	Detailed design
18.	Consultation with Transport and Bayside Council will be conducted to investigate dedicated car parking areas, including potentially leasing off-street car parking areas for construction workers to minimise potential impacts on the on-street parking in the surrounding area. <u>Construction workers shall be discouraged from using the Council commuter car park and on-street parking spaces near the station and busy residential streets, where practicable, except where otherwise agreed in consultation between Transport and Bayside Council. These requirements shall be captured in the CEMP and site induction for all contractors. The CEMP will include details of how this will be monitored for compliance.</u>	Contractor	Pre-construction, construction
19.	The car park on Slade Road will be reinstated to pre-construction conditions after the site compound has been demobilised.	Contractor	Post-construction

No.	Mitigation measure	Responsibility	Timing
Urban design, landscape and visual amenity			
20.	<p>Urban and Landscape Design 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"> 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 identify opportunities and constraints establish precinct specific principles to guide and test design options consider Crime Prevention Through Environmental Design (CPTED) principles, including night-time safety of customers and the community, and the safety of station staff. be aligned with the “TAP Urban Design Plan Guidelines (Draft 2018)” and Beyond A to B – Urban design policy, procedures and principles for public transport infrastructure (Transport for NSW, 2024)”. consider opportunities for: <ol style="list-style-type: none"> Connecting with Country integrated heritage interpretation and adaptive reuse public art safety improvements specify opportunities for community feedback and engagement on design elements address Transport Sustainable Design Guideline evidence requirements 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"> landscape design approach including design of pedestrian and bicycle pathways, street furniture, interchange facilities, new planting and integration of any artwork Materials Schedule including materials and finishes for proposed built works, colour schemes, paving and lighting types for public domain, fencing and landscaping an Artist's Impression or Photomontage <u>visualisations</u> 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, Transport, Draft 2018 Commuter Car Parks, Urban Design Guidelines, Transport, Interim 2017 	Contractor	Prior to design finalisation

No.	Mitigation measure	Responsibility	Timing
	<ul style="list-style-type: none"> Managing Heritage Issues in Rail Projects Guidelines, Transport, Interim 2016 <u>Creativity Guidelines for Transport Systems, Transport, Interim 2016</u> <u>Public Art in Transport Infrastructure – Guidance for Capital Projects (Transport for NSW, 2024)</u> Water Sensitive Urban Design Guidelines (Transport, June 2023) <p>The UDLP is to be submitted to Transport and written approval by the Urban Design Public Transport and Precincts team.</p>		
21.	<p>Transport's Design Review Panel</p> <p>At 30% design stage, the design will be presented to Transport's Design Review Panel. Transport's Design Review Panel is an independent, multi-disciplinary panel of eminent experts who provide impartial design review and recommendations. This will contribute to achieving design excellence in respect to place making, built form, urban and landscape design and Connecting with Country aspects of the project.</p>	Contractor	Prior to design finalisation
22.	<p>Lighting Scheme</p> <p>A lighting scheme for the construction and operation of the Project is to be developed by a suitably qualified lighting designer and prepared in accordance with relevant standards. The lighting scheme shall address the following as relevant, but not limited to:</p> <ol style="list-style-type: none"> consideration of lighting demands of different areas consideration of outcomes of Safer Cities consultation (where applicable) strategic placement of lighting fixtures to maximise ground coverage use of LED lighting meet benchmark requirements of IS Essentials demonstrate that light spill and glare has been minimised to sensitive receivers by directing lighting into the station/car park. control systems for lighting that dim or switch-off lights settings according to the amount of daylight the zone is receiving motion sensors to control low traffic areas allowing the lighting system to use low light or switch off light settings while meeting relevant lighting Standards requirements, and 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	Prior to design finalisation

No.	Mitigation measure	Responsibility	Timing
23.	Worksite Compounds and Hoardings Worksite compounds will be screened for the construction with shade cloth that has Transport branding, unless approved otherwise by the Transport Community and Stakeholder Engagement Manager, to minimise visual impacts from key viewing locations. Temporary hoardings, barriers, traffic management and signage will be removed as soon as practicable and safety requirements allow. This material should comply with <i>The Infrastructure Project Style Guide November 2022</i> (Transport, 2022). Work would be conducted behind temporary hoardings/screens wherever practicable. The installation of construction hoarding will take into consideration the location of residential receivers to ensure that 'line of sight' is broken, where feasible.	Contractor	Construction
24.	Graffiti and Advertising Hoardings, site sheds, fencing, acoustic walls around the perimeter of the site, and any structures built as part of the Project shall be maintained free of graffiti, or any advertising not authorised by Transport, during the construction period. Graffiti and unauthorised advertising shall be removed or covered within the following timeframes unless otherwise approved by Transport: <ul style="list-style-type: none"> a) offensive graffiti will be removed or concealed within 24 hours b) highly visible (yet inoffensive) graffiti will be removed or concealed within a week c) graffiti that is neither offensive or highly visible will be removed or concealed within a month d) any unauthorised advertising material will be removed or concealed within 24 hours. 	Contractor	Construction
25.	Public art and cultural interpretative elements should be incorporated during detailed design and could be incorporated in perforated screens and solid wall facades	Transport / Contractor	Detailed design
26.	Alternative traffic barriers along Hartill-Law Avenue overbridge that provide better pedestrian-scale (height and width) and improved streetscape amenity shall be investigated during detailed design.	Transport / Contractor	Detailed design
27.	Enhancement of landscape amenity through planting within the local centre shall be considered during detailed design.	Transport / Contractor	Detailed design
Noise and vibration			
28.	Construction Noise and Vibration Prior to commencement of construction, a Construction Noise and Vibration Management Plan (CNVMP) will be prepared and implemented in accordance with the requirements of the EPA's <i>Interim Construction Noise Guideline</i> (Department of Environment and Climate Change, 2009), Transport's <i>EMF-NV-GD-0060 Construction noise and vibration guideline (public transport infrastructure)</i> (Transport, 2023a) and the Noise and Vibration Impact Assessment for the Project (SLR, 2024). The CNVMP shall include, but not be limited to: <ul style="list-style-type: none"> a) details of construction activities and an indicative schedule for construction 	Contractor	Pre-construction

No.	Mitigation measure	Responsibility	Timing
	<p>b) identification of construction activities that have the potential to generate noise and/or vibration impacts on surrounding land uses, particularly sensitive noise receivers</p> <p>c) detail what reasonable and feasible actions and measures shall be implemented to minimise noise impacts (including those identified in the REF)</p> <p>d) procedures for notifying sensitive receivers of construction activities that are likely to affect their noise and vibration amenity, as well as procedures for dealing with and responding to noise and vibration complaints</p> <p>e) an Out of Hours Work Protocol (OOHWP) for the assessment, management and approval of works outside the standard construction hours identified in Mitigation Measure 30 of this approval, including a risk assessment process which deems the out of hours activities to be of low, medium or high environmental risk, is to be developed. All out of hours works are subject to written approval by the DES or as approved by EPA (where relevant to the issuing of an EPL). The OOHWP should be consistent with the <i>Transport Construction noise and vibration guideline (public transport infrastructure)</i> (Transport NSW, 2023a)</p> <p>f) a description of how the effectiveness of actions and measures shall be monitored during the proposed works, identification of the frequency of monitoring, the locations at which monitoring shall take place, recording and reporting of monitoring results and if any exceedance is detected, the manner in which any non-compliance shall be rectified</p> <p>The CNVMP shall consider and outline measures to reduce the noise and vibration impacts from construction activities. Where practicable at source measures including by construction planning/staging and equipment selection shall be prioritised over at receiver measures. Reasonable and feasible mitigation measures include:</p> <ul style="list-style-type: none"> regularly training workers and contractors (such as at the site induction and toolbox talks) on the importance of minimising emissions and how to use equipment in ways to minimise noise and vibration avoiding any unnecessary emissions when carrying out manual operations and when operating plant ensuring spoil is placed and not dropped into awaiting trucks or other plant/vehicles avoiding/limiting simultaneous operation of noisy or vibratory plant and equipment within discernible range of a sensitive receiver where practicable switching off any equipment not in use for extended periods e.g. heavy vehicles engines will be switched off whilst being unloaded avoiding deliveries at night/evenings or other sensitive times wherever practicable no idling of delivery trucks ensuring truck drivers are informed of designated vehicle routes, parking locations and acceptable delivery hours for the site minimising talking loudly; no swearing or unnecessary shouting, or loud stereos/radios onsite; no dropping of materials from height where practicable, no throwing of metal items and slamming of doors maximising the offset distance between noisy or vibratory plant and sensitive receivers and maintaining safe working distances for workers directing noise-emitting plant away from sensitive receivers 		

No.	Mitigation measure	Responsibility	Timing
	<ul style="list-style-type: none"> regularly inspecting and maintaining plant to avoid increased noise levels from rattling hatches, loose fittings etc use of quieter and less vibration emitting construction methods where feasible and reasonable non-tonal movement alarms (or an equivalent mechanism) fitted and used on all construction vehicles and mobile plant regularly used on-site (i.e. greater than one day) and for any out of hours work. 		
29.	<p>Property Condition Surveys</p> <p>The purpose of a property condition survey is to provide a clear record for comparison in case landowners have concerns about damage to property which they feel may have been caused as a result of construction work.</p> <p>Subject to landowner agreement, property condition surveys shall be completed prior to the commencement of piling, excavation or bulk fill or any vibratory impact works including jack hammering and compaction (Designated Works).</p> <p>Surveys are to be offered to owners of:</p> <ol style="list-style-type: none"> all buildings/structures/roads within a distance of 50 metres from the edge of the Designated Works (measured in a straight line) all heritage listed buildings and other sensitive structures within 150 metres from the edge of the Designated Works. <p>Surveys are to be undertaken prior to the commencement of the Designated Works and again immediately upon completion of the Designated Works. This includes a survey of the site compound location/s prior to the commencement of construction, and as soon as possible once the site compound has been demobilised.</p> <p>Owners of assets to be surveyed are to be contacted via letter at least 14 days prior to the intended commencement of property condition surveys. Letters of offer are to include the scope and methodology of the survey, and the process for making a claim regarding property damage should post-work property condition surveys confirm damage at the fault of the project.</p> <p>Property condition surveys need not be undertaken if a risk assessment indicates that selected buildings/structures/roads identified in (a) and (b) will not be affected as determined by a qualified geotechnical and construction engineering expert with appropriate registration on the National Professional Engineers Register prior to commencement of Designated Works and provided to Transport. Evidence of a risk assessment must be provided to Transport for agreement prior to commencement of Designated Works.</p> <p>A copy of the survey(s) shall be given to each affected owner and Transport. A register of all properties surveyed shall be maintained.</p> <p>Any damage to buildings, structures, lawns, trees, sheds, gardens, etc. as a result of construction activity direct and indirect (i.e. including vibration and groundwater changes) shall be rectified at no cost to the owner(s).</p>	Contractor	Pre-construction, post-construction

