Transport for NSW

Chester Hill Station Upgrade

REF Determination Report
Objective reference: A66633843

November 2024

NSW GOVERNMENT

transport.nsw.gov.au

Acknowledgement of Country

Transport for NSW acknowledges Cabrogal and Wangal people of the Dharug Nation as the traditional custodians of the land on which the Chester Hill station Upgrade is proposed.

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

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

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

Connecting with Country Statement

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

The Chester Hill Station Upgrade aims to:

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

Prepared by Aurecon 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.

Chester Hill 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:

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

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 Chester Hill 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 and replicated in Appendix C and the proposed Conditions of Approval contained within Appendix B. Transport for NSW 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 Chester Hill 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 proposed infrastructure upgrades at Chester Hill Station would support forecasted growth in commercial and residential development for the Chester Hill area.

Transport for NSW is the Proponent for the Chester Hill Station Upgrade (referred to as 'the Proposal' for the purposes of this document). 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 for NSW 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 for NSW 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 Chester Hill Station Upgrade REF was placed on public display from 2 September 2024 to 29 September 2024 with 32 community and two agency submissions received. Issues raised in these submissions are addressed in Section 2.3 of this report.

1.3 Determination Report

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

Prior to proceeding with the Proposal, the Secretary for Transport for NSW 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 for NSW (Transport) proposes to provide accessibility upgrades to Chester Hill Station (the station) as part of the Safe Accessible Transport program (the Proposal). Chester Hill Station is on the Sydney Trains T3 Bankstown Line, located in the Canterbury Bankstown Local Government Area (LGA). Chester Hill Station is listed on the Transport Asset Holding Entity (TAHE) Section 170 Heritage and Conservation Register (#4801050).

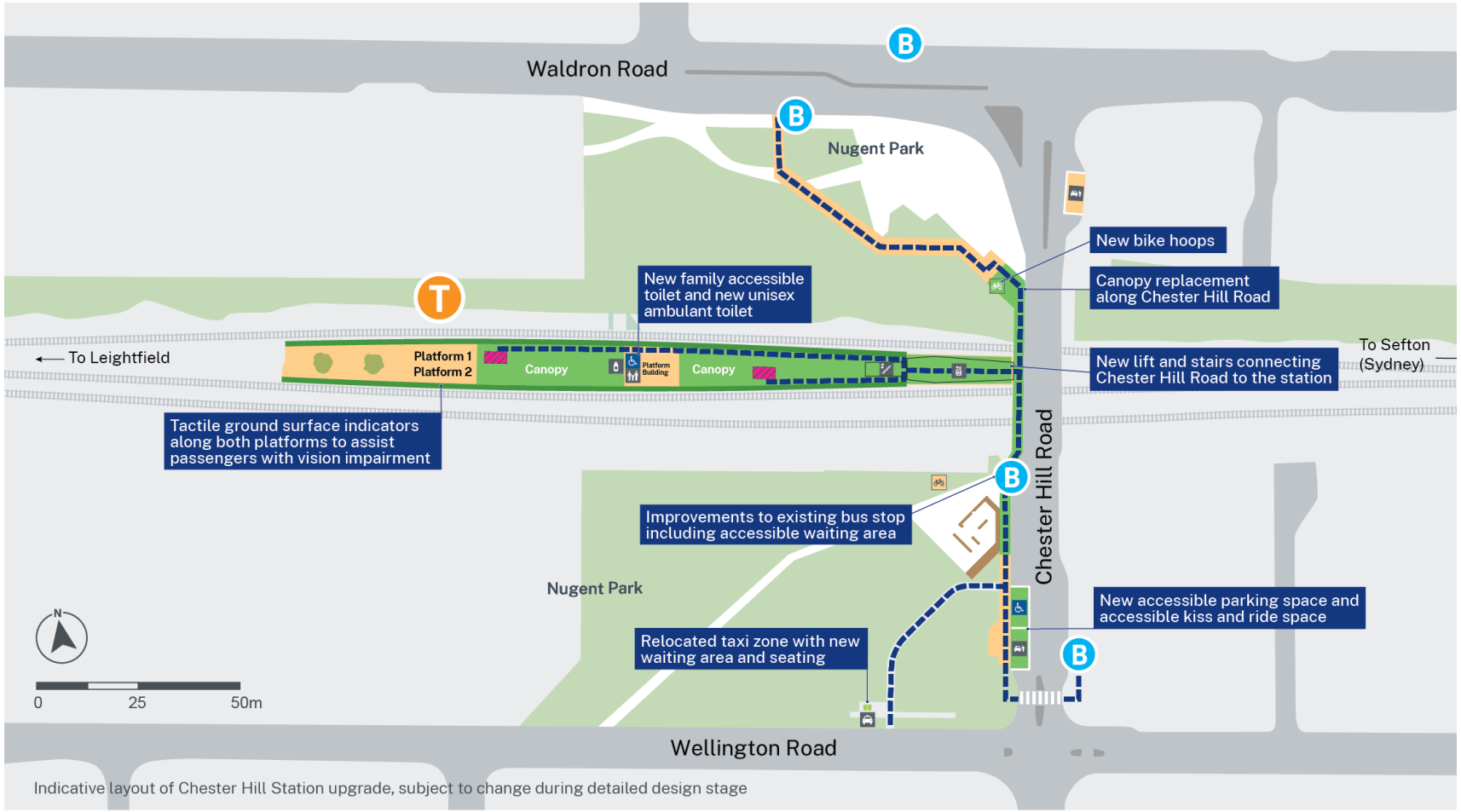
The Safe Accessible Transport program is a NSW Government initiative announced in February 2024. The program aims to make public transport safe, inclusive and easy to use for all passengers, especially people with disability, older people, people with prams or luggage and others who may be experiencing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

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

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

A schematic outlining the key features of the Proposal is provided in Figure 1-1. Construction is expected to commence in early 2025 and take around 18 months to complete.

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



KEY

- Proposed Features
- Existing Features
- Boarding Assistance Zone
- Accessible path of travel
- New stairs
- New lifts and landings
- New accessible water refill
- New family accessible toilet
- Bicycle hoops
- Accessible kiss and ride space
- Accessible parking space
- Bus stop
- Taxi

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

Community consultation activities undertaken for the public display included:

- community information sessions on 10 September 2024 at Chester Square Shopping Centre and 19 September 2024 at Chester Hill Library and Knowledge Centre
- distribution of the Community Update flyers to 5,100 residents in Chester Hill via letterbox drop, hand out to around 950 passengers during AM and PM peak at the station entrance, and doorknocking at around 55 homes and businesses on Waldron Road, Chester Hill Road and Wellington Road
- installation of project signage at Chester Hill Station and surrounding stations
- information on the webpage for Chester Hill Station Upgrade including the REF and supporting assessments, and collateral including the Community Update and Frequently Asked Questions (FAQs)
- geo-targeted social media posts on Facebook between 2–8 September and 12 – 18 September 2024
- emails sent to stakeholders subscribed to the project distribution list.

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

- a letter outlining the scope of the Proposal, information on where to view the REF and specialist studies on the Transport for NSW website, along with details on how to make a submission was sent to City of Canterbury Bankstown Council as per the consultation requirements under Section 2.10, of the *State Environmental Planning Policy (Transport and Infrastructure) 2021* (Transport and Infrastructure SEPP)
- a letter outlining the scope of the Proposal, information on where to view the REF and specialist studies on the Transport for NSW 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 34 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 the City of Canterbury Bankstown Council and NSW State Emergency Service are addressed in Table 2-2.

[1] https://www.transport.nsw.gov.au/projects/current-projects/chester-hill-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 key issues raised in community submissions were:

- general support for the Proposal (raised in nine submissions)
- other design suggestions (raised in four submissions)
- requests for changes to station access and interchange facilities proposed, including adjustments to parking arrangements as well as the proposed taxi rank and kiss and ride arrangements (raised in three submissions)
- suggestions that were considered outside the scope of this Proposal including upgrades to other railway stations, need for more or changes to parking in the town centre, and local traffic issues (raised in 18 submissions).

2.3 Consideration and response to submissions

Community submissions

Table 2-1 provides a summary of the community submissions received for 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	CH003 CH010 CH013 CH019 CH020 CH026 CH029 CH030 CH032	Support for the Proposal and/or for improving accessibility at the station.	Transport has noted the support for the Proposal to improve the accessibility, safety and amenity at Chester Hill Station in response to community needs.
1.2		Other requests for information, including:	
1.2.1	CH024	• a request for further information on how patronage increases at Chester Hill Station as a result of the closure of the Sydenham to Bankstown Line for metro conversion	During previous temporary train replacements of the Sydenham to Bankstown and Lidcombe section of the T3 Bankstown Line during 2023 and early 2024, an increase in patronage of 15% at Chester Hill Station was observed in response. Owing to the nature of Sydney Metro Southwest Link, its increased frequency and fare free status as well as the delay in implementation of the T6 line between Lidcombe and Bankstown the exact patronage changes at Chester Hill are likely to be different to those originally predicted and may vary over the course of the metro conversion period as passengers who would traditionally use Yagoona and Birong Stations seek alternative options.