No.	Mitigation measure	Responsibility	Timing
30.	<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 b) out of hours work identified and assessed in the REF or the approved OOHWP c) the delivery of plant, equipment and materials which is required outside these hours as requested by police or other authorities for safety reasons and with suitable notification to the community as approved by the DES d) Emergency Work to avoid the loss of lives, property and/or to prevent environmental harm e) any other work as approved by the DES and considered essential to the Project, or as approved by EPA (where an EPL is in effect). 	Contractor	Construction
31.	<p>Special Audible Characteristics Activities</p> <p>As per the <i>Construction noise and vibration guideline (public transport infrastructure)</i> (Transport, 2023a), construction activities with special audible characteristics will be limited to standard hours, and start no earlier than 8am unless otherwise approved by the DES in accordance with the CNVS.</p> <p>Rock breaking or hammering, jack hammering, pile driving, vibratory rolling, cutting of pavement, concrete or steel and any other activities which result in impulsive or tonal noise generation shall not be undertaken for more than three continuous hours, followed by a minimum one hour respite period, unless otherwise approved to by the DES, or as approved by EPA (where relevant to the issuing of an EPL).</p> <p>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
32.	<p>Piling</p> <p>Wherever practical, piling activities shall be completed using non-percussive piles. If percussive piles are proposed to be used, written approval of the DES shall be obtained prior to commencement of piling activities.</p>	Contractor	Construction

No.	Mitigation measure	Responsibility	Timing
33.	<p>Vibration Criteria</p> <p>To avoid structural impacts as a result of vibration or direct contact with structures, the proposed work will be undertaken in accordance with the safe work distances outlined in the Noise and Vibration Impact Assessment (SLR, 2024). Where these distances cannot be met vibration trials and attended vibration monitoring of the trials will be undertaken in order to assess and mitigate vibration impacts.</p> <p>Vibration resulting from construction and received at any structure outside of the Project shall be limited to:</p> <ul style="list-style-type: none"> a) for structural damage vibration –British Standard BS 7385-2:1993 <i>Evaluation and measurement for vibration in buildings Part 2</i> and/or German Standard DIN 4150:Part 3 – 1999: <i>Structural Vibration in Buildings: Effects on Structures</i> b) for human exposure to vibration – the acceptable vibration values set out in the <i>Environmental Noise Management Assessing Vibration: A Technical Guideline</i> (Department of Environment and Conservation, 2006) which includes British Standard BS 6472-2:1992 <i>Guide to Evaluation of Human Exposure to Vibration in Buildings (1 Hz to 80 Hz)</i>. <p>The Project also must address IS Essentials Env-3 Vibration level 1 criteria.</p> <p>These limits apply unless otherwise approved by the DES through the CEMP</p>	Contractor	Construction
34.	<p>Vibration Impacts to Heritage Structures</p> <p>To effectively mitigate potential impacts of vibration on heritage structures within the station, activities that cause vibration will be managed in accordance with British Standard BS 7385-2:1993. If a heritage building or structure is found to be structurally unsound (following inspection) a more conservative cosmetic damage objective of 2.5 mm/s peak component particle velocity (from DIN 4150) will be considered. Real time vibration monitoring will be conducted at commencement of relevant work to confirm compliance with the adopted standard. If vibration levels approach the determined trigger level, then the construction activity would cease and the heritage structure would be assessed and alternative construction methodologies developed, where practicable, before construction.</p>	Contractor	Construction
35.	Where noise intensive equipment is to be used near to sensitive receivers, it is recommended that the work is scheduled for daytime hours. Where this is not possible, then the work should be scheduled in accordance with the <i>Construction noise and vibration guideline (public transport infrastructure)</i> (Transport, 2023a) 5.1.2 OOHW hierarchy, and completed as early as possible in each work shift to minimise the potential for night-time impacts.	Contractor	Construction
36.	<p>Where work is identified as being within the vibration minimum working distances and is considered likely to exceed cosmetic damage criteria:</p> <ul style="list-style-type: none"> – different construction methods with lower source vibration levels should be investigated and implemented, where feasible – attended vibration measurements should be carried out at the start of work to determine actual vibration levels at nearby receivers (works would be ceased if the monitoring indicates exceedance of the cosmetic damage criteria). 	Contractor	Construction
37.	Work that is likely to have a ‘clearly audible’ impact on Our Lady of Lourdes Catholic Primary School and the Earlwood Preschool should be scheduled on weekends where possible.	Contractor	Construction

No.	Mitigation measure	Responsibility	Timing
Heritage Management			
38.	Design Response New work will be designed with a consideration of the architectural style and heritage elements of the station or precinct. The proposed elements will be sympathetic to the original design and seek to emphasise key details whilst not overwhelming or detracting from the heritage significance of the place.	Contractor	Detailed design
39.	Heritage Induction As part of the site induction in accordance with Mitigation Measure 3, a heritage induction will be provided to workers prior to construction, informing them of the location of known heritage items and guidelines to follow if unexpected heritage items or deposits are located during construction. All construction staff will undergo an induction in the preliminary identification of Aboriginal cultural heritage material. This training will include information such as the importance of Aboriginal cultural heritage material and places to the Aboriginal community, as well as the legal implications of removal, disturbance and damage to any Aboriginal cultural heritage material and sites.	Contractor	Pre-construction
40.	Unexpected Heritage Finds If previously unidentified or unexpected Aboriginal objects or non-Aboriginal heritage/archaeological items are uncovered during construction, the procedures contained in Transport's <i>Unexpected Heritage Items Procedure</i> (Transport NSW, 2024c) will be followed, and work within the vicinity of the find would cease immediately. The TESR shall be immediately notified to co-ordinate a response, which may include direction to seek appropriate advice from a suitably qualified and experienced Heritage Advisor (in consultation with Heritage NSW). Works in the vicinity of the find shall not re-commence until written approval to recommence has been received from the DES. The event must be reported in Transport incident management system as a report only event in accordance with the Transport Environmental Incident Guideline. If human remains are found, work shall cease in the vicinity of the find, the site must be secured and the NSW Police and/or Heritage NSW notified. Where required, approvals for archaeological investigations, which may include an Aboriginal Heritage Impact Permit, will be obtained prior to work recommencing at the location. A discovery of suspected human remains greater than 100 years old is an archaeological case and is not subject to the requirements of NSW <i>Coroners Act 2009</i> .	Contractor	Construction
41.	Heritage Management Plan A Heritage Management Plan (including detailed drawings, documentation and specifications) and Work Method Statement will be prepared as part of the CEMP to address heritage impacts and required management procedures to minimise risks.	Contractor	Pre-construction

No.	Mitigation measure	Responsibility	Timing
42.	<p>Heritage Advisor</p> <p>A suitably qualified and experience Heritage Advisor who is independent of the design and construction team’s personnel shall be engaged to the satisfaction of the DES. The Heritage Advisor shall provide ongoing heritage, design and conservation advice throughout detailed design and any subsequent relevant design modifications to ensure that the final design adheres to the recommendations of the heritage assessments provided in the EIA.</p> <p>The Heritage Advisor involvement and reporting shall include, but not be limited to:</p> <ol style="list-style-type: none"> Attendance at design meetings and/or heritage meetings to provide iterative heritage advice to actively inform design development Targeted historical research to inform the iterative advice as required (to be documented as part of the below summary) Summary of the iterative heritage advice provided which should capture (as a minimum): <ul style="list-style-type: none"> the optioneering process undertaken as part of the design development, including heritage pros & cons discussion on why particular heritage sensitive solutions might be discounted discussion of the relevant detailed design stage recommendations for next steps to further mitigate heritage impacts Provide input and review heritage construction methodologies <p>A progress draft of the above is to be provided at each detailed design stage. A final copy of the summary report is to be provided to Transport no later than one week after final submission. The summary report is to also include:</p> <ol style="list-style-type: none"> confirmation of the extent of involvement of the Heritage Advisor in the detailed design process at the completion of Approved for Construction (AFC) design stage identification and assessment of any changes to, and/or additional to the scope of work from those identified in the EIA which would affect heritage significance a description of the impacts, and recommended mitigation measures relating to any new or amended scope of work identified in (b) above including the requirement for additional heritage approvals for consultation. 	Contractor	Detailed design
43.	<p>Heritage Interpretation Plan</p> <p>If required by the recommendations of the SoHI (Artefact, 2024) heritage interpretation shall be planned and integrated into the detailed design of the Project. The heritage interpretation planning shall be prepared by the Heritage Advisor (and sub-consultants as required i.e. graphics) with reference to <i>Sydney Trains Heritage Interpretation Guidelines</i>. The heritage interpretation planning shall be captured in a Heritage Interpretation Plan (HIP) that is to be issued as a progress report at each stage of detailed design. The final HIP must include all details necessary to proceed to fabrication and installation.</p> <p>The HIP is to be submitted in accordance with mitigation measure 4.</p>	Contractor	Detailed design

No.	Mitigation measure	Responsibility	Timing
44.	<p>Protection of heritage items listed on the TAHE Section 170 Conservation Register</p> <p>Design and construction of the Project within the curtilage of the Section 170 listed ‘Bardwell Park Railway station Group’ must be undertaken in accordance with the recommendations made in the Statement of Heritage Impact (Artefact, 2024).</p> <p>In accordance with Section 170a of the Heritage Act, if the Project includes demolition of significant fabric, TAHE must provide notification of the work to Heritage NSW no less than 14 days (or 40 days if the item is identified as being of State significance, but is not listed on the NSW State Heritage Register) prior to the commencement of the work.</p> <p>The notification shall be supported by an Addendum Statement of Heritage Impact (SoHI). The Addendum SoHI must address impacts from detailed design and provide relevant recommendations and mitigation measures to avoid or minimise heritage impacts to the station.</p>	Contractor/Transport	Detailed design and construction
45.	<p>Illustrated Services Plan</p> <p>The Contractor in collaboration with the Heritage Advisor must prepare and submit an illustrated services plan to detail all services routes in order to demonstrate compliance with the Heritage Technical Note: Installation of New Electrical and Data Services at Heritage Sites (2017). The illustrated services plan should include, but not be limited to; high voltage (HV), low voltage, communications, PA and CCTV. The illustrated services plan must be submitted and approved by the Transport Heritage Specialist prior to the commencement of permanent works.</p>	Contractor	Pre-construction
46.	<p>Photographic Archival Recording</p> <p>Archival recording of ‘Bardwell Park Railway Station Group’ shall be undertaken in accordance with the Heritage NSW guidelines prior to works commencing. The archival recording shall be reviewed and approval by the TESR prior to submission to Heritage NSW or other government body.</p> <p>Copies of the archival recording are to be provided to Bayside Council for future reference.</p>	Contractor	Pre-construction
47.	<p>Protection from Damage</p> <p>During construction, suitable measures will be put in place to ensure the retained heritage elements are protected from damage. Measures may include hoardings, use of spotters during the movement of equipment and other measures as necessary.</p>	Contractor	Construction
48.	<p>Documentation of Changes</p> <p>Copies of the ‘as built’ construction plans, photographs illustrating the completed work and the Archival Record will be lodged with the Transport Heritage team as a documentary record of changes to the station.</p>	Contractor	Construction
49.	<p>Update to S170 Register</p> <p>On completion of work, an update will be prepared for the TAHE Section 170 Heritage and Conservation Register, with required details.</p>	Contractor	Completion