No	Submission no.	Issue/s raised	Transport for NSW response
1.2.2	CH024	• a request for further information on how Chester Hill Station is being future-proofed for the proposed Norwest to Miranda line as part of the Future Transport Strategy 2056.	The Future Transport Strategy 2056 has been updated. The Safe Accessible Transport program, which the Proposal forms part of, includes objectives which are consistent with those of the updated Future Transport Strategy. The Proposal would not preclude future projects, which would be subject to design, consultation and approval requirements.
1.3		Suggestions that were outside the scope of this Proposal including:	The overall objective of the Proposal is to improve accessibility, amenity and safety at and around Chester Hill Station and comply with DDA and DSAPT requirements.
1.3.1	CH004 CH008 CH014 CH016 CH017 CH027	• requests for upgrades at other stations including Villawood Station, Carramar Station and Sefton Station	An upgrade of other stations is not within the scope of this Proposal. This feedback has been shared with the relevant team within Transport for consideration when planning future upgrades. It is noted that Sefton Station currently features lifts. Transport for NSW determines the priority of upgrades using evidence-based criteria, including: • Current and future patronage • The needs and demographics of customers who use the location • Whether important services such as hospitals or educational facilities are nearby • Cumulative impacts of other construction projects • The accessibility of other nearby transport interchanges and facilities

No	Submission no.	Issue/s raised	Transport for NSW response
1.3.2	CH002 CH005 CH009 CH011 CH012 CH021 CH022 CH025	• suggestions for road and parking upgrades surrounding Chester Hill Station, including: • requests to address traffic flow around Chester Hill Station, including through road widening of Chester Hill Road • requests for traffic improvements on roads surrounding Chester Hill Station, such as additional traffic lights, the implementation of roundabouts, the introduction of one-way streets, speed bumps and road grading upgrades • requests for on-street parking adjustments, such as the removal of all day parking on Waldron Road	The provision of upgrades to roads and changes to parking surrounding the station are not the aim of the Safe Accessible Transport program and are outside the scope of this Proposal. Transport will share this feedback with the City of Canterbury Bankstown Council as they are responsible for roads surrounding the station with obligations to maintain the condition of roads and manage parking arrangements.
1.3.3	CH017 CH018 CH023	• requests for more train services to be provided between Liverpool and the City Circle via Regents Park	Changes to the train timetable and services are outside the scope of this Proposal, however feedback has been shared with the timetable planning team at Transport. From the 20 October 2024, Transport has introduced an adjusted train timetable. The 2024 train timetable will support the final conversion of the T3 Bankstown Line between Sydenham and Bankstown to Metro operations and respond to the introduction of Metro services from Chatswood to Sydenham. For stations west of Bankstown (including Chester Hill), train services that previously operated between Liverpool and the City Circle via Bankstown will instead run via Regents Park and Lidcombe, maintaining a direct service to the Sydney CBD for passengers (now known as T3 Liverpool & Inner West Line).
1.3.4	CH030	• a request for the coordination of bus and train timetables to improve connectivity between modes of transport	Changes to bus and train timetables are outside the scope of the Proposal. However, bus and train timetables are regularly reviewed by Transport for NSW and this feedback has been passed on to the relevant team within Transport for consideration.

No	Submission no.	Issue/s raised	Transport for NSW response
1.3.5	CH031	• a request for improved facilities at Nugent Park south, including new play equipment and exercise equipment, due to its location close to Chester Hill Station and other community facilities and its ability to serve the needs of all members of the community.	Transport will share this feedback with City of Canterbury Bankstown Council to consider in any future upgrades to Nugent Park south.
2	**Need and options considered**		
2.1		Comments in relation to Proposal objectives and development criteria, including:	
2.1.1	CH001 CH006	• a note that Chester Hill Station requires upgrades to be accessible to all passengers, including the installation of a lift for passengers with accessibility needs	The Proposal would improve accessibility, amenity and safety at Chester Hill Station, including the provision of a new elevated walkway with a new lift and stairs, platform regrading, accessibility upgrades to the station building, and upgrades to station interchange facilities, including a new accessible parking space and an accessible kiss and ride space.
2.1.2	CH030	• a request to address passenger safety at Chester Hill Station.	Passenger safety would be improved as a result of the Proposal through improvements to station communication systems including additional CCTV cameras, help points, a public phone, and wayfinding signage. The principles of Crime Prevention Through Environmental Design (CPTED) and opportunities to improve passive surveillance, have been considered in the development of the Proposal.
3	**Description of the Proposal**		
3.1		Suggestions relating to station access and interchange facilities, including:	
3.1.1	CH013	• a request to construct bridges from the station to nearby parking spaces	Parking spaces on Chester Hill Road would be able to be accessed via the new lift or stairs, which would connect the platform to Chester Hill Road. Footpaths along Chester Hill Road would be regraded as part of the Proposal to improve accessibility to parking spaces. A bridge to connect to parking spaces is not required to meet DSAPT requirements.

No	Submission no.	Issue/s raised	Transport for NSW response
3.1.2	CH015	• a request to relocate bus and taxi zones surrounding Chester Hill Station to allow more spaces for passengers to be dropped off or picked up	The bus stops at Chester Hill stops are in close proximity to Chester Hill Station for ease of intermodal change. The taxi rank on Chester Hill Road would be relocated to Wellington Road as part of the Proposal to allow for the installation of the new accessible parking space and new accessible kiss and ride space. The new accessible kiss and ride space can be used to drop off and pick up passengers from Chester Hill Station. The existing kiss and ride space on the eastern side of Chester Hill Road would also remain operational following the completion of the construction of the Proposal for passengers to be dropped off or picked up.
3.1.3	CH030	• a request for a kiss and ride space at Chester Hill Station	The Proposal would include the provision of a new accessible kiss and ride space on the western side of Chester Hill Road outside the station. The existing kiss and ride space on the eastern side of Chester Hill Road would remain.
3.2	CH030	Request for toilet facilities at Chester Hill Station to be made clean and accessible.	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. 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. 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. Sydney Trains, as the asset operator/manager, is responsible for the maintenance of assets. Any concerns regarding cleanliness should be raised directly with station staff.

No	Submission no.	Issue/s raised	Transport for NSW response
3.3		Other design suggestions, including:	
3.3.1	CH002	• a request for installations at Chester Hill Station which include local or historical themes and references	Placemaking enhancements would be installed as part of the Proposal. Opportunities to include public art, heritage interpretation, or Connecting with Country principles would be explored as the design progresses to integrate the Proposal within the locality. In addition, the inclusion of public art or historical themed information on site hoarding would be considered to connect the construction work areas with the local community.
3.3.2	CH005 CH007 CH022	• concern that parking around Chester Hill Station is becoming difficult and requests for more parking near Chester Hill Station, including a commuter car park	The Proposal would include the addition of one new accessible parking space and a new accessible kiss and ride space. These additions would improve parking outcomes for people with disability. Passengers who drive to Chester Hill Station would continue to be able to use existing on-street and timed off-street parking in the local area. A commuter carpark is outside of the scope of this Proposal. Some on-street parking spaces may be temporarily unavailable during construction when there would be short term full or partial closure of Chester Hill Road, Waldron Road and Wellington Road. A review of aerial imagery between 2021 and 2024 was conducted in August 2024 for nearby roads including Patricia Street, Proctor Parade, Veronica Street and Wellington Road west of Veronica Street. The review indicates that the use of on-street parking along these roads is generally low throughout the week. As such, impacts to availability of parking during the construction of the Proposal is anticipated to be low and impacts to availability of parking during the operational phase are anticipated to be minor.
3.3.3	CH026	• a request for signs at Chester Hill Station to be written in braille to assist vision-impaired passengers	The Proposal will meet the relevant DDA and DSAPT requirements, including braille signage throughout the station.
3.3.4	CH028	• a request for environmentally friendly painting and solar-powered charging stations to be included on bus stops.	The design of bus shelters would continue to be developed during detailed design, including appropriate finishes, amenities and sustainability initiatives.

Other stakeholder submissions

Table 2-2 Response to other stakeholder submissions

No	Stakeholder.	Issue/s raised	Transport for NSW response
1	General		
1.1	City of Canterbury Bankstown Council	Support for the Proposal on the basis of its alignment with CBCity 2036 and Council's Disability Inclusion Action Plan, the inclusion of upgrades at bus stops, and the inclusion of bicycle hoops and other infrastructure to support active transport.	Transport has noted the support for the Proposal to improve the accessibility and safety at Chester Hill Station in response to community needs.
1.2	City of Canterbury Bankstown Council	Council requests that Transport investigate the northern embankment under the Chester Hill Road bridge due to a recent subsidence which caused part of the roadway on the northern side of the bridge to subside.	The investigation of railway embankments is outside the scope of this Proposal. However, this request has been shared with the relevant Engineering and Maintenance team within Transport.
2	Description of the Proposal		
2.1	City of Canterbury Bankstown Council	Submissions in relation to bus stops, including:	
2.1.1		• request for confirmation of the source of electricity supply to bus stops	Transport will work with Council to confirm electrical supply to bus stops throughout detailed design.
2.1.2		• a request for bus stop canopy designs to be provided to Council for consideration during detailed design for Council input and approval.	Council would continue to be consulted throughout detailed design, including in relation to bus stop canopy design.
2.2	City of Canterbury Bankstown Council	Council does not support the relocation of the taxi rank from Chester Hill Road to Wellington Road and the need for a new accessible path through Nugent Park south. Council recommends the use of the replacement shelter on Chester Hill Road to be integrated with the existing taxi rank, and notes that any relocation of the taxi rank would require consultation with Council's traffic committee.	The relocation of the taxi rank from Chester Hill Road to Wellington Road allows for the provision of a new accessible parking space and a new accessible kiss and ride space on Chester Hill Road, which would improve access to the station for passengers with accessibility needs. The relocated taxi rank would be accessible for all passengers via the new accessible path through Nugent Park south. The optimal location for the taxi rank would continue to be refined during detailed design in consultation with Council and the NSW Taxi Council.