No.	Mitigation measure	Responsibility	Timing
50.	Mitigation measures in the Bardwell Park Station Upgrade Statement of Heritage Impact (Artefact, 2024) will be implemented.	Contractor	Detailed design, pre-construction, construction, post-construction
Socio-economic			
51.	Local Goods and Services Sustainability criteria for the Project will be established to encourage the Contractor to purchase goods and services locally, helping to ensure the local community benefits from the construction of the Project.	Contractor	Pre-construction
52.	Public Feedback Feedback through the public display process will be used to facilitate opportunities for the community and stakeholders to have input into the Project, where practicable. Community and stakeholder feedback is welcomed throughout the project's design and construction stages, via the project website, email address or project Infoline.	Transport	Pre-construction
53.	Website Project information shall be made available to members of the public, either on dedicated pages on the Transport/Project website or details provided as to where/if hard copies of this information may be accessed. Project information to be provided includes: a) a copy of the documents referred to under Condition 1 of any future approval b) 24 hour contact telephone number for information and complaints. All documents uploaded to the website must be compliant with the Web Content Accessibility Guidelines Version 2.2.	Transport	Pre-construction

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

No.	Mitigation measure	Responsibility	Timing
56.	<p>Complaints Management</p> <p>A 24 hour construction response line number shall be established and maintained for the construction.</p> <p>Details of all complaints received during construction, including complaints received in person and via email, are to be recorded on a project-specific complaints register, which is sent to the Principal Contractor daily upon receipt of a complaint. A verbal response to phone enquiries to acknowledge receipt of the complaint, and to confirm what action is proposed to be undertaken to resolve the issue (where possible), is to be provided to the complainant within two hours during all times construction is being undertaken and within 24 hours during non-construction times (unless the complainant agrees otherwise). A verbal response to written complaints (email/letter) should be provided within 48 hours of receipt of the communication where telephone details are provided or known. A detailed written response is to be provided to the complainant within seven calendar days for verbal and/or written complaints.</p> <p>Information on all complaints received during the previous 24 hours shall be forwarded to the TESR and Sydney Integration & Place project representative each working day.</p>	Contractor	Construction
Biodiversity			
57.	<p>Removal of Trees or Vegetation</p> <p>A Tree and Hollow Replacement Plan is to be prepared in accordance with Transport’s <i>Tree and Hollow Replacement Guideline</i>.</p> <p>Trees and vegetation nominated to be removed in the Ecological Impact/Arborist Assessment (Allied Tree Consultancy, 2024) will be clearly demarcated onsite prior to construction, to avoid unnecessary vegetation removal. Landowners consent will be obtained prior to vegetation removal, should TAHE not be the landowner.</p> <p>Trees and vegetation to be retained will be protected through temporary protection measures discussed in Mitigation Measures below.</p> <p>Separate approval, in accordance with Transport’s EMF-EM-TT-0144 Removal or trimming of vegetation application, is required for the trimming, cutting, pruning or removal of all trees or vegetation where the impact has not already been identified in the REF or Determination Report for the Project. The trimming, cutting, pruning or removal of trees or vegetation shall be undertaken in accordance with the Mitigation Measures.</p>	Contractor	Design and Construction
58.	<p>Biodiversity Management</p> <p>Construction of the Project must be undertaken in accordance with Transport’s <i>Biodiversity Policy</i> (Transport 2022b), including the Transport’s <i>Biodiversity Assessment Guideline</i> (Transport 2023), Transport’s <i>No net loss guidelines</i> (Transport, 2023c) and Transport’s <i>Tree and hollow replacement guidelines</i> (Transport, 2023d).</p>	Contractor	Construction

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

No.	Mitigation measure	Responsibility	Timing
63.	<p>A Flora and Fauna Management Sub-plan (FFMSP) will be prepared as part of the CEMP in accordance with the <i>Biodiversity Management Guideline EMF-BD-GD-0039</i> (Transport, 2024a). It will include, but is not limited to:</p> <ul style="list-style-type: none"> Plans showing areas to be cleared and areas to be protected Pre-clearing survey requirements Unexpected finds protocol Weed and pathogen management protocols <p>Staff on site during pre-clearing surveys will need to be inducted so that there is an awareness for potential threatened species and their habitat and so that they can appropriately safeguard, manage and relocate any fauna if found during surveys</p>	Contractor	Pre-construction Construction
64.	<p>Pre-clearance surveys shall be undertaken by a suitably qualified ecologist at a minimum for microbats in accordance with <i>Guide 1: Preclearing process</i> in Transport's <i>Biodiversity Management Guideline EMF-BD-GD-0039</i> (Transport, 2024a). If fauna is encountered, this will be undertaken in accordance with <i>Guide 9: Fauna handling</i> in Transport's <i>Biodiversity Management Guideline EMF-BD-GD-0039</i> (Transport, 2024a).</p>	Contractor	Pre-construction
65.	<p>Should fauna be encountered, Transport's <i>Guide 9: Fauna handling</i> in Transport's <i>Biodiversity Management Guideline EMF-BD-GD-0039</i> (Transport, 2024a) shall be applied. In the event that threatened species are encountered, Transport's unexpected finds procedure will be followed in accordance with <i>Guide 1: Preclearing process</i> in Transport's <i>Biodiversity Management Guideline EMF-BD-GD-0039</i> (Transport, 2024a).</p>	Contractor	Construction
Soils and water			
66.	<p>Storage and Use of Hazardous Materials</p> <p>Construction hazard and risk issues associated with the use and storage of hazardous materials shall be addressed through risk management measures, which shall be developed prior to construction as part of the overall CEMP, in accordance with relevant EPA guidelines, Transport's <i>EMF-EM-GD-0137 Chemical storage and spill response guidelines</i> (Transport, 2023) and Australian and ISO standards. These measures shall include:</p> <ol style="list-style-type: none"> the storage of hazardous materials, and refuelling/maintenance of construction plant and equipment are to be undertaken in clearly marked designated areas designed to contain spills and leaks spill kits, appropriate for the type and volume of hazardous materials stored or in use, to be readily available and accessible to construction workers. Kits are to be kept at hazardous materials storage locations, in site compounds and on specific construction vehicles. Where a spill to a watercourse is identified as a risk, spill kits are to be kept in close proximity to potential discharge points in support of preventative controls all hazardous materials spills and leaks to be reported to site managers and actions to be immediately taken to remedy spills and leaks training in the use of spill kits to be given to all personnel involved in the storage, distribution or use of hazardous materials. 	Contractor	Pre-construction

No.	Mitigation measure	Responsibility	Timing
67.	<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 Project in accordance with <i>Managing Urban Stormwater: Soils and Construction Volume 14th Edition</i> (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 undertaken.</p>	Contractor	Pre-construction and construction
68.	<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
69.	<p>Pollution Incident</p> <p>In the event of a pollution incident, work will cease in the immediate vicinity and the Contractor will immediately notify the Transport Project Manager and TESR in accordance with the Transport Environmental Incident Procedure (EMF-EM-PR-0001). The EPA will be notified, in accordance with Part 5.7 of the POEO Act.</p>	Contractor	Construction
70.	<p>Existing Drainage</p> <p>The existing drainage systems will remain operational throughout the construction phase and will not be worsened or damaged by construction.</p>	Contractor	Construction
71.	<p>Groundwater</p> <p>Should groundwater be encountered during excavation work, groundwater will be managed in accordance with the requirements of the <i>Waste Classification Guidelines</i> (EPA, 2014) and Transport's <i>Water Discharge and Reuse Guideline</i> (Transport, 2019).</p>	Contractor	Construction

No.	Mitigation measure	Responsibility	Timing
Air quality			
72.	<p>Minimising Impacts to Air Quality</p> <p>To minimise air quality impacts and the generation of dust from construction activities, the following measures will be implemented:</p> <ul style="list-style-type: none"> • plant and machinery will be switched off when not in use, and not left idling • vehicle and machinery movements during construction will be restricted to designated areas and sealed/compacted surfaces where practicable • apply water (or alternate measures) to exposed surfaces (e.g. unpaved roads, stockpiles, hardstand areas and other exposed surfaces) • cover stockpiles when not in use • appropriately cover loads on trucks transporting material to and from the construction site and securely fix tailgates of road transport trucks prior to loading and immediately after unloading • prevent mud and dirt being tracked onto sealed road surfaces • details on how methods for management of emissions will be incorporated into project inductions, training and pre-start/toolbox talks • details for procedure to ensure plant and machinery are regularly checked and maintained in a proper and efficient condition • details for how the Project addresses IS Essential benchmark criteria <p>These methods are to be identified in the CEMP.</p>	Contractor	Pre-construction and construction

No.	Mitigation measure	Responsibility	Timing
Waste and contamination			
73.	Waste Management Plan The CEMP (or separate Waste Management Plan, if necessary) must address waste management and will at a minimum: <ul style="list-style-type: none"> • identify all potential waste streams associated with the work and outline methods of disposal of waste that cannot be reused or recycled at appropriately licensed facilities • apply the waste hierarchy to resource output streams and justification provided • detail other onsite management practices such as keeping areas free of rubbish • specify controls and containment procedures for hazardous waste and asbestos waste • outline the reporting regime for collating construction waste data • identify risk and opportunities associated with resources outputs and implement measures to minimise resource outputs during design, construction and operation • develop project performance targets for resource outputs for the delivery phase • identify opportunities to beneficially reuse resource outputs • develop a management plan for resource outputs and implement design phase actions. 	Contractor	Pre-construction
74.	Hazardous Materials Survey A Hazardous Materials Survey in accordance with AS 2601 (2001) <i>Demolition of Structures</i> shall be undertaken by an appropriately qualified environmental scientist prior to the demolition of the existing stairs and station building modifications. Subsequent removal of any hazardous material is to be undertaken in accordance with applicable EPA, SafeWork NSW and Safe Work Australia guidelines.	Contractor	Pre-construction
75.	Contamination Investigation Prior to construction, an investigation of the Project site shall be undertaken by a suitably qualified Environmental Consultant, in accordance with the level of assessment and requirements stipulated by the <i>National Environment Protection (Assessment of Site Contamination) Amendment Measure (NEPM) 2013</i> . The assessment shall also be generally undertaken in accordance with: <ol style="list-style-type: none"> Contaminated Sites - Sampling Design Guidelines (EPA, 2022) AS 4482 (2005) Guide to the investigation and sampling of sites with potentially contaminated soil. The investigation report shall be prepared in accordance with the <i>Guidelines for Consultants Reporting on Contaminated Sites</i> (Office of Environment and Heritage, 2011) and shall also include a preliminary waste classification in accordance with the <i>Waste Classification Guidelines</i> (EPA, 2014).	Contractor	Pre-construction