No	Stakeholder.	Issue/s raised	Transport for NSW response
2.3	City of Canterbury Bankstown Council	Council requests that the new accessible parking space be located on Wellington Road so that the existing taxi rank and kiss and ride space can remain at the most convenient location for passengers.	The proposed location of the new accessible parking space on Chester Hill Road would allow for passengers with accessibility needs to access the station via a short and accessible route on Chester Hill Road. The proposed relocation of the taxi rank to Wellington Road would still be accessible for all passengers via the new accessible path through Nugent Park south. The optimal location for the new accessible parking space would continue to be refined during detailed design in consultation with Council.
2.4	City of Canterbury Bankstown Council	Request for the specifications of infrastructure in the public domain, including bicycle hoops, footpaths and bins, to be provided to Council to ensure alignment with standard specifications.	Specifications for infrastructure in the public domain would be provided to Council as part of consultation during detailed design.
2.5	City of Canterbury Bankstown Council	Submissions in relation to construction activities, including:	
2.5.1		• a request for further information to be provided relating to the location of the site compound in Nugent Park south and any proposed road closures associated with the construction compound	The location and specifications of the proposed site compound in Nugent Park south would be further developed during detailed design. Transport would continue to consult with Council about site compound requirements and any potential road closures associated with its establishment and decommissioning.
2.5.2		• a note that the site compound would require Council agreement and would need to be approved through the appropriate planning pathway	The appropriate pathway would be followed with consultation conducted and agreements finalised prior to establishment and use of the site compound in Nugent Park as required.
2.5.3		• a request for dilapidation reports to be prepared for Council assets, including footpaths, the plaza space in Nugent Park north and all roadways, before and after the construction of the Proposal	A standard road condition survey would be carried out prior to commencement and at completion of construction of the Proposal (refer to Mitigation Measure 13 in Appendix C), which would include surveys of the conditions of the plaza in Nugent Park north and footpaths surrounding the station.

No	Stakeholder.	Issue/s raised	Transport for NSW response
2.5.4		• a request for suitable notification to be provided to Council and the local community about all proposed temporary road and footpath closures	Transport would consult with Council and other stakeholders, including the local community, emergency services and bus providers, about road and footpath closures throughout the construction phase of the Proposal. Council and other stakeholders would be provided with sufficient notice prior to road and footpath closures.
2.5.5		• a request for all works on the public roadway and in the Council-owned Nugent Park to be managed through Council's work permit process and for the delineation of assets to be recorded in the Rail / Road Interface Agreement.	Transport will continue to work with Council to make sure all appropriate and relevant processes are applied.
3	**Traffic, transport and access**		
3.1	NSW State Emergency Service (SES)	A request to notify the NSW SES of any significant construction-related road delays, as these may impact emergency vehicle access.	Transport have consulted with NSW SES in relation to the Proposal. The NSW SES would be notified when the construction of the Proposal would cause road delays during full road closures (refer to Mitigation Measure 16 in Appendix C). Emergency access would be maintained throughout construction.
3.2	City of Canterbury Bankstown Council	A request for bus shelters surrounding Chester Hill Station to remain under the ownership of Transport, with maintenance agreements to be agreed by both parties.	Existing maintenance arrangements would remain following the completion of construction of the Proposal. Transport will continue to work with Council throughout the detailed design of the Proposal.

No	Stakeholder.	Issue/s raised	Transport for NSW response
4	Hydrology and flooding		
4.1	NSW SES	The NSW SES has reviewed the proposed upgrade and relevant flood risk information, noting that the rail line and platform are mapped within the Prospect Creek sub-catchment one per cent annual exceedance probability (AEP) flood extent. The NSW SES advises considering the impact of flooding and climate change on infrastructure and road users, enhancing stormwater management to reduce flood risks, ensuring awareness of flood risks through inductions and signage, planning for limited access during severe weather, and developing a business emergency plan using their available template.	Sections 6.9 and 6.11 of the REF provide consideration of potential impacts of flooding and climate change associated with the Proposal. Historic flooding has not been recorded at Chester Hill Station, however flooding is noted to be possible during high rainfall events along the platform and railway corridor. The Proposal would not significantly alter any pre-existing flood behaviour or contribute to localised flooding impacts during high rainfall events. Therefore, the operation of the Proposal is anticipated to have little impact on the hydrology of the surrounding area. 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. Chester Hill Station has a Site Incident Management Plan (SIMP), which includes emergency evacuation procedures. Following completion of the Proposal, any necessary amendments to the SIMP will be undertaken to respond to operational requirements resulting from the Proposal. This would include plans for passengers and worker safety during flood events.

No	Stakeholder.	Issue/s raised	Transport for NSW response
5	Biodiversity		
5.1	City of Canterbury Bankstown Council	Council requests trees in Nugent Park south to be appropriately protected near the proposed access to the site compound, including appropriate fencing and the establishment of tree protection zones. In addition, Council requests that the Arboricultural Impact Assessment be updated to assess the impacts of the proposed site compound and vehicular access on trees in Nugent Park south and that an updated copy be provided to Council.	The tree protection zones (TPZs) will be established for trees in proximity to the site compound area and compound access area (per Mitigation Measure 62 of the REF). Tree protection would be undertaken in accordance with *AS 4970-2009 Protection of Trees on Development Sites* and would include exclusion fencing of TPZs. The Proposal would have a project arborist on site for tree removal. This arborist would also provide guidance on the exclusions of TPZs and recommend suitable tree protection methods. Any additional trees that are identified within work, compound or access areas that are beyond those identified in the Arborist Assessment (Allied Tree Consultancy, 2024) would be assessed and supported by additional or addendum arboricultural advice where required.

2.4 Future consultation

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

- local council and other 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 for NSW email address[4] 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 Transport for NSW project website[5] would also include updates on the progress of construction.

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

[5] https://www.transport.nsw.gov.au/projects/current-projects/chester-hill-station-upgrade

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, Chester Hill Railway Station Group is listed on the TAHE Section 170 Heritage and Conservation Register (4801050). 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 and 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.

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

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

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

Decision statement

CHESTER HILL STATION UPGRADE

APPROVAL

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

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

Julie Urquhart

Julie Urquhart
Director Cross City & Engagement Enablement
Greater Sydney
Transport for NSW
Date: 19.11.2024

6. References

Artefact Heritage (2024) Chester Hill Station Upgrade Statement of Heritage Impact.

Aurecon (2024) Chester Hill Station Upgrade Review of Environmental Factors.

Allied Tree Consultancy (2024) Chester Hill Station Upgrade Arboricultural Impact Assessment Report.

Terms and acronyms used in this Report

Term	Meaning
AEP	Annual Exceedance Probability
CCTV	Closed-circuit television
Construction contractor	The construction contractor for the Proposal would be appointed by Transport for NSW to undertake the detailed design and construction of the Proposal.
CPTED	Crime Prevention Through Environmental Design
DDA	*Disability Discrimination Act 1992* (Cth)
Determination Report	This document – a report prepared by Transport for NSW to assess and address certain matters to allow for a determination of the Proposal under, and in accordance with Division 5.1 of the EP&A Act.
DSAPT	*Disability Standards for Accessible Public Transport* (2002)
EIS	Environmental Impact Statement
EP&A Act	*Environmental Planning and Assessment Act 1979* (NSW)
EP&A Regulation	*Environmental Planning and Assessment Regulation 2021* (NSW)
EPBC Act	*Environment Protection and Biodiversity Conservation Act 1999* (Cth)
Transport and Infrastructure SEPP	*State Environmental Planning Policy (Transport and Infrastructure) 2021* (NSW)
LGA	Local Government Area
NES	Matters of 'National Environmental Significance' under the EPBC Act
NSW	New South Wales
Proponent	A person or body proposing to carry out an activity under Division 5.1 of the EP&A Act – in this instance, Transport for NSW.
the Proposal	The construction and operation of the Chester Hill Station Upgrade
REF	Review of Environmental Factors
SES	State Emergency Service
SIMP	Station Incident Management Plan
TAHE	Transport Asset Holding Entity
TGSI	Tactile Ground Surface Indicator
TPZ	Tree Protection Zone
Transport	Transport for NSW

Appendix A: REF

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

REF link: Chester Hill Station Upgrade REF (Objective reference A65506018)

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

Appendix B: Conditions of Approval

CONDITIONS OF APPROVAL

Chester Hill Station Upgrade

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

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

Acronym	Definition
AFC	Approved For Construction
CECR	Construction Environmental Compliance Report
CEMP	Construction Environmental Management Plan
CIR	Contamination Investigation Report
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	*Environmental Planning and Assessment Act 1979*
EPL	Environment Protection Licence issued by the Environmental Protection Authority under the *Protection of the Environment Operations Act 1997*
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 Chester Hill Station Upgrade as described in the Environmental Impact Assessment.
Proponent	A person or body proposing to carry out an activity under Division 5.1 of the EP&A Act – in the case of the Project, Transport for NSW.
Reasonable	Selecting reasonable measures from those that are feasible involves making a judgment to determine whether the overall benefits outweigh the overall adverse social, economic and environmental effects, including the cost of the measure.