No.	Mitigation measure	Responsibility	Timing
	<p>Specific requirements for further investigation (including requirements for a Site Auditor), remediation or management of any contamination shall be included in the CEMP (or supporting Contamination Management Plan) as appropriate.</p> <p>Note: Nothing in this condition removes any obligation to adhere to the requirements under the NSW <i>Contaminated Land Management Act 1997</i> (or other legislation).</p>		
76.	<p>Unidentified Contamination (Other Than Asbestos)</p> <p>If previously unidentified contamination (excluding asbestos) is discovered during construction, work in the affected area must cease immediately, and an investigation must be undertaken and report prepared to determine the nature, extent and degree of any contamination. The level of reporting must be appropriate for the identified contamination in accordance with relevant EPA guidelines, including the <i>Guidelines for Consultants Reporting on Contaminated Sites</i> (Office of Environment and Heritage, 2011). The event must be reported in Transport incident management system as a report only event in accordance with the Transport Environmental Incident Procedure.</p> <p>A copy of any contamination report shall be submitted to the TESR for review in accordance with Mitigation Measure 4. The DES shall determine whether consultation with the relevant Council and/or EPA is required prior to continuation of construction within the affected area.</p>	Contractor	Construction
77.	<p>Asbestos Management</p> <p>If previously unidentified asbestos contamination is discovered during construction, work in the affected area must cease immediately, and an investigation must be undertaken and a report prepared to determine the nature, extent and degree of the asbestos contamination. The level of reporting must be appropriate for the identified contamination in accordance with relevant EPA, Safe Work Australia and SafeWork NSW guidelines and include the proposed methodology for the remediation of the asbestos contamination. Remediation activities must not take place until receipt of the investigation report. The event must be reported in Transport incident management system as a report only event in accordance with the Transport Environmental Incident Procedure.</p> <p>Works may only recommence upon receipt of a validation report from a suitably qualified contamination specialist that the remediation activities have been undertaken in accordance with the investigation report and remediation methodology.</p> <p><i>Note: In circumstances where both previously unidentified asbestos contamination and other contamination are discovered within a common area, nothing in these conditions shall prevent the preparation of a single investigation report to satisfy the requirements of both Mitigation Measure 76 and Mitigation Measure 77.</i></p>	Contractor	Construction
78.	<p>Spoil Reuse, Removal and Classification</p> <p>All excavated spoil suitable for reuse will be reused on site and distributed as approved by the TESR. The quantity and locations for reuse of excavated material would be further reviewed and confirmed with the TESR during construction.</p> <p>All spoil to be removed from site will be tested to confirm the presence of any contamination. Any contaminated spoil will be disposed of at an appropriately licensed facility.</p> <p>All spoil and waste must be classified in accordance with the <i>Waste Classification Guidelines Part 1: Classifying waste</i> (EPA, 2014) prior to disposal.</p>	Contractor	Construction

No.	Mitigation measure	Responsibility	Timing
79.	Concrete Washout Any concrete washout will be established and maintained in accordance with Transport's <i>EMF-EM-GD-0145 Concrete washout guideline</i> –(Transport, 2023) with details included in the CEMP and location marked on the ECM.	Contractor	Construction
80.	Mulch and landscaping <ol style="list-style-type: none"> 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: <ol style="list-style-type: none"> 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 the material must comprise hardwood chips with not more than 5% fines by volume, and must not contain any bark 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 hardwood chip must be free of soil, weeds, stones, vermin, insects or other foreign material. 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. 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. 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: <ol style="list-style-type: none"> location, date, and time of inspection name of inspector product name, supplier name, volume of material photographs of material inspected sample collection details (when applicable). 	Contractor	Construction
Sustainability, climate change and greenhouse gases			
81.	Sustainable Design Guidelines Detailed design of the Project would be undertaken in accordance with the Transport <i>Sustainable Design Guidelines – Version 4.0</i> (Transport, 2017) and is to target a gold rating and achieve a minimum silver rating.	Contractor	During design

No.	Mitigation measure	Responsibility	Timing
82.	Carbon Footprint Exercise The detailed design process will undertake a compliant carbon footprinting exercise in accordance with Transport's <i>Carbon Tool</i> or other approved modelling tools. The carbon footprint will to be used to inform decision making in design and construction.	Contractor	During design
83.	Sustainability Officer A suitably qualified and experienced Sustainability Officer shall be appointed who is responsible for implementing the sustainability objectives for the Project, in line with the Project's overarching Project Sustainability Plan. Details of the Sustainability Officer including defined responsibilities, duration and resource allocation throughout the appointment are to be submitted to the satisfaction of the Director of Sustainability prior to the preparation of the Sustainability Management Plan.	Contractor	Pre-construction
84.	Sustainability Management Plan A Sustainability Management Plan (SMP) which details the approach to managing sustainability requirements and opportunities during design and construction shall be prepared. The SMP shall include the following as a minimum: <ul style="list-style-type: none"> a) a completed electronic checklist demonstrating compliance with the <i>Transport Sustainable Design Guidelines Version 4.0</i> (ST-114) b) a statement outlining the Construction Contactor's own corporate sustainability policies, obligations, goals, targets and commitments c) a description of the processes and methodologies for encouraging and identifying innovative sustainability outcomes on the Project, and the areas targeted for innovative sustainable solutions to be explored and/or implemented on the Project. d) the approach to the identification of opportunities to reduce carbon emissions, energy use and embodied lifecycle impacts of the Project. This should include a summary of initiatives proposed for implementation to meet energy and carbon management objectives and targets e) the approach to sustainable procurement including how procurement processes have taken in to account the principles of <i>ISO 20400: 2017 – Sustainable Procurement</i> in the selection of all materials, products and services f) a description of the processes, standards and procedures for undertaking climate change risk assessments and strategies for mitigation of risks associated with climate change and extreme weather events. A copy of the SMP shall be submitted to the Director of Sustainability at least 30 days prior to the commencement of construction, for written approval (or such time as is otherwise approved by the Director).	Contractor	Pre-construction
85.	<u>Flooding</u>	Contractor	Pre-construction

No.	Mitigation measure	Responsibility	Timing
	<u>The detailed design of the Proposal shall ensure that the proposal does not significantly alter any pre-existing flood behaviour or contribute to localised flooding impacts during high rainfall events. The proposed stormwater management design and detailed design shall have regard for potential flood and climate change risks.</u>		and construction
Cumulative impacts			
86.	Ongoing Cumulative Impacts The potential cumulative impacts associated with the Project will be further considered as the design develops and as further information regarding the location and timing of potential developments is released. Environmental management measures will be developed in the CEMP, and implemented as appropriate. The CLMP will capture how the known cumulative impacts would be managed with the community and key stakeholders.	Contractor	Pre-construction
No.	Mitigation measure	Responsibility	Timing
General			
87.	Construction Environmental Management Plan A Construction Environmental Management Plan (CEMP) shall be prepared and implemented prior to the commencement of construction which addresses the following matters, as a minimum: <ul style="list-style-type: none"> q) project risk assessment including environmental aspects and impacts r) high level traffic and pedestrian management (noting a separate Traffic Management Plan (TMP) may be required subject to other Transport requirements), <u>including locations for construction worker parking that limit impacts to available on street parking in proximity to the station where feasible to do so</u> s) urban design, landscape character and visual amenity t) noise and vibration management, including traffic noise generated by the Project u) water and soil management (including flood and high rainfall event management) v) air quality management (including dust suppression) w) Aboriginal and non-Aboriginal heritage management x) biodiversity management y) storage and use of hazardous materials z) contaminated land management (including acid sulfate soils) aa) weed management bb) waste management cc) bushfire risk dd) environmental incident reporting and management procedures 	Contractor	Pre-construction

No.	Mitigation measure	Responsibility	Timing
	<p>ee) non-compliance and corrective/preventative action procedures</p> <p>ff) details of approvals, licences and permits required to be obtained under any other legislation for the Project.</p> <p>The CEMP shall:</p> <ul style="list-style-type: none"> v. detail how the Contractor shall comply with the Conditions of Approval, Mitigation Measures, conditions of any licences, permits or other approvals issued by government authorities for the Project, all relevant legislation and regulations, and accepted best practice management vi. comply with the relevant requirements of <i>Environmental Management Plan Guideline – Guideline for Infrastructure Projects</i> (NSW Department of Planning Industry and Environment, 2020) vii. include an environmental compliance matrix for the Project (or such stages of the Project as approved by the Transport Environment and Sustainability Representative (TESR)) that details compliance with all relevant conditions and mitigation measures viii. 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>		
88.	<p>Environmental Controls Map</p> <p>An Environmental Controls Map (ECM) shall be prepared in accordance with Transport's Environmental controls map guideline (Transport, 2023) prior to the commencement of construction for implementation for the construction. The ECM is to be approved by the TESR and may be prepared in stages, as set out in the CEMP.</p> <p>A copy of the ECM shall be submitted to the TESR for review and written approval in accordance with Mitigation Measure 4.</p> <p>The ECM shall be prepared as a map – suitable for enlargement to both A0 and A3 sizes to be mounted on the wall of a site office and included in site inductions, supported by relevant written information.</p> <p>Updates to the ECM shall be made within seven days of the completion of the review or receipt of actions identified by any TESR audit of the document and submitted to the TESR for written approval.</p>	Contractor	Pre-construction
89.	<p>Site Induction</p> <p>Prior to the commencement of construction, all contractors will be inducted on the key project environmental and sustainability risks, procedures, mitigation measures and conditions of approval. The induction shall be given by the Environmental Personnel and as a minimum will include:</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>		
90.	<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> <ul style="list-style-type: none"> f) completed consultation with government agencies and relevant service/utility providers and evidence of consultation submitted with the plan g) a copy of the plan submitted to the TESR for review at least 21 days prior to commencement of Construction or the related works being commenced h) any comments made by the TESR in accordance with b) must be adequately addressed prior to submission for approval i) a copy of the plan submitted to the TESR to obtain written approval from the DES at least five days prior j) periodic review and update of the plan submitted to the TESR for written approval <p>Construction must not commence until the DES has provided written approval of the plan/s.</p>	Contractor	Pre-construction
91.	<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 Project, including undertaking regular site inspections, preparation and implementation of environmental documentation and ensuring the Project meets the requirements of the Environmental Management System (EMS).</p> <p>Details of the environmental personnel, including relevant experience, defined responsibilities and resource allocation throughout the Project (including time to be spent on-site/off-site) are to be submitted for the written approval of the DES, at least 21 days prior to commencement of construction of the Project (or such time as otherwise approved by the DES).</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
92.	<p>Service Relocation</p> <p>Service relocation will be undertaken in consultation with the relevant authority. Existing services and exclusion zones shall be identified on the ECM and on site to avoid direct impacts during construction.</p>	Contractor	Pre-construction and construction