No.	Condition	Responsibility	Timing
	General		
1.	**Terms of Approval** The Project shall be carried out in accordance with the environmental impact assessment (EIA) for this Project, unless otherwise agreed to by the DES (or delegate) and supported by written justification, which comprises the following documents: a) *Chester Hill Station Upgrade – Review of Environmental Factors* (Aurecon, August 2024), including associated Mitigation Measures and supporting specialist studies b) *Chester Hill Station Upgrade – Determination Report* (Aurecon, October 2024). In the event of an inconsistency between these conditions and the EIA, these conditions will prevail to the extent of the inconsistency.	Contractor and Transport	Throughout
2.	**Statutory Requirements** These conditions do not remove any obligation to obtain all other licences, permits, approvals and land owner consents from all relevant authorities and land owners as required under any other legislation for the Project. The terms and conditions of such licences, permits, approvals and permissions must be complied with at all times.	Contractor and Transport	Throughout
	Environmental Management		
3.	Requirements for documents, plans or programs which must be reviewed and approved by the Transport Environment and Sustainability Representative (TESR) (including the Construction Environmental Management Plan (CEMP)) are outlined in the Mitigation Measures. All reviews and approvals associated with these Mitigation Measures shall meet the following requirements (unless otherwise approved by the TESR or DES or if specifically noted in a Mitigation Measure): a) completed consultation with government agencies and relevant service/utility providers, and evidence of consultation submitted with the plan b) a copy of the plan submitted to the TESR for review at least 21 days prior to commencement of Construction or the related works being commenced c) any comments made by the TESR in accordance with b) must be adequately addressed prior to submission for approval d) a copy of the plan submitted to the TESR to obtain written approval from the DES at least 5 days prior e) periodic review and update of the plan submitted to the EMR for endorsement Construction must not commence until the DES has provided written approval of the plan/s.	Contractor	Pre-construction/ Construction
	Additional Conditions of Approval		
4.	**Traffic, Transport and Access** Construction workers shall be discouraged from using the Council commuter car park and on-street parking spaces near the station and busy residential areas, where practicable. 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.	Contractor	Pre-construction/ Construction
5.	**Taxi location** The location for the taxi rank shall be refined during detailed design in consultation with Council and the NSW Taxi Council.	Contractor	Pre-construction

No.	Condition	Responsibility	Timing
6.	**Flooding** 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.	Contractor	Pre-construction/ construction

Appendix C: Mitigation measures

Note that the changes made since the publication of the REF are indicated by underlined text where an addition has been made, and strikethrough text for deletions.

No.	Mitigation measure	Responsibility	Timing
	General		
1.	**Construction Environmental Management Plan** A Construction Environmental Management Plan (CEMP) shall be prepared and implemented prior to the commencement of construction which addresses the following matters, as a minimum: a) project risk assessment including environmental aspects and impacts b) high level traffic and pedestrian management (noting a separate Traffic Management Plan (TMP) may be required subject to other Transport requirements), <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 f) air quality management (including dust suppression) g) Aboriginal and non-Aboriginal heritage management h) biodiversity management i) storage and use of hazardous materials j) contaminated land management (including acid sulfate soils) k) weed management l) waste management m) bushfire risk n) environmental incident reporting and management procedures o) non-compliance and corrective/preventative action procedures p) details of approvals, licences and permits required to be obtained under any other legislation for the Project. The CEMP shall: i. detail how the Contractor shall comply with the Conditions of Approval, mitigation measures, conditions of any licences, permits or other approvals issued by government authorities for the Project, all relevant legislation and regulations, and accepted best practice management	Contractor	Pre-construction

No.	Mitigation measure	Responsibility	Timing
	ii. comply with the relevant requirements of *Environmental Management Plan Guideline – Guideline for Infrastructure Projects* (NSW Department of Planning Industry and Environment, 2020) iii. include an environmental compliance matrix for the Project (or such stages of the Project as approved by the Transport Environment and Sustainability Representative (TESR)) that details compliance with all relevant conditions and mitigation measures iv. include an Environmental Policy. The CEMP shall be reviewed and updated at six monthly intervals (unless otherwise approved with the TESR) and in response to any actions identified as part of the TESR's review of the document or in response to scope changes or modifications. Updates to the CEMP shall be made within seven days of the completion of the review or receipt of actions identified in the Transport review of the document. The CEMP must be approved by the DES or delegate prior to the commencement of construction and following review, and be implemented for the construction.		
2.	**Environmental Controls Map** An Environmental Controls Map (ECM) shall be prepared in accordance with Transport's Environmental controls map guideline (Transport, 2023e) prior to the commencement of construction for implementation for the construction. The ECM is to be approved by the TESR and may be prepared in stages, as set out in the CEMP. A copy of the ECM shall be submitted to the TESR for review and written approval in accordance with mitigation measure 4. The ECM shall be prepared as a map – suitable for enlargement to both A0 and A3 sizes to be mounted on the wall of a site office and included in site inductions, supported by relevant written information. Updates to the ECM shall be made within seven days of the completion of the review or receipt of actions identified by any TESR audit of the document and submitted to the TESR for written approval.	Contractor	Pre-construction

No.	Mitigation measure	Responsibility	Timing
3.	**Site Induction** Prior to the commencement of construction, all contractors shall be inducted on the key project environmental and sustainability risks, procedures, mitigation measures and conditions of approval. The induction shall be given by the Environmental Personnel and as a minimum will include: • 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 shall include information such as the importance of Aboriginal cultural heritage material and places to the Aboriginal community, as well as the legal implications of removal, disturbance and damage to any Aboriginal cultural heritage material and sites. A heritage induction informing contractors of the location of known heritage items and guidelines to follow if unanticipated heritage items or deposits are located during construction.	Contractor	Pre-construction
4.	**Transport Environmental Management Approvals** Requirements for documents, plans or programs which must be reviewed and approved by the TESR (including the CEMP) are outlined in the mitigation measures. All reviews and approvals associated with these mitigation measures shall meet the following requirements (unless otherwise approved by the TESR or DES or if specifically noted in a mitigation measure): 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 Construction must not commence until the DES has provided written approval of the plan/s.	Contractor	Pre-construction

No.	Mitigation measure	Responsibility	Timing
5.	**Environment Personnel** Suitably qualified and experienced environmental management personnel shall be available and be responsible for implementing the environmental objectives for the Project, including undertaking regular site inspections, preparation and implementation of environmental documentation and ensuring the Project meets the requirements of the Environmental Management System (EMS). Details of the environmental personnel, including relevant experience, defined responsibilities and resource allocation throughout the Project (including time to be spent on-site/off-site) are to be submitted for the written approval of the DES, at least 21 days prior to commencement of construction of the Project (or such time as otherwise approved by the DES). Any adjustments to environmental resource allocations (on-site or off-site) are to be approved by the DES.	Contractor	Pre-construction and construction
6.	**Service Relocation** Service relocation will be undertaken in consultation with the relevant authority. Existing services and exclusion zones shall be identified on the ECM and on site to avoid direct impacts during construction.	Contractor	Pre-construction and construction
7.	**Detailed Design Validation** A detailed design validation report (DDVR) for the Project shall be prepared and submitted at each design stage to detail how compliance is achieved against: • the final Project description • all design mitigation measures detailed in the REF • any conditions of approval in the determination report for the Project. A final DDVR would accompany the Approval for Construction (or equivalent) submission. The Proponent shall: a) submit a copy of the DDVR to the TESR for review b) update and submit a DDVR revision at each design stage or as required, including as the design progresses c) the TESR is to be given a minimum period of seven days to review and provide any comments to the Proponent in relation to the DDVR. Upon completion of the final TESR review period a copy of the DDVR will be submitted to the DES (or nominated delegate) for written approval. The DDVR will be submitted to Transport for review and Confirmation that the design achieves compliance.	Contractor	Pre-construction and following each design phase

No.	Mitigation measure	Responsibility	Timing
8.	**Environmental Incident Procedure** Where non-compliances or incidents arise, an event report must be completed in the Transport incident management system and returned to the Principal's Representative in accordance with 'EMF-EM-PR-0001 Environmental Incident Procedure'.	Contractor	Construction
9.	**Project Modifications** Any modifications to the Project (as defined in this REF and/or future Determination Report), requiring an amendment REF (as determined by the TESR), would be subject to further assessment and approval by Transport. This assessment would need to demonstrate that any environmental impacts resulting from the modifications have been mitigated. The further assessment must be submitted and approved prior to commencement of works relating to the modification.	Contractor	As required
10.	**Project Changes** Any modifications to the Project (as defined in this REF and/or future Determination Report), which may be amended by a consistency assessment (as determined by the TESR), if approved, would be subject to further assessment and approval by Transport. This assessment would need to demonstrate that any environmental impacts resulting from the change have been minimised. The further assessment must be submitted to Transport six weeks prior to commencement of works relating to the modification.	Contractor	As required
11.	**Modification/Change Register** A project modification/change register shall be created and maintained throughout the project to identify project changes or modifications. The register will be updated and submitted at each design stage or as required, including as the design progresses. The register will be submitted to TESR for review of changes and direction on the approval pathway these changes or modifications should apply.	Contractor	As required

No.	Mitigation measure	Responsibility	Timing
12.	**Construction Environmental Compliance Report** A Construction Environmental Compliance Report (CECR) for the Project shall be prepared which addresses the following matters: a) compliance with the Construction Environmental Management Plan (CEMP) and these conditions b) compliance with any approvals or licences issued by relevant authorities for the construction of the Project c) implementation and effectiveness of environmental controls (the assessment of effectiveness should be based on a comparison of actual impacts against performance criteria identified in the CEMP) d) environmental monitoring results, presented as a results summary and analysis e) details of the percentage of waste diverted from landfill and the percentage of spoil beneficially reused f) number and details of any complaints, including summary of main areas of complaint, actions taken, responses given and intended strategies to reduce recurring complaints (subject to privacy protection) g) details of any review and amendments to the CEMP resulting from construction during the reporting period h) any other matter as requested by the DES. The CECR shall: i. be submitted to the TESR for review. Be submitted to the DES for written approval upon completion of the TESR review period. The first CECR shall be submitted to the TESR four weeks prior to construction commencing and will include a pre-construction environmental compliance matrix for the Project that details compliance with all relevant conditions and mitigation measures. The succeeding CECRs shall be submitted at six monthly intervals for the construction and be submitted within four weeks of expiry of that period (or at any other time interval approved by the DES). The final CECR shall detail compliance with all Conditions of Approval, licences and permits required to be obtained under any other legislation for the Project. Each revision of the CECR shall be submitted to the TESR for review and written approval in accordance with mitigation measure 4.	Contractor	Pre-construction and construction
	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

No.	Mitigation measure	Responsibility	Timing
14.	**Authorisation for Road Use** Relevant authorisation(s) from the appropriate road authority will be obtained for the proposed operational changes to Chester Hill Road, such as changes to parking and bus stops.	Contractor	Operation
15.	The temporary full and partial road closures and traffic management controls on Chester Hill Road, Waldron Road and Wellington Road will be managed and implemented in accordance with the provisions of Road Occupancy Licence(s).	Contractor	Pre-construction and construction
16.	Emergency services, public transport operators, and other key users will be notified in advance of changes to traffic conditions as a result of the construction of the Project. This will include notifying bus operators about detour routes for the affected M91 service, which would be impacted during temporary full weekend closures of Chester Hill Road.	Contractor	Pre-construction and construction
17.	Consultation will be carried out with City of Canterbury Bankstown Council regarding opportunities to minimise safety risks to pedestrians associated with the pedestrian crossing at the Chester Hill Road / Wellington Road intersection.	Transport	Detailed design
18.	Consultation will be carried out with shop owners on the eastern side of Chester Hill Road when parking spaces in front of shops are planned to be made temporarily unavailable.	Contractor	Construction
	Urban design, landscape and visual amenity		
19.	**Urban Design and Landscape 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: a) demonstrate a robust understanding of the precinct through a comprehensive site analysis, including connectivity with street networks, mode change locations, active transport, and pedestrian movement b) identify opportunities and constraints c) establish precinct specific principles to guide and test design options d) consider Crime Prevention Through Environmental Design (CPTED) principles, including night-time safety of passengers and the community, and the safety of station staff. e) be aligned with the "TAP Urban Design Plan Guidelines (Draft 2018)" and "~~Around the Tracks - urban design for heavy and light rail (Dec 2016 Interim Issue)~~ Beyond A to B – Urban design policy, procedures and principles for public transport infrastructure (Transport for NSW, August 2024)". f) consider opportunities for:	Contractor	Prior to design finalisation

No.	Mitigation measure	Responsibility	Timing
	a. Connecting with Country b. integrated heritage interpretation and adaptive reuse c. public art d. safety improvements g) specify opportunities for community feedback and engagement on design elements h) address Transport Sustainable Design Guideline evidence requirements i) be prepared by a suitably qualified and experienced urban design professional The UDLP is to include a Public Domain Plan for the preferred design option and will provide analysis of the: i. landscape design approach including design of pedestrian and bicycle pathways, street furniture, interchange facilities, new planting and integration of any artwork ii. Materials Schedule including materials and finishes for proposed built works, colour schemes, paving and lighting types for public domain, fencing and landscaping iii. ~~an Artist's Impression or Photomontage~~ visualisations to communicate the proposed changes to the precinct. The following design guidelines are available to assist and inform the UDLP: • TAP Urban Design Plan, Guidelines, Transport NSW, Draft 2018 • Commuter Car Parks, Urban Design Guidelines, Transport for NSW, Interim 2017 • Managing Heritage Issues in Rail Projects Guidelines, Transport for NSW, Interim 2016 • ~~Creativity Guidelines for Transport Systems, Transport for NSW, Interim 2016~~ Public Art in Transport Infrastructure - Guidance for Capital Projects (Transport for NSW, June 2024) • Water Sensitive Urban Design Guidelines (Transport for NSW, June 2023). The UDLP is to be submitted to Transport and written approval by the Urban Design Public Transport and Precincts team.		
20.	**Transport's Design Review Panel** At 30% design stage, the design will be presented to Transport's Design Review Panel. Transport's Design Review Panel is an independent, multi-disciplinary panel of eminent experts who provide impartial design review and recommendations. This will contribute to achieving design excellence in respect to place making, built form, urban and landscape design and Connecting with County aspects of the project.	Contractor	Prior to design finalisation

No.	Mitigation measure	Responsibility	Timing
21.	**Lighting Scheme** A lighting scheme for the construction and operation of the Project is to be developed by a suitably qualified lighting designer and prepared in accordance with relevant standards. The lighting scheme shall address the following as relevant, but not limited to: a) consideration of lighting demands of different areas b) consideration of outcomes of Safer Cities consultation (where applicable) c) strategic placement of lighting fixtures to maximise ground coverage d) use of LED lighting e) demonstrate that light spill and glare has been minimised to sensitive receivers by directing lighting into the station f) control systems for lighting that dim or switch-off lights settings according to the amount of daylight the zone is receiving g) motion sensors to control low traffic areas h) allowing the lighting system to use low light or switch off light settings while meeting relevant lighting Standards requirements, and i) ensuring security and warning lighting is not directed at neighbouring properties. The proposed lighting scheme is to be submitted to Transport's technical team for acceptance prior to design finalisation.	Contractor	Prior to design finalisation
22.	**Worksite Compounds and Hoardings** Worksite compounds will be screened for the construction with shade cloth that has Transport for NSW branding, unless approved otherwise by the Transport Community and Stakeholder Engagement Manager, to minimise visual impacts from key viewing locations. Temporary hoardings, barriers, traffic management and signage will be removed as soon as practicable and safety requirements allow. This material should comply with *The Infrastructure Project Style Guide November 2022* (Transport for NSW, 2022c). Work will be conducted behind temporary hoardings/screens wherever practicable. The installation of construction hoarding would take into consideration the location of residential receivers to ensure that 'line of sight' is broken, where feasible. Inclusion of public art or heritage information on site hoarding will be considered to connect the construction work areas with the local community.	Contractor	Construction

No.	Mitigation measure	Responsibility	Timing
23.	**Graffiti and Advertising** Hoardings, site sheds, fencing, acoustic walls around the perimeter of the site, and any structures built as part of the Project shall be maintained free of graffiti, or any advertising not authorised by Transport, during the construction period. Graffiti and unauthorised advertising shall be removed or covered within the following timeframes unless otherwise approved by Transport: a) offensive graffiti will be removed or concealed within 24 hours b) highly visible (yet inoffensive) graffiti will be removed or concealed within a week c) graffiti that is neither offensive or highly visible will be removed or concealed within a month d) any unauthorised advertising material will be removed or concealed within 24 hours.	Contractor	Construction
	Noise and vibration		
24.	**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 *Interim Construction Noise Guideline* (Department of Environment and Climate Change, 2009), Transport's *EMF-NV-GD-0060 Construction noise and vibration guideline (public transport infrastructure)* (Transport for NSW, 2023a) and the Noise and Vibration Impact Assessment for the Project (SLR, 2024). The CNVMP shall include, but not be limited to: a) details of construction activities and an indicative schedule for construction b) identification of construction activities that have the potential to generate noise and/or vibration impacts on surrounding land uses, particularly sensitive noise receivers c) detail what reasonable and feasible actions and measures shall be implemented to minimise noise impacts (including those identified in the REF) d) procedures for notifying sensitive receivers of construction activities that are likely to affect their noise and vibration amenity, as well as procedures for dealing with and responding to noise and vibration complaints e) an Out of Hours Work Protocol (OOHWP) for the assessment, management and approval of works outside the standard construction hours identified in mitigation measure 26 of this approval, including a risk assessment process which deems the out of hours activities to be of low, medium or high environmental risk, is to be developed. All out of hours works are subject to written approval by the DES or as approved by EPA (where relevant to the issuing of an EPL). The OOHWP should be consistent with the Transport *Construction noise and vibration guideline (public transport infrastructure)* (Transport NSW, 2023a) 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.	Contractor	Pre-construction