No.	Mitigation measure	Responsibility	Timing
93.	<p>Detailed Design Validation</p> <p>A detailed design validation report (DDVR) for the Project shall be prepared and submitted at each design stage to detail how compliance is achieved against:</p> <ul style="list-style-type: none"> the final Project description all design mitigation measures detailed in the REF any conditions of approval in the determination report for the Project. <p>A final DDVR will accompany the Approval for Construction (or equivalent) submission.</p> <p>The Proponent shall:</p> <ul style="list-style-type: none"> d) submit a copy of the DDVR to the TESSR for review e) update and submit a DDVR revision at each design stage or as required, including as the design progresses f) the TESSR 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 TESSR 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
94.	<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
95.	<p>Project Modifications</p> <p>Any modifications to the Project (as defined in this REF and/or future Determination Report), requiring an amendment REF (as determined by the TESSR), 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
96.	<p>Project Changes</p> <p>Any modifications to the Project (as defined in this REF and/or future Determination Report), which may be amended by a consistency assessment (as determined by the TESSR), if approved, will be subject to further assessment and approval by Transport. This assessment will need to demonstrate that any environmental impacts resulting from the change have been minimised. The further assessment must be submitted to Transport six weeks prior to commencement of works relating to the modification.</p>	Contractor	As required

No.	Mitigation measure	Responsibility	Timing
97.	<p>Modification/Change Register</p> <p>A project modification/change register shall be created and maintained throughout the project to identify project changes or modifications. The register will be updated and submitted at each design stage or as required, including as the design progresses. The register will be submitted to TESR for review of changes and direction on the approval pathway these changes or modifications should apply.</p>	Contractor	As required
98.	<p>Construction Environmental Compliance Report</p> <p>A Construction Environmental Compliance Report (CECR) for the Project shall be prepared which addresses the following matters:</p> <ul style="list-style-type: none"> i) compliance with the Construction Environmental Management Plan (CEMP) and these conditions j) compliance with any approvals or licences issued by relevant authorities for the construction of the Project k) 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) l) environmental monitoring results, presented as a results summary and analysis m) details of the percentage of waste diverted from landfill and the percentage of spoil beneficially reused n) 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) o) details of any review and amendments to the CEMP resulting from construction during the reporting period p) any other matter as requested by the DES. <p>The CECR shall:</p> <ul style="list-style-type: none"> ii. be submitted to the TESR for review. Be submitted to the DES for written approval upon completion of the TESR review period. <p>The first CECR shall be submitted to the TESR four weeks prior to construction commencing and will include a pre-construction environmental compliance matrix for the Project that details compliance with all relevant conditions and mitigation measures. The succeeding CECRs shall be submitted at six monthly intervals for the construction and be submitted within four weeks of expiry of that period (or at any other time interval approved by the DES). The final CECR shall detail compliance with all Conditions of Approval, licences and permits required to be obtained under any other legislation for the Project. Each revision of the CECR shall be submitted to the TESR for review and written approval in accordance with mitigation measure 4.</p>	Contractor	Pre-construction and construction

No.	Mitigation measure	Responsibility	Timing
Traffic and transport			
99.	Road Condition Reports Prior to construction commencement and at completion of construction, road condition surveys and reports on the condition of roads and footpaths to be affected by construction shall be prepared and provided to Transport for information. Any damage resulting from the construction of the Project, aside from that resulting from normal wear and tear, shall be repaired at the Contractor's expense.	Contractor	Pre-construction and post-construction
100.	Authorisation for Road Use Relevant authorisation(s) from the appropriate road authority will be obtained for the proposed operational changes to Hartill-Law Avenue, such as the new pedestrian crossing and changes to parking and bus stops.	Contractor	Operation
101.	The temporary full and partial road closures and traffic management controls on public roads on Hartill-Law Avenue will be managed and implemented in accordance with the provisions of Road Occupancy Licence(s).	Contractor	Pre-construction, construction
102.	The emergency services, public transport operators, and other key users will be notified in advance of all internal and external changes in the station. The public will be advised to allow additional travel time.	Contractor	Pre-construction, construction
103.	The pedestrian crossing will be considered further during detailed design in consultation with the road authority and in consideration of feedback on the concept design.	Transport/ Contractor	Detailed design
104.	Consultation with Transport and Bayside Council will be conducted to investigate dedicated car parking areas, including potentially leasing off-street car parking areas for construction workers to minimise potential impacts on the on-street parking in the surrounding area.	Contractor	Pre-construction, construction
105.	The car park on Slade Road will be reinstated to pre-construction conditions after the site compound has been demobilised.	Contractor	Post-construction
Urban design, landscape and visual amenity			
106.	Urban and Landscape Design Plan 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:	Contractor	Prior to design finalisation

No.	Mitigation measure	Responsibility	Timing
	<ul style="list-style-type: none"> j) 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 k) identify opportunities and constraints l) establish precinct specific principles to guide and test design options m) consider Crime Prevention Through Environmental Design (CPTED) principles, including night-time safety of customers and the community, and the safety of station staff. n) be aligned with the “TAP Urban Design Plan Guidelines (Draft 2018)” and Beyond A to B – Urban design policy, procedures and principles for public transport infrastructure (Transport for NSW, 2024)”. o) consider opportunities for: <ul style="list-style-type: none"> e. Connecting with Country f. integrated heritage interpretation and adaptive reuse g. public art h. safety improvements p) specify opportunities for community feedback and engagement on design elements q) address Transport Sustainable Design Guideline evidence requirements r) 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> <ul style="list-style-type: none"> iv. landscape design approach including design of pedestrian and bicycle pathways, street furniture, interchange facilities, new planting and integration of any artwork v. Materials Schedule including materials and finishes for proposed built works, colour schemes, paving and lighting types for public domain, fencing and landscaping vi. an Artist’s Impression or Photomontage <u>visualisations</u> 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, Transport, Draft 2018 • Commuter Car Parks, Urban Design Guidelines, Transport, Interim 2017 • Managing Heritage Issues in Rail Projects Guidelines, Transport, Interim 2016 • Creativity Guidelines for Transport Systems, Transport, Interim 2016 <u>Public Art in Transport Infrastructure – Guidance for Capital Projects (Transport for NSW, 2024)</u> • Water Sensitive Urban Design Guidelines (Transport, June 2023) <p>The UDLP is to be submitted to Transport and written approval by the Urban Design Public Transport and Precincts team.</p>		

No.	Mitigation measure	Responsibility	Timing
107.	Transport's Design Review Panel At 30% design stage, the design will be presented to Transport's Design Review Panel. Transport's Design Review Panel is an independent, multi-disciplinary panel of eminent experts who provide impartial design review and recommendations. This will contribute to achieving design excellence in respect to place making, built form, urban and landscape design and Connecting with County aspects of the project.	Contractor	Prior to design finalisation
108.	Lighting Scheme A lighting scheme for the construction and operation of the Project is to be developed by a suitably qualified lighting designer and prepared in accordance with relevant standards. The lighting scheme shall address the following as relevant, but not limited to: <ul style="list-style-type: none"> k) consideration of lighting demands of different areas l) consideration of outcomes of Safer Cities consultation (where applicable) m) strategic placement of lighting fixtures to maximise ground coverage n) use of LED lighting o) meet benchmark requirements of IS Essentials p) demonstrate that light spill and glare has been minimised to sensitive receivers by directing lighting into the station/car park. q) control systems for lighting that dim or switch-off lights settings according to the amount of daylight the zone is receiving r) motion sensors to control low traffic areas s) allowing the lighting system to use low light or switch off light settings while meeting relevant lighting Standards requirements, and t) ensuring security and warning lighting is not directed at neighbouring properties. The proposed lighting scheme is to be submitted to Transport's technical team for acceptance prior to design finalisation.	Contractor	Prior to design finalisation
109.	Worksite Compounds and Hoardings Worksite compounds will be screened for the construction with shade cloth that has Transport branding, unless approved otherwise by the Transport Community and Stakeholder Engagement Manager, to minimise visual impacts from key viewing locations. Temporary hoardings, barriers, traffic management and signage will be removed as soon as practicable and safety requirements allow. This material should comply with <i>The Infrastructure Project Style Guide November 2022</i> (Transport, 2022). Work would be conducted behind temporary hoardings/screens wherever practicable. The installation of construction hoarding will take into consideration the location of residential receivers to ensure that 'line of sight' is broken, where feasible.	Contractor	Construction

No.	Mitigation measure	Responsibility	Timing
110.	Graffiti and Advertising Hoardings, site sheds, fencing, acoustic walls around the perimeter of the site, and any structures built as part of the Project shall be maintained free of graffiti, or any advertising not authorised by Transport, during the construction period. Graffiti and unauthorised advertising shall be removed or covered within the following timeframes unless otherwise approved by Transport: <ul style="list-style-type: none"> e) offensive graffiti will be removed or concealed within 24 hours f) highly visible (yet inoffensive) graffiti will be removed or concealed within a week g) graffiti that is neither offensive or highly visible will be removed or concealed within a month h) any unauthorised advertising material will be removed or concealed within 24 hours. 	Contractor	Construction
111.	Public art and cultural interpretative elements should be incorporated during detailed design and could be incorporated in perforated screens and solid wall facades	Transport / Contractor	Detailed design
112.	Alternative traffic barriers along Hartill-Law Avenue overbridge that provide better pedestrian-scale (height and width) and improved streetscape amenity shall be investigated during detailed design.	Transport / Contractor	Detailed design
113.	Enhancement of landscape amenity through planting within the local centre shall be considered during detailed design.	Transport / Contractor	Detailed design
Noise and vibration			
114.	Construction Noise and Vibration Prior to commencement of construction, a Construction Noise and Vibration Management Plan (CNVMP) will be prepared and implemented in accordance with the requirements of the EPA's <i>Interim Construction Noise Guideline</i> (Department of Environment and Climate Change, 2009), Transport's <i>EMF-NV-GD-0060 Construction noise and vibration guideline (public transport infrastructure)</i> (Transport, 2023a) and the Noise and Vibration Impact Assessment for the Project (SLR, 2024). The CNVMP shall include, but not be limited to: <ul style="list-style-type: none"> g) details of construction activities and an indicative schedule for construction h) identification of construction activities that have the potential to generate noise and/or vibration impacts on surrounding land uses, particularly sensitive noise receivers i) detail what reasonable and feasible actions and measures shall be implemented to minimise noise impacts (including those identified in the REF) j) 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 k) an Out of Hours Work Protocol (OOHWP) for the assessment, management and approval of works outside the standard construction hours identified in Mitigation Measure 30 of this approval, including a risk assessment process which deems 	Contractor	Pre-construction

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

No.	Mitigation measure	Responsibility	Timing
115.	<p>Property Condition Surveys</p> <p>The purpose of a property condition survey is to provide a clear record for comparison in case landowners have concerns about damage to property which they feel may have been caused as a result of construction work.</p> <p>Subject to landowner agreement, property condition surveys shall be completed prior to the commencement of piling, excavation or bulk fill or any vibratory impact works including jack hammering and compaction (Designated Works).</p> <p>Surveys are to be offered to owners of:</p> <ul style="list-style-type: none"> iii. all buildings/structures/roads within a distance of 50 metres from the edge of the Designated Works (measured in a straight line) iv. all heritage listed buildings and other sensitive structures within 150 metres from the edge of the Designated Works. <p>Surveys are to be undertaken prior to the commencement of the Designated Works and again immediately upon completion of the Designated Works. This includes a survey of the site compound location/s prior to the commencement of construction, and as soon as possible once the site compound has been demobilised.</p> <p>Owners of assets to be surveyed are to be contacted via letter at least 14 days prior to the intended commencement of property condition surveys. Letters of offer are to include the scope and methodology of the survey, and the process for making a claim regarding property damage should post-work property condition surveys confirm damage at the fault of the project.</p> <p>Property condition surveys need not be undertaken if a risk assessment indicates that selected buildings/structures/roads identified in (a) and (b) will not be affected as determined by a qualified geotechnical and construction engineering expert with appropriate registration on the National Professional Engineers Register prior to commencement of Designated Works and provided to Transport. Evidence of a risk assessment must be provided to Transport for agreement prior to commencement of Designated Works.</p> <p>A copy of the survey(s) shall be given to each affected owner and Transport. A register of all properties surveyed shall be maintained.</p> <p>Any damage to buildings, structures, lawns, trees, sheds, gardens, etc. as a result of construction activity direct and indirect (i.e. including vibration and groundwater changes) shall be rectified at no cost to the owner(s).</p>	Contractor	Pre-construction, post-construction

No.	Mitigation measure	Responsibility	Timing
116.	<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"> f) 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 g) out of hours work identified and assessed in the REF or the approved OOHWP h) 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 i) Emergency Work to avoid the loss of lives, property and/or to prevent environmental harm j) any other work as approved by the DES and considered essential to the Project, or as approved by EPA (where an EPL is in effect). 	Contractor	Construction
117.	<p>Special Audible Characteristics Activities</p> <p>As per the <i>Construction noise and vibration guideline (public transport infrastructure)</i> (Transport, 2023a), construction activities with special audible characteristics will be limited to standard hours, and start no earlier than 8am unless otherwise approved by the DES in accordance with the CNVS.</p> <p>Rock breaking or hammering, jack hammering, pile driving, vibratory rolling, cutting of pavement, concrete or steel and any other activities which result in impulsive or tonal noise generation shall not be undertaken for more than three continuous hours, followed by a minimum one hour respite period, unless otherwise approved to by the DES, or as approved by EPA (where relevant to the issuing of an EPL).</p> <p>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
118.	<p>Piling</p> <p>Wherever practical, piling activities shall be completed using non-percussive piles. If percussive piles are proposed to be used, written approval of the DES shall be obtained prior to commencement of piling activities.</p>	Contractor	Construction

No.	Mitigation measure	Responsibility	Timing
119.	<p>Vibration Criteria</p> <p>To avoid structural impacts as a result of vibration or direct contact with structures, the proposed work will be undertaken in accordance with the safe work distances outlined in the Noise and Vibration Impact Assessment (SLR, 2024). Where these distances cannot be met vibration trials and attended vibration monitoring of the trials will be undertaken in order to assess and mitigate vibration impacts.</p> <p>Vibration resulting from construction and received at any structure outside of the Project shall be limited to:</p> <ul style="list-style-type: none"> c) 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> d) for human exposure to vibration – the acceptable vibration values set out in the <i>Environmental Noise Management Assessing Vibration: A Technical Guideline</i> (Department of Environment and Conservation, 2006) which includes British Standard BS 6472-2:1992 <i>Guide to Evaluation of Human Exposure to Vibration in Buildings</i> (1 Hz to 80 Hz). <p>The Project also must address IS Essentials Env-3 Vibration level 1 criteria.</p> <p>These limits apply unless otherwise approved by the DES through the CEMP</p>	Contractor	Construction
120.	<p>Vibration Impacts to Heritage Structures</p> <p>To effectively mitigate potential impacts of vibration on heritage structures within the station, activities that cause vibration will be managed in accordance with British Standard BS 7385-2:1993. If a heritage building or structure is found to be structurally unsound (following inspection) a more conservative cosmetic damage objective of 2.5 mm/s peak component particle velocity (from DIN 4150) will be considered. Real time vibration monitoring will be conducted at commencement of relevant work to confirm compliance with the adopted standard. If vibration levels approach the determined trigger level, then the construction activity would cease and the heritage structure would be assessed and alternative construction methodologies developed, where practicable, before construction.</p>	Contractor	Construction
121.	Where noise intensive equipment is to be used near to sensitive receivers, it is recommended that the work is scheduled for daytime hours. Where this is not possible, then the work should be scheduled in accordance with the <i>Construction noise and vibration guideline (public transport infrastructure)</i> (Transport, 2023a) 5.1.2 OOHW hierarchy, and completed as early as possible in each work shift to minimise the potential for night-time impacts.	Contractor	Construction
122.	<p>Where work is identified as being within the vibration minimum working distances and is considered likely to exceed cosmetic damage criteria:</p> <ul style="list-style-type: none"> – different construction methods with lower source vibration levels should be investigated and implemented, where feasible – attended vibration measurements should be carried out at the start of work to determine actual vibration levels at nearby receivers (works would be ceased if the monitoring indicates exceedance of the cosmetic damage criteria). 	Contractor	Construction
123.	Work that is likely to have a ‘clearly audible’ impact on Our Lady of Lourdes Catholic Primary School and the Earlwood Preschool should be scheduled on weekends where possible.	Contractor	Construction

No.	Mitigation measure	Responsibility	Timing
Heritage Management			
124.	<p>Design Response</p> <p>New work will be designed with a consideration of the architectural style and heritage elements of the station or precinct. The proposed elements will be sympathetic to the original design and seek to emphasise key details whilst not overwhelming or detracting from the heritage significance of the place.</p>	Contractor	Detailed design
125.	<p>Heritage Induction</p> <p>As part of the site induction in accordance with Mitigation Measure 3, a heritage induction will be provided to workers prior to construction, informing them of the location of known heritage items and guidelines to follow if unexpected heritage items or deposits are located during construction.</p> <p>All construction staff will undergo an induction in the preliminary identification of Aboriginal cultural heritage material. This training will include information such as the importance of Aboriginal cultural heritage material and places to the Aboriginal community, as well as the legal implications of removal, disturbance and damage to any Aboriginal cultural heritage material and sites.</p>	Contractor	Pre-construction
126.	<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 <i>Unexpected Heritage Items Procedure</i> (Transport NSW, 2024c) will be followed, and work within the vicinity of the find would cease immediately. The TESR shall be immediately notified to co-ordinate a response, which may include direction to seek appropriate advice from a suitably qualified and experienced Heritage Advisor (in consultation with Heritage NSW). Works in the vicinity of the find shall not re-commence until written approval to recommence has been received from the DES. The event must be reported in Transport incident management system as a report only event in accordance with the Transport Environmental Incident Guideline.</p> <p>If human remains are found, work shall cease in the vicinity of the find, the site must be secured and the NSW Police and/or Heritage NSW notified. Where required, approvals for archaeological investigations, which may include an Aboriginal Heritage Impact Permit, will be obtained prior to work recommencing at the location. A discovery of suspected human remains greater than 100 years old is an archaeological case and is not subject to the requirements of NSW <i>Coroners Act 2009</i>.</p>	Contractor	Construction
127.	<p>Heritage Management Plan</p> <p>A Heritage Management Plan (including detailed drawings, documentation and specifications) and Work Method Statement will be prepared as part of the CEMP to address heritage impacts and required management procedures to minimise risks.</p>	Contractor	Pre-construction

No.	Mitigation measure	Responsibility	Timing
128.	<p>Heritage Advisor</p> <p>A suitably qualified and experience Heritage Advisor who is independent of the design and construction team's personnel shall be engaged to the satisfaction of the DES. The Heritage Advisor shall provide ongoing heritage, design and conservation advice throughout detailed design and any subsequent relevant design modifications to ensure that the final design adheres to the recommendations of the heritage assessments provided in the EIA.</p> <p>The Heritage Advisor involvement and reporting shall include, but not be limited to:</p> <ul style="list-style-type: none"> d) Attendance at design meetings and/or heritage meetings to provide iterative heritage advice to actively inform design development e) Targeted historical research to inform the iterative advice as required (to be documented as part of the below summary) f) Summary of the iterative heritage advice provided which should capture (as a minimum): <ul style="list-style-type: none"> • the optioneering process undertaken as part of the design development, including heritage pros & cons • discussion on why particular heritage sensitive solutions might be discounted • discussion of the relevant detailed design stage • recommendations for next steps to further mitigate heritage impacts • Provide input and review heritage construction methodologies <p>A progress draft of the above is to be provided at each detailed design stage. A final copy of the summary report is to be provided to Transport no later than one week after final submission. The summary report is to also include:</p> <ul style="list-style-type: none"> iv. confirmation of the extent of involvement of the Heritage Advisor in the detailed design process at the completion of Approved for Construction (AFC) design stage v. identification and assessment of any changes to, and/or additional to the scope of work from those identified in the EIA which would affect heritage significance vi. a description of the impacts, and recommended mitigation measures relating to any new or amended scope of work identified in (b) above including the requirement for additional heritage approvals for consultation. 	Contractor	Detailed design
129.	<p>Heritage Interpretation Plan</p> <p>If required by the recommendations of the SoHI (Artefact, 2024) heritage interpretation shall be planned and integrated into the detailed design of the Project. The heritage interpretation planning shall be prepared by the Heritage Advisor (and sub-consultants as required i.e. graphics) with reference to <i>Sydney Trains Heritage Interpretation Guidelines</i>. The heritage interpretation planning shall be captured in a Heritage Interpretation Plan (HIP) that is to be issued as a progress report at each stage of detailed design. The final HIP must include all details necessary to proceed to fabrication and installation.</p> <p>The HIP is to be submitted in accordance with mitigation measure 4.</p>	Contractor	Detailed design