No.	Mitigation measure	Responsibility	Timing
	The CNVMP shall consider and outline measures to reduce the noise and vibration impacts from construction activities. Where practicable at source measures including by construction planning/staging and equipment selection shall be prioritised over at receiver measures. Reasonable and feasible mitigation measures include: • regularly training workers and contractors (such as at the site induction and toolbox talks) on the importance of minimising emissions and how to use equipment in ways to minimise noise and vibration • avoiding any unnecessary emissions when carrying out manual operations and when operating plant • ensuring spoil is placed and not dropped into awaiting trucks or other plant/vehicles • avoiding/limiting simultaneous operation of noisy or vibratory plant and equipment within discernible range of a sensitive receiver where practicable • switching off any equipment not in use for extended periods e.g. heavy vehicles engines will be switched off whilst being unloaded • avoiding deliveries at night/evenings or other sensitive times wherever practicable • no idling of delivery trucks • ensuring truck drivers are informed of designated vehicle routes, parking locations and acceptable delivery hours for the site • minimising talking loudly; no swearing or unnecessary shouting, or loud stereos/radios onsite; no dropping of materials from height where practicable, no throwing of metal items and slamming of doors • maximising the offset distance between noisy or vibratory plant and sensitive receivers and maintaining safe working distances for workers • directing noise-emitting plant away from sensitive receivers • regularly inspecting and maintaining plant to avoid increased noise levels from rattling hatches, loose fittings etc • use of quieter and less vibration emitting construction methods where feasible and reasonable • non-tonal movement alarms (or an equivalent mechanism) fitted and used on all construction vehicles and mobile plant regularly used on-site (i.e. greater than one day) and for any out of hours work.		

No.	Mitigation measure	Responsibility	Timing
25.	**Property Condition Surveys** The purpose of a property condition survey is to provide a clear record for comparison in case landowners have concerns about damage to property which they feel may have been caused as a result of construction work. Subject to landowner agreement, property condition surveys shall be completed prior to the commencement of piling, excavation or bulk fill or any vibratory impact works including jack hammering and compaction (Designated Works). Surveys are to be offered to owners of: i. all buildings/structures/roads within a distance of 50 metres from the edge of the Designated Works (measured in a straight line) ii. all heritage listed buildings and other sensitive structures within 150 metres from the edge of the Designated Works. iii. all locations that would be used for construction compounds Surveys are to be undertaken prior to the commencement of the Designated Works and again immediately upon completion of the Designated Works. Site compound locations are to include an assessment of any pre-existing contamination and a contamination clearance survey following demobilisation of the site compound. Owners of assets to be surveyed are to be contacted via letter at least 14 days prior to the intended commencement of property condition surveys. Letters of offer are to include the scope and methodology of the survey, and the process for making a claim regarding property damage should post-work property condition surveys confirm damage at the fault of the project. Property condition surveys need not be undertaken if a risk assessment indicates that selected buildings/structures/roads identified in (a) and (b) will not be affected as determined by a qualified geotechnical and construction engineering expert with appropriate registration on the National Professional Engineers Register prior to commencement of Designated Works and provided to Transport. Evidence of a risk assessment must be provided to Transport for agreement prior to commencement of Designated Works. A copy of the survey(s) shall be given to each affected owner and Transport. A register of all properties surveyed shall be maintained. Any damage to buildings, structures, lawns, trees, sheds, gardens, etc. as a result of construction activity direct and indirect (i.e. including vibration and groundwater changes) shall be rectified at no cost to the owner(s).	Contractor	Pre-construction and post-construction

No.	Mitigation measure	Responsibility	Timing
26.	**Standard Construction Hours** Construction activities shall be restricted to the hours of 7:00 am to 6:00 pm (Monday to Friday); 8:00 am to 1:00 pm (Saturday) and at no time on Sundays and public holidays except for the following works which are permitted outside these standard hours: a) any works which do not cause noise emissions to be more than 5dBA higher than the rating background level (RBL) at any nearby residential property and/or other noise sensitive receivers b) out of hours work identified and assessed in the REF or the approved OOHWP c) the delivery of plant, equipment and materials which is required outside these hours as requested by police or other authorities for safety reasons and with suitable notification to the community as approved by the DES d) Emergency Work to avoid the loss of lives, property and/or to prevent environmental harm e) any other work as approved by the DES and considered essential to the Project, or as approved by EPA (where an EPL is in effect).	Contractor	Construction
27.	**Special Audible Characteristics Activities** As per the *Construction noise and vibration guideline (public transport infrastructure)* (Transport for NSW, 2023a), construction activities with special audible characteristics will be limited to standard hours, and start no earlier than 8am unless otherwise approved by the DES in accordance with the CNVG. 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). **Note**. *Special audible characteristics* refers to noise with characteristics that can cause annoyance and disturbance, containing noticeable factors such as tonality, low frequency noise, impulsive or intermittent noise events. These characteristics may not be considered noisy in a quantitative sense.	Contractor	Construction

No.	Mitigation measure	Responsibility	Timing
28.	**Vibration Criteria** To avoid structural impacts as a result of vibration or direct contact with structures, the proposed work will be undertaken in accordance with the safe work distances outlined in the Noise and Vibration Impact Assessment (SLR, 2024). Where these distances cannot be met vibration trials and attended vibration monitoring of the trials will be undertaken in order to assess and mitigate vibration impacts. Vibration resulting from construction and received at any structure outside of the Project shall be limited to: a) for structural damage vibration – British Standard BS 7385-2:1993 *Evaluation and measurement for vibration in buildings Part 2* and/or German Standard DIN 4150:Part 3 – 1999: *Structural Vibration in Buildings: Effects on Structures* b) for human exposure to vibration – the acceptable vibration values set out in the *Environmental Noise Management Assessing Vibration: A Technical Guideline (Department of Environment and Conservation, 2006)* which includes British Standard BS 6472-2:1992 *Guide to Evaluation of Human Exposure to Vibration in Buildings (1 Hz to 80 Hz)*. The Project also must address IS Essentials Env-3 Vibration level 1 criteria. These limits apply unless otherwise approved by the DES through the CEMP	Contractor	Construction
29.	**Piling** Wherever practical, piling activities shall be completed using non-percussive piles. If percussive piles are proposed to be used, written approval of the DES shall be obtained prior to commencement of piling activities.	Contractor	Construction
30.	**Vibration Impacts to Heritage Structures** 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.	Contractor	Construction
31.	Where noise intensive equipment is to be used near sensitive receivers, it is recommended that the work is scheduled for standard daytime construction hours. Where this is not possible, the work shall be completed as early as possible in each work shift to minimise the potential for night-time impacts.	Contractor	Construction

No.	Mitigation measure	Responsibility	Timing
32.	Where work is identified as being within the vibration minimum working distances and is considered likely to exceed cosmetic damage criteria: • different construction methods with lower source vibration levels shall be investigated and implemented, where feasible • attended vibration measurements shall be carried out at the start of work to determine actual vibration levels at nearby receivers (works would be ceased if the monitoring indicates exceedance of the cosmetic damage criteria).	Contractor	Construction
	Heritage Management		
33.	**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 shall be sympathetic to the original design and seek to emphasise key details whilst not overwhelming or detracting from the heritage significance of the place.	Contractor	Detailed design
34.	**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
35.	**Unexpected Heritage Finds** If previously unidentified or unexpected Aboriginal objects or non-Aboriginal heritage/archaeological items are uncovered during construction, the procedures contained in Transport's *Unexpected Heritage Items Procedure* (Transport 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	Contractor	Construction

No.	Mitigation measure	Responsibility	Timing
	suspected human remains greater than 100 years old is an archaeological case and is not subject to the requirements of NSW Coroners Act 2009.		
36.	**Photographic Archival Recording** Archival recording of the Chester Hill Railway Station Group shall be undertaken in accordance with the Heritage NSW guidelines prior to works commencing. The archival recording shall be reviewed and approval by the TESR prior to submission to Heritage NSW or other government body. Copies of the archival recording are to be provided to Canterbury Bankstown Council for future reference.	Contractor	Pre-construction
37.	**Documentation of Changes** Copies of the 'as built' construction plans, photographs illustrating the completed work and the Archival Record will be lodged with the Transport Heritage team as a documentary record of changes to the station.	Contractor	Construction
38.	**Heritage Advisor** A suitably qualitied and experience Heritage Advisor who is independent of the design and construction team's personnel shall be engaged to the satisfaction of the DES. The Heritage Advisor shall provide ongoing heritage, design and conservation advice throughout detailed design and any subsequent relevant design modifications to ensure that the final design adheres to the recommendations of the heritage assessments provided in the EIA. The Heritage Advisor involvement and reporting shall include, but not be limited to: a) Attendance at design meetings and/or heritage meetings to provide iterative heritage advice to actively inform design development b) Targeted historical research to inform the iterative advice as required (to be documented as part of the below summary) c) Summary of the iterative heritage advice provided which should capture (as a minimum): • 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 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: i. confirmation of the extent of involvement of the Heritage Advisor in the detailed design process at the completion of Approved for Construction (AFC) design stage	Contractor	Detailed design