No.	Mitigation measure	Responsibility	Timing
130.	<p>Protection of heritage items listed on the TAHE Section 170 Conservation Register</p> <p>Design and construction of the Project within the curtilage of the Section 170 listed ‘Bardwell Park Railway station Group’ must be undertaken in accordance with the recommendations made in the Statement of Heritage Impact (Artefact, 2024).</p> <p>In accordance with Section 170a of the Heritage Act, if the Project includes demolition of significant fabric, TAHE must provide notification of the work to Heritage NSW no less than 14 days (or 40 days if the item is identified as being of State significance, but is not listed on the NSW State Heritage Register) prior to the commencement of the work.</p> <p>The notification shall be supported by an Addendum Statement of Heritage Impact (SoHI). The Addendum SoHI must address impacts from detailed design and provide relevant recommendations and mitigation measures to avoid or minimise heritage impacts to the station.</p>	Contractor/Transport	Detailed design and construction
131.	<p>Illustrated Services Plan</p> <p>The Contractor in collaboration with the Heritage Advisor must prepare and submit an illustrated services plan to detail all services routes in order to demonstrate compliance with the Heritage Technical Note: Installation of New Electrical and Data Services at Heritage Sites (2017). The illustrated services plan should include, but not be limited to; high voltage (HV), low voltage, communications, PA and CCTV. The illustrated services plan must be submitted and approved by the Transport Heritage Specialist prior to the commencement of permanent works.</p>	Contractor	Pre-construction
132.	<p>Photographic Archival Recording</p> <p>Archival recording of ‘Bardwell Park Railway Station Group’ shall be undertaken in accordance with the Heritage NSW guidelines prior to works commencing. The archival recording shall be reviewed and approval by the TESR prior to submission to Heritage NSW or other government body.</p> <p>Copies of the archival recording are to be provided to Bayside Council for future reference.</p>	Contractor	Pre-construction
133.	<p>Protection from Damage</p> <p>During construction, suitable measures will be put in place to ensure the retained heritage elements are protected from damage. Measures may include hoardings, use of spotters during the movement of equipment and other measures as necessary.</p>	Contractor	Construction
134.	<p>Documentation of Changes</p> <p>Copies of the ‘as built’ construction plans, photographs illustrating the completed work and the Archival Record will be lodged with the Transport Heritage team as a documentary record of changes to the station.</p>	Contractor	Construction
135.	<p>Update to S170 Register</p> <p>On completion of work, an update will be prepared for the TAHE Section 170 Heritage and Conservation Register, with required details.</p>	Contractor	Completion

No.	Mitigation measure	Responsibility	Timing
136.	Mitigation measures in the Bardwell Park Station Upgrade Statement of Heritage Impact (Artefact, 2024) will be implemented.	Contractor	Detailed design, pre-construction, construction, post-construction
Socio-economic			
137.	Local Goods and Services Sustainability criteria for the Project will be established to encourage the Contractor to purchase goods and services locally, helping to ensure the local community benefits from the construction of the Project.	Contractor	Pre-construction
138.	Public Feedback Feedback through the public display process will be used to facilitate opportunities for the community and stakeholders to have input into the Project, where practicable. Community and stakeholder feedback is welcomed throughout the project's design and construction stages, via the project website, email address or project Infoline.	Transport	Pre-construction
139.	Website Project information shall be made available to members of the public, either on dedicated pages on the Transport/Project website or details provided as to where/if hard copies of this information may be accessed. Project information to be provided includes: <ul style="list-style-type: none"> c) a copy of the documents referred to under Condition 1 of any future approval d) 24 hour contact telephone number for information and complaints. All documents uploaded to the website must be compliant with the Web Content Accessibility Guidelines Version 2.2.	Transport	Pre-construction

No.	Mitigation measure	Responsibility	Timing
140.	<p>Community Liaison Management Plan</p> <p>A Community Liaison Management Plan (CLMP) shall be prepared and implemented to engage with government agencies, relevant Councils, landowners, community members and other relevant stakeholders (such as Aboriginal stakeholders, local business chambers, utility and service providers, bus companies, Taxi Council and businesses). The CLMP shall comply with the obligations of these conditions and should include, but not necessarily be limited to:</p> <ul style="list-style-type: none"> f) a comprehensive, project-specific analysis of stakeholders, issues and proposed strategies to manage issues through the duration of the Project g) details of the communication tools (traditional and digital) and activities that will be used to inform and engage with the community and stakeholders h) 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 i) policies and procedures for handling community complaints and enquiries, including the Contractor's nominated 24 hour contact for management of complaints and enquiries j) 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 is to be reviewed and revised six-monthly during the construction of the Project.</p>	Contractor	Pre-construction and construction
141.	<p>Community Notification and Liaison</p> <p>The local community shall be advised of any activities related to the Project with the potential to impact upon them. Prior to any site activities commencing and throughout the Project duration, the community is to be notified of works to be undertaken, the estimated hours of construction and details of how further information can be obtained (i.e. contact telephone number/email, website, newsletters etc.) including the 24 hour Construction Response Line number.</p> <p>Construction-specific impacts including information on traffic changes, parking changes, access changes, detours, services disruptions, public transport changes, high noise generating work activities and work required outside the nominated working hours shall be advised to the local community at least seven days prior to such works being undertaken or other period as approved to by the relevant Community and Place Director. Notifications are to be distributed via letterbox and/or email as agreed with the impacted stakeholders.</p>	Contractor	Pre-construction and construction

No.	Mitigation measure	Responsibility	Timing
142.	<p>Complaints Management</p> <p>A 24 hour construction response line number shall be established and maintained for the construction.</p> <p>Details of all complaints received during construction, including complaints received in person and via email, are to be recorded on a project-specific complaints register, which is sent to the Principal Contractor daily upon receipt of a complaint. A verbal response to phone enquiries to acknowledge receipt of the complaint, and to confirm what action is proposed to be undertaken to resolve the issue (where possible), is to be provided to the complainant within two hours during all times construction is being undertaken and within 24 hours during non-construction times (unless the complainant agrees otherwise). A verbal response to written complaints (email/letter) should be provided within 48 hours of receipt of the communication where telephone details are provided or known. A detailed written response is to be provided to the complainant within seven calendar days for verbal and/or written complaints.</p> <p>Information on all complaints received during the previous 24 hours shall be forwarded to the TESR and Sydney Integration & Place project representative each working day.</p>	Contractor	Construction
Biodiversity			
143.	<p>Removal of Trees or Vegetation</p> <p>A Tree and Hollow Replacement Plan is to be prepared in accordance with Transport’s <i>Tree and Hollow Replacement Guideline</i>.</p> <p>Trees and vegetation nominated to be removed in the Ecological Impact/Arborist Assessment (Allied Tree Consultancy, 2024) will be clearly demarcated onsite prior to construction, to avoid unnecessary vegetation removal. Landowners consent will be obtained prior to vegetation removal, should TAHE not be the landowner.</p> <p>Trees and vegetation to be retained will be protected through temporary protection measures discussed in Mitigation Measures below.</p> <p>Separate approval, in accordance with Transport’s EMF-EM-TT-0144 Removal or trimming of vegetation application, is required for the trimming, cutting, pruning or removal of all trees or vegetation where the impact has not already been identified in the REF or Determination Report for the Project. The trimming, cutting, pruning or removal of trees or vegetation shall be undertaken in accordance with the Mitigation Measures.</p>	Contractor	Design and Construction
144.	<p>Biodiversity Management</p> <p>Construction of the Project must be undertaken in accordance with Transport’s <i>Biodiversity Policy</i> (Transport 2022b), including the Transport’s <i>Biodiversity Assessment Guideline</i> (Transport 2023), Transport’s <i>No net loss guidelines</i> (Transport, 2023c) and Transport’s <i>Tree and hollow replacement guidelines</i> (Transport, 2023d).</p>	Contractor	Construction

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

No.	Mitigation measure	Responsibility	Timing
149.	<p>A Flora and Fauna Management Sub-plan (FFMSP) will be prepared as part of the CEMP in accordance with the <i>Biodiversity Management Guideline EMF-BD-GD-0039</i> (Transport, 2024a). It will include, but is not limited to:</p> <ul style="list-style-type: none"> Plans showing areas to be cleared and areas to be protected Pre-clearing survey requirements Unexpected finds protocol Weed and pathogen management protocols <p>Staff on site during pre-clearing surveys will need to be inducted so that there is an awareness for potential threatened species and their habitat and so that they can appropriately safeguard, manage and relocate any fauna if found during surveys</p>	Contractor	Pre-construction Construction
150.	Pre-clearance surveys shall be undertaken by a suitably qualified ecologist at a minimum for microbats in accordance with <i>Guide 1: Preclearing process</i> in Transport's <i>Biodiversity Management Guideline EMF-BD-GD-0039</i> (Transport, 2024a). If fauna is encountered, this will be undertaken in accordance with <i>Guide 9: Fauna handling</i> in Transport's <i>Biodiversity Management Guideline EMF-BD-GD-0039</i> (Transport, 2024a).	Contractor	Pre-construction
151.	Should fauna be encountered, Transport's <i>Guide 9: Fauna handling</i> in Transport's <i>Biodiversity Management Guideline EMF-BD-GD-0039</i> (Transport, 2024a) shall be applied. In the event that threatened species are encountered, Transport's unexpected finds procedure will be followed in accordance with <i>Guide 1: Preclearing process</i> in Transport's <i>Biodiversity Management Guideline EMF-BD-GD-0039</i> (Transport, 2024a).	Contractor	Construction
Soils and water			
152.	<p>Storage and Use of Hazardous Materials</p> <p>Construction hazard and risk issues associated with the use and storage of hazardous materials shall be addressed through risk management measures, which shall be developed prior to construction as part of the overall CEMP, in accordance with relevant EPA guidelines, Transport's <i>EMF-EM-GD-0137 Chemical storage and spill response guidelines</i> (Transport, 2023) and Australian and ISO standards. These measures shall include:</p> <ul style="list-style-type: none"> d) the storage of hazardous materials, and refuelling/maintenance of construction plant and equipment are to be undertaken in clearly marked designated areas designed to contain spills and leaks e) spill kits, appropriate for the type and volume of hazardous materials stored or in use, to be readily available and accessible to construction workers. Kits are to be kept at hazardous materials storage locations, in site compounds and on specific construction vehicles. Where a spill to a watercourse is identified as a risk, spill kits are to be kept in close proximity to potential discharge points in support of preventative controls all hazardous materials spills and leaks to be reported to site managers and actions to be immediately taken to remedy spills and leaks f) training in the use of spill kits to be given to all personnel involved in the storage, distribution or use of hazardous materials. 	Contractor	Pre-construction

No.	Mitigation measure	Responsibility	Timing
153.	<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 Project in accordance with <i>Managing Urban Stormwater: Soils and Construction Volume 14th Edition</i> (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 undertaken.</p>	Contractor	Pre-construction and construction
154.	<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
155.	<p>Pollution Incident</p> <p>In the event of a pollution incident, work will cease in the immediate vicinity and the Contractor will immediately notify the Transport Project Manager and TESR in accordance with the Transport Environmental Incident Procedure (EMF-EM-PR-0001. The EPA will be notified, in accordance with Part 5.7 of the POEO Act.</p>	Contractor	Construction
156.	<p>Existing Drainage</p> <p>The existing drainage systems will remain operational throughout the construction phase and will not be worsened or damaged by construction.</p>	Contractor	Construction
157.	<p>Groundwater</p> <p>Should groundwater be encountered during excavation work, groundwater will be managed in accordance with the requirements of the <i>Waste Classification Guidelines</i> (EPA, 2014) and Transport's <i>Water Discharge and Reuse Guideline</i> (Transport, 2019).</p>	Contractor	Construction

No.	Mitigation measure	Responsibility	Timing
Air quality			
158.	<p>Minimising Impacts to Air Quality</p> <p>To minimise air quality impacts and the generation of dust from construction activities, the following measures will be implemented:</p> <ul style="list-style-type: none"> • plant and machinery will be switched off when not in use, and not left idling • vehicle and machinery movements during construction will be restricted to designated areas and sealed/compacted surfaces where practicable • apply water (or alternate measures) to exposed surfaces (e.g. unpaved roads, stockpiles, hardstand areas and other exposed surfaces) • cover stockpiles when not in use • appropriately cover loads on trucks transporting material to and from the construction site and securely fix tailgates of road transport trucks prior to loading and immediately after unloading • prevent mud and dirt being tracked onto sealed road surfaces • details on how methods for management of emissions will be incorporated into project inductions, training and pre-start/toolbox talks • details for procedure to ensure plant and machinery are regularly checked and maintained in a proper and efficient condition • details for how the Project addresses IS Essential benchmark criteria <p>These methods are to be identified in the CEMP.</p>	Contractor	Pre-construction and construction

No.	Mitigation measure	Responsibility	Timing
Waste and contamination			
159.	Waste Management Plan The CEMP (or separate Waste Management Plan, if necessary) must address waste management and will at a minimum: <ul style="list-style-type: none"> • identify all potential waste streams associated with the work and outline methods of disposal of waste that cannot be reused or recycled at appropriately licensed facilities • apply the waste hierarchy to resource output streams and justification provided • detail other onsite management practices such as keeping areas free of rubbish • specify controls and containment procedures for hazardous waste and asbestos waste • outline the reporting regime for collating construction waste data • identify risk and opportunities associated with resources outputs and implement measures to minimise resource outputs during design, construction and operation • develop project performance targets for resource outputs for the delivery phase • identify opportunities to beneficially reuse resource outputs • develop a management plan for resource outputs and implement design phase actions. 	Contractor	Pre-construction
160.	Hazardous Materials Survey A Hazardous Materials Survey in accordance with AS 2601 (2001) <i>Demolition of Structures</i> shall be undertaken by an appropriately qualified environmental scientist prior to the demolition of the existing stairs and station building modifications. Subsequent removal of any hazardous material is to be undertaken in accordance with applicable EPA, SafeWork NSW and Safe Work Australia guidelines.	Contractor	Pre-construction
161.	Contamination Investigation Prior to construction, an investigation of the Project site shall be undertaken by a suitably qualified Environmental Consultant, in accordance with the level of assessment and requirements stipulated by the <i>National Environment Protection (Assessment of Site Contamination) Amendment Measure (NEPM) 2013</i> . The assessment shall also be generally undertaken in accordance with: <ul style="list-style-type: none"> c) Contaminated Sites - Sampling Design Guidelines (EPA, 2022) d) AS 4482 (2005) Guide to the investigation and sampling of sites with potentially contaminated soil. The investigation report shall be prepared in accordance with the <i>Guidelines for Consultants Reporting on Contaminated Sites</i> (Office of Environment and Heritage, 2011) and shall also include a preliminary waste classification in accordance with the <i>Waste Classification Guidelines</i> (EPA, 2014).	Contractor	Pre-construction

No.	Mitigation measure	Responsibility	Timing
	<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>		
162.	<p>Unidentified Contamination (Other Than Asbestos)</p> <p>If previously unidentified contamination (excluding asbestos) is discovered during construction, work in the affected area must cease immediately, and an investigation must be undertaken and report prepared to determine the nature, extent and degree of any contamination. The level of reporting must be appropriate for the identified contamination in accordance with relevant EPA guidelines, including the <i>Guidelines for Consultants Reporting on Contaminated Sites</i> (Office of Environment and Heritage, 2011). The event must be reported in Transport incident management system as a report only event in accordance with the Transport Environmental Incident Procedure.</p> <p>A copy of any contamination report shall be submitted to the TESR for review in accordance with Mitigation Measure 4. The DES shall determine whether consultation with the relevant Council and/or EPA is required prior to continuation of construction within the affected area.</p>	Contractor	Construction
163.	<p>Asbestos Management</p> <p>If previously unidentified asbestos contamination is discovered during construction, work in the affected area must cease immediately, and an investigation must be undertaken and a report prepared to determine the nature, extent and degree of the asbestos contamination. The level of reporting must be appropriate for the identified contamination in accordance with relevant EPA, Safe Work Australia and SafeWork NSW guidelines and include the proposed methodology for the remediation of the asbestos contamination. Remediation activities must not take place until receipt of the investigation report. The event must be reported in Transport incident management system as a report only event in accordance with the Transport Environmental Incident Procedure.</p> <p>Works may only recommence upon receipt of a validation report from a suitably qualified contamination specialist that the remediation activities have been undertaken in accordance with the investigation report and remediation methodology.</p> <p><i>Note: In circumstances where both previously unidentified asbestos contamination and other contamination are discovered within a common area, nothing in these conditions shall prevent the preparation of a single investigation report to satisfy the requirements of both Mitigation Measure 76 and Mitigation Measure 77.</i></p>	Contractor	Construction
164.	<p>Spoil Reuse, Removal and Classification</p> <p>All excavated spoil suitable for reuse will be reused on site and distributed as approved by the TESR. The quantity and locations for reuse of excavated material would be further reviewed and confirmed with the TESR during construction.</p> <p>All spoil to be removed from site will be tested to confirm the presence of any contamination. Any contaminated spoil will be disposed of at an appropriately licensed facility.</p> <p>All spoil and waste must be classified in accordance with the <i>Waste Classification Guidelines Part 1: Classifying waste</i> (EPA, 2014) prior to disposal.</p>	Contractor	Construction

No.	Mitigation measure	Responsibility	Timing
165.	Concrete Washout Any concrete washout will be established and maintained in accordance with Transport's <i>EMF-EM-GD-0145 Concrete washout guideline</i> –(Transport, 2023) with details included in the CEMP and location marked on the ECM.	Contractor	Construction
166.	Mulch and landscaping <ol style="list-style-type: none"> 1. Mulch used in landscaping must, to the extent possible, be derived from trees, shrubs and any other vegetative material that is approved by the Principal for use as mulch, removed during the clearing and grubbing works on the Site. If the mulch produced in this way is insufficient or not available, make up the shortfall by using imported hardwood chip that complies with Australian Standard AS 4454, the EPA Mulch Order 2016 and Mulch Exemption 2016. Imported hardwood chip must also comply with the following requirements: <ol style="list-style-type: none"> e) 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 f) the material must comprise hardwood chips with not more than 5% fines by volume, and must not contain any bark g) 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 h) hardwood chip must be free of soil, weeds, stones, vermin, insects or other foreign material. 5. 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. 6. 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. 7. 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: <ol style="list-style-type: none"> f) location, date, and time of inspection g) name of inspector h) product name, supplier name, volume of material i) photographs of material inspected j) sample collection details (when applicable). 	Contractor	Construction
Sustainability, climate change and greenhouse gases			
167.	Sustainable Design Guidelines Detailed design of the Project would be undertaken in accordance with the Transport <i>Sustainable Design Guidelines – Version 4.0</i> (Transport, 2017) and is to target a gold rating and achieve a minimum silver rating.	Contractor	During design

No.	Mitigation measure	Responsibility	Timing
168.	Carbon Footprint Exercise The detailed design process will undertake a compliant carbon footprinting exercise in accordance with Transports <i>Carbon Tool</i> or other approved modelling tools. The carbon footprint will to be used to inform decision making in design and construction.	Contractor	During design
169.	Sustainability Officer A suitably qualified and experienced Sustainability Officer shall be appointed who is responsible for implementing the sustainability objectives for the Project, in line with the Project's overarching Project Sustainability Plan. Details of the Sustainability Officer including defined responsibilities, duration and resource allocation throughout the appointment are to be submitted to the satisfaction of the Director of Sustainability prior to the preparation of the Sustainability Management Plan.	Contractor	Pre-construction
170.	Sustainability Management Plan A Sustainability Management Plan (SMP) which details the approach to managing sustainability requirements and opportunities during design and construction shall be prepared. The SMP shall include the following as a minimum: <ul style="list-style-type: none"> g) a completed electronic checklist demonstrating compliance with the <i>Transport Sustainable Design Guidelines Version 4.0</i> (ST-114) h) a statement outlining the Construction Contactor's own corporate sustainability policies, obligations, goals, targets and commitments i) a description of the processes and methodologies for encouraging and identifying innovative sustainability outcomes on the Project, and the areas targeted for innovative sustainable solutions to be explored and/or implemented on the Project. j) the approach to the identification of opportunities to reduce carbon emissions, energy use and embodied lifecycle impacts of the Project. This should include a summary of initiatives proposed for implementation to meet energy and carbon management objectives and targets k) the approach to sustainable procurement including how procurement processes have taken in to account the principles of <i>ISO 20400: 2017 – Sustainable Procurement</i> in the selection of all materials, products and services l) a description of the processes, standards and procedures for undertaking climate change risk assessments and strategies for mitigation of risks associated with climate change and extreme weather events. A copy of the SMP shall be submitted to the Director of Sustainability at least 30 days prior to the commencement of construction, for written approval (or such time as is otherwise approved by the Director).	Contractor	Pre-construction

No.	Mitigation measure	Responsibility	Timing
Cumulative impacts			
171.	Ongoing Cumulative Impacts The potential cumulative impacts associated with the Project will be further considered as the design develops and as further information regarding the location and timing of potential developments is released. Environmental management measures will be developed in the CEMP, and implemented as appropriate. The CLMP will capture how the known cumulative impacts would be managed with the community and key stakeholders.	Contractor	Pre-construction

Appendix D: Traffic memo