No.	Mitigation measure	Responsibility	Timing
	ii. identification and assessment of any changes to, and/or additional to the scope of work from those identified in the EIA which would affect heritage significance iii. a description of the impacts, and recommended mitigation measures relating to any new or amended scope of work identified in (b) above including the requirement for additional heritage approvals for consultation.		
39.	**Heritage Interpretation Plan** 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 *Sydney Trains Heritage Interpretation Guidelines*. The heritage interpretation planning shall be captured in a Heritage Interpretation Plan (HIP) that is to be issued as a progress report at each stage of detailed design. The final HIP must include all details necessary to proceed to fabrication and installation. The HIP is to be submitted in accordance with mitigation measure 4.	Contractor	Detailed design
40.	**Protection from Damage** 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.	Contractor	Construction
41.	**Update to S170 Register** On completion of work, an update will be prepared for the Section 170 Heritage and Conservation Register, with required details.	Contractor	Completion
42.	**Protection of heritage items listed on the RailCorp Section 170 Conservation Register** Design and construction of the Project within the curtilage of the Section 170 listed 'Chester Hill Railway Station Group' must be undertaken in accordance with the recommendations made in the Statement of Heritage Impact (Artefact Heritage, 2024). 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. 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.	Contractor/Transport	Detailed design and construction

No.	Mitigation measure	Responsibility	Timing
43.	**Illustrated Services Plan** The Contractor in collaboration with the Heritage Advisor must prepare and submit an illustrated services plan to detail all services routes in order to demonstrate compliance with the Heritage Technical Note: Installation of New Electrical and Data Services at Heritage Sites (2017). The illustrated services plan should include, but not be limited to; high voltage (HV), low voltage, communications, PA and CCTV. The illustrated services plan must be submitted and approved by the Transport Heritage Specialist prior to the commencement of permanent works.	Contractor	Pre-construction
44.	**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
45.	Mitigation measures in the Chester Hill Station Upgrade Statement of Heritage Impact (Artefact, 2024) will be implemented.	Contractor	Detailed design, pre-construction, construction, post-construction
	Socio-economic		
46.	**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
47.	**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

No.	Mitigation measure	Responsibility	Timing
48.	**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
49.	**Community Liaison Management Plan** A Community Liaison Management Plan (CLMP) shall be prepared and implemented to engage with government agencies, relevant Councils, landowners, community members and other relevant stakeholders (such as Aboriginal stakeholders, local business chambers, utility and service providers, bus companies, Taxi Council and businesses). The CLMP shall comply with the obligations of these conditions and should include, but not necessarily be limited to: a) a comprehensive, project-specific analysis of stakeholders, issues and proposed strategies to manage issues through the duration of the Project b) details of the communication tools (traditional and digital) and activities that will be used to inform and engage with the community and stakeholders c) a program for the implementation of community liaison activities relating to key construction tasks and milestones with strategies for minimising impacts and informing the community d) policies and procedures for handling community complaints and enquiries, including the Contractor's nominated 24 hour contact for management of complaints and enquiries e) analysis of other major projects/influences in the area with the potential to result in cumulative impacts to the community and strategies for managing these. The CLMP shall be prepared to the satisfaction of the relevant Community and Place Director (or nominated delegate) prior to the commencement of construction, and is to be reviewed and revised six-monthly during the construction of the Project.	Contractor	Pre-construction and construction
50.	**Community Notification and Liaison** The local community shall be advised of any activities related to the Project with the potential to impact upon them. Prior to any site activities commencing and throughout the Project duration, the community is to be notified of works to be undertaken, the estimated hours of construction and details of how further information can be obtained (i.e. contact telephone number/email, website, newsletters etc.) including the 24 hour Construction Response Line number. Construction-specific impacts including information on traffic changes, parking changes, access changes, detours, services disruptions, public transport changes, high noise generating work activities and work required outside the	Contractor	Pre-construction and construction

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

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

No.	Mitigation measure	Responsibility	Timing
58.	A Flora and Fauna Management Sub-plan (FFMSP) will be prepared as part of the CEMP in accordance with the *Biodiversity Management Guideline EMF-BD-GD-0039* (Transport, 2024b). It will include, but is not limited to: • plans showing areas to be cleared and areas to be protected • pre-clearing survey requirements • unexpected finds protocol • weed and pathogen management protocols. 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.	Contractor	Pre-construction Construction
59.	Measures to avoid and/or minimise the removal of native vegetation and/or habitat removal shall be investigated during detailed design and implemented where feasible. This will include exploring opportunities to retain the two existing platform trees.	Contractor	Detailed design Pre-construction
60.	Pre-clearance surveys shall be undertaken by a suitably qualified ecologist at a minimum for microbats in accordance with *Guide 1: Preclearing process* in Transport's *Biodiversity Management Guideline EMF-BD-GD-0039* (Transport, 2024b). If fauna is encountered, this will be undertaken in accordance with *Guide 9: Fauna handling* in Transport's *Biodiversity Management Guideline EMF-BD-GD-0039* (Transport, 2024b).	Contractor	Pre-construction
61.	Should fauna be encountered during the work, Transport's *Guide 9: Fauna handling* in *Transport's Biodiversity Management Guideline EMF-BD-GD-0039* (Transport, 2024b) shall be applied. In the event that threatened species are encountered, Transport's unexpected finds procedure will be followed in accordance with *Guide 1: Preclearing process* in Transport's *Biodiversity Management Guideline EMF-BD-GD-0039* (Transport, 2024b).	Contractor	Construction
62.	Tree protection zones shall be established for trees that are to be excluded from the vehicular access and site compound. Any additional trees that are identified within work, compound or access areas that are beyond those identified in the Arborist Assessment (Allied Tree Consultancy, 2024) would be assessed and supported by additional or addendum arboricultural advice where required.	Contractor	Construction

No.	Mitigation measure	Responsibility	Timing
	Soils and water		
63.	**Storage and Use of Hazardous Materials** Construction hazard and risk issues associated with the use and storage of hazardous materials shall be addressed through risk management measures, which shall be developed prior to construction as part of the overall CEMP, in accordance with relevant EPA guidelines, Transport's *EMF-EM-GD-0137 Chemical storage and spill response guidelines* (Transport for NSW, 2023f) and Australian and ISO standards. These measures shall include: a) the storage of hazardous materials, and refuelling/maintenance of construction plant and equipment are to be undertaken in clearly marked designated areas designed to contain spills and leaks b) spill kits, appropriate for the type and volume of hazardous materials stored or in use, to be readily available and accessible to construction workers. Kits are to be kept at hazardous materials storage locations, in site compounds and on specific construction vehicles. Where a spill to a watercourse is identified as a risk, spill kits are to be kept in close proximity to potential discharge points in support of preventative controls c) all hazardous materials spills and leaks to be reported to site managers and actions to be immediately taken to remedy spills and leaks d) training in the use of spill kits to be given to all personnel involved in the storage, distribution or use of hazardous materials.	Contractor	Pre-construction
64.	**Erosion and Sediment Control** Soil and water management measures shall be prepared, implemented and maintained for the mitigation of water quality impacts during construction of the Project in accordance with *Managing Urban Stormwater: Soils and Construction Volume 1 4th Edition* (Landcom, 2004). The following are required, based on the amount of disturbance proposed: • soil and water management measures included on the ECM and in the CEMP for less than 250m^2 of disturbance • erosion and sediment control plan (ESCP) for between 250-2,500m^2 of disturbance • soil and water management plan (SWMP) for over 2,500m^2 of disturbance Management measures will be established prior to any clearing, grubbing or site establishment activities and will be maintained and regularly inspected (particularly following rainfall events) to ensure their ongoing functionality. At a minimum inspection will occur monthly and shall be reported in the inspection report. Management measures will be maintained until the work is complete and areas are stabilised. The management measures shall be reviewed and updated throughout construction so they remain relevant to the activities being undertaken.	Contractor	Pre-construction and construction
65.	**Vehicle Maintenance** Vehicles and machinery will be properly maintained and routinely inspected to minimise the risk of fuel/oil leaks. Construction plant, vehicles and equipment will also be refuelled offsite, or in a designated refuelling area.	Contractor	Construction

No.	Mitigation measure	Responsibility	Timing
66.	**Pollution Incident** In the event of a pollution incident, work will cease in the immediate vicinity and the Contractor shall immediately notify the Transport Project Manager and TESR in accordance with the Transport Environmental Incident Procedure (EMF-EM-PR-0001). The EPA will be notified, in accordance with Part 5.7 of the POEO Act.	Contractor	Construction
67.	**Existing Drainage** The existing drainage systems will remain operational throughout the construction phase and would not be worsened or damaged by construction.	Contractor	Construction
68.	**Groundwater** Should groundwater be encountered during excavation work, groundwater will be managed in accordance with the requirements of the *Waste Classification Guidelines* (EPA, 2014) and Transport's *Water Discharge and Reuse Guideline* (Transport for NSW, 2019a).	Contractor	Construction
69.	Weather forecasts will be regularly monitored during construction and if there is a high rainfall event work will cease and equipment and materials shall be removed from the affected area.	Contractor	Construction
	Air quality		
70.	**Minimising Impacts to Air Quality** To minimise air quality impacts and the generation of dust from construction activities, the following measures will be implemented: • plant and machinery will be switched off when not in use, and not left idling • vehicle and machinery movements during construction will be restricted to designated areas and sealed/compacted surfaces where practicable • apply water (or alternate measures) to exposed surfaces (e.g. unpaved roads, stockpiles, hardstand areas and other exposed surfaces) • cover stockpiles when not in use • appropriately cover loads on trucks transporting material to and from the construction site and securely fix tailgates of road transport trucks prior to loading and immediately after unloading • prevent mud and dirt being tracked onto sealed road surfaces • details on how methods for management of emissions will be incorporated into project inductions, training and pre-start/toolbox talks • details for procedure to ensure plant and machinery are regularly checked and maintained in a proper and efficient condition.	Contractor	Pre-construction and construction

No.	Mitigation measure	Responsibility	Timing
	These methods are to be identified in the CEMP.		
	Waste and contamination		
71.	**Waste Management Plan** The CEMP (or separate Waste Management Plan, if necessary) must address waste management and will at a minimum: • identify all potential waste streams associated with the work and outline methods of disposal of waste that cannot be reused or recycled at appropriately licensed facilities • apply the waste hierarchy to resource output streams and justification provided • detail other onsite management practices such as keeping areas free of rubbish • specify controls and containment procedures for hazardous waste and asbestos waste • outline the reporting regime for collating construction waste data • identify risk and opportunities associated with resources outputs and implement measures to minimise resource outputs during design, construction and operation • 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
72.	**Hazardous Materials Survey** A Hazardous Materials Survey in accordance with AS 2601 (2001) *Demolition of Structures* shall be undertaken by an appropriately qualified environmental scientist prior to the demolition of the existing stairs and canopy, 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

No.	Mitigation measure	Responsibility	Timing
73.	**Contamination Investigation** Prior to construction, an investigation of the Project site shall be undertaken by a suitably qualified Environmental Consultant, in accordance with the level of assessment and requirements stipulated by the *National Environment Protection (Assessment of Site Contamination) Amendment Measure (NEPM) 2013.* The assessment shall also be generally undertaken in accordance with: a) Contaminated Sites - Sampling Design Guidelines (EPA, 2022) b) AS 4482 (2005) Guide to the investigation and sampling of sites with potentially contaminated soil. The investigation report shall be prepared in accordance with the *Guidelines for Consultants Reporting on Contaminated Sites* (Office of Environment and Heritage, 2011) and shall also include a preliminary waste classification in accordance with the *Waste Classification Guidelines* (EPA, 2014). Specific requirements for further investigation (including requirements for a Site Auditor), remediation or management of any contamination shall be included in the CEMP (or supporting Contamination Management Plan) as appropriate. Note: Nothing in this condition removes any obligation to adhere to the requirements under the NSW *Contaminated Land Management Act 1997* (or other legislation).	Contractor	Pre-construction
74.	**Unidentified Contamination (Other Than Asbestos)** If previously unidentified contamination (excluding asbestos) is discovered during construction, work in the affected area must cease immediately, and an investigation must be undertaken and report prepared to determine the nature, extent and degree of any contamination. The level of reporting must be appropriate for the identified contamination in accordance with relevant EPA guidelines, including the *Guidelines for Consultants Reporting on Contaminated Sites* (Office of Environment and Heritage, 2011). The event must be reported in Transport incident management system as a report only event in accordance with the Transport Environmental Incident Procedure. A copy of any contamination report shall be submitted to the TESR for review in accordance with mitigation measure 4. The DES shall determine whether consultation with the relevant Council and/or EPA is required prior to continuation of construction within the affected area.	Contractor	Construction

No.	Mitigation measure	Responsibility	Timing
75.	**Asbestos Management** If previously unidentified asbestos contamination is discovered during construction, work in the affected area must cease immediately, and an investigation must be undertaken and a report prepared to determine the nature, extent and degree of the asbestos contamination. The level of reporting must be appropriate for the identified contamination in accordance with relevant EPA, Safe Work Australia and SafeWork NSW guidelines and include the proposed methodology for the remediation of the asbestos contamination. Remediation activities must not take place until receipt of the investigation report. The event must be reported in Transport incident management system as a report only event in accordance with the Transport Environmental Incident Procedure. Works may only recommence upon receipt of a validation report from a suitably qualified contamination specialist that the remediation activities have been undertaken in accordance with the investigation report and remediation methodology. *Note: In circumstances where both previously unidentified asbestos contamination and other contamination are discovered within a common area, nothing in these conditions shall prevent the preparation of a single investigation report to satisfy the requirements of both mitigation measure 74 and mitigation measure 75.*	Contractor	Construction
76.	**Spoil Reuse, Removal and Classification** All excavated spoil suitable for reuse will be reused on site and distributed as approved by the TESR. The quantity and locations for reuse of excavated material will be further reviewed and confirmed with the TESR during construction. All spoil to be removed from site will be tested to confirm the presence of any contamination. Any contaminated spoil would be disposed of at an appropriately licensed facility. All spoil and waste must be classified in accordance with the *Waste Classification Guidelines Part 1: Classifying waste (*EPA, 2014) prior to disposal.	Contractor	Construction
77.	**Concrete Washout** Any concrete washout will be established and maintained in accordance with Transport's *EMF-EM-GD-0145 Concrete washout guideline* (Transport for NSW, 2023g) with details included in the CEMP and location marked on the ECM.	Contractor	Construction

No.	Mitigation measure	Responsibility	Timing
78.	**Mulch and landscaping** 1. Mulch used in landscaping must, to the extent possible, be derived from trees, shrubs and any other vegetative material that is approved by the Principal for use as mulch, removed during the clearing and grubbing works on the Site. If the mulch produced in this way is insufficient or not available, make up the shortfall by using imported hardwood chip that complies with Australian Standard AS 4454, the EPA Mulch Order 2016 and Mulch Exemption 2016. Imported hardwood chip must also comply with the following requirements: a) hardwood chip must only be derived from waste hardwood timber. Woodchip derived from trees which have been specifically harvested for that purpose will not be accepted under any circumstances b) the material must comprise hardwood chips with not more than 5% fines by volume, and must not contain any bark c) the average size of the woodchip must be approximately 30 mm x 20 mm x 5 mm and the maximum length of chip must not exceed 50 mm d) hardwood chip must be free of soil, weeds, stones, vermin, insects or other foreign material. 2. Prior to procuring, the Contractor must provide in writing to the Principal the source of mulch, as well as a sample of mulch and product documentation demonstrating compliance, for approval or for other quality assurance diligence and surveillance purposes. 3. Prior to importing, the Contractor must ensure all imported mulch is visually inspected at the supplier's premises, with samples collected and tested in accordance with AS 4454. The Contractor must track batches of mulch to ensure the same mulch inspected and tested is delivered to site. 4. During unloading and land application, the Contractor must ensure that a suitably qualified expert visually inspects each load of mulch for compliance. All visual inspections of mulch must be documented and include as a minimum: a) location, date, and time of inspection b) name of inspector c) product name, supplier name, volume of material d) photographs of material inspected e) sample collection details (when applicable).	Contractor	Construction

No.	Mitigation measure	Responsibility	Timing
	Sustainability, climate change and greenhouse gases		
79.	**Sustainable Design Guidelines** Detailed design of the Project will be undertaken in accordance with the *Transport Sustainable Design Guidelines – Version 4.0* (Transport for NSW, 2017) and is to target a gold rating and achieve a minimum silver rating.	Contractor	During design
80.	**Carbon Footprint Exercise** The detailed design process will undertake a compliant carbon footprinting exercise in accordance with the Transport Carbon Tool or other approved modelling tools. The carbon footprint will to be used to inform decision making in design and construction.	Contractor	During design
81.	**Sustainability Officer** A suitably qualified and experienced Sustainability Officer shall be appointed who is responsible for implementing the sustainability objectives for the Project, in line with the Project's overarching Project Sustainability Plan. Details of the Sustainability Officer including defined responsibilities, duration and resource allocation throughout the appointment are to be submitted to the satisfaction of the Director of Sustainability prior to the preparation of the Sustainability Management Plan.	Contractor	Pre-construction

No.	Mitigation measure	Responsibility	Timing
82.	**Sustainability Management Plan** A Sustainability Management Plan (SMP) which details the approach to managing sustainability requirements and opportunities during design and construction shall be prepared. The SMP shall include the following as a minimum: a) a completed electronic checklist demonstrating compliance with the *Transport Sustainable Design Guidelines Version 4.0* (ST-114) b) a statement outlining the Construction Contactor's own corporate sustainability policies, obligations, goals, targets and commitments c) a description of the processes and methodologies for encouraging and identifying innovative sustainability outcomes on the Project, and the areas targeted for innovative sustainable solutions to be explored and/or implemented on the Project. d) the approach to the identification of opportunities to reduce carbon emissions, energy use and embodied lifecycle impacts of the Project. This should include a summary of initiatives proposed for implementation to meet energy and carbon management objectives and targets e) the approach to sustainable procurement including how procurement processes have taken in to account the principles of *ISO 20400: 2017 – Sustainable Procurement* in the selection of all materials, products and services f) a description of the processes, standards and procedures for undertaking climate change risk assessments and strategies for mitigation of risks associated with climate change and extreme weather events. A copy of the SMP shall be submitted to the Director of Sustainability at least 30 days prior to the commencement of construction, for written approval (or such time as is otherwise approved by the Director).	Contractor	Pre-construction
	Cumulative impacts		
83.	**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 will be managed with the community and key stakeholders.	Contractor	Pre-construction

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