Transport
for NSW

Lewisham Station Upgrade

REF Determination Report

A68998304

June 2025

NSW GOVERNMENT

transport.nsw.gov.au

Acknowledgement of Country

Transport for NSW acknowledges the Gadigal and Wangal people of the Eora Nation on which the Lewisham 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.

Prepared by AECOM and Transport for NSW

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.

Lewisham 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:

- four new lifts
- modification of the existing underpass including drainage, lowered floor and new openings for lift access
- new canopies at lift entries and replacement canopies at Thomas Street and Victoria Street entrances to the station
- new station building on Platform 1 including a family accessible toilet, a unisex ambulant toilet, station office, electrical services enclosure and a station storage room
- platform regrading and resurfacing, new tactile ground surface indicators (TGSIs) and relocated platform furniture
- a new station access ramp from Railway Terrace to Platform 2
- road adjustments and upgrades to station forecourts including:
  - Victoria Street – adjustment to vehicle direction of travel, footpath widening and regrading, roadwork, paving, landscaping, new seating, relocation of bicycle hoops and a new kiss and ride space
  - Hunter Street – an accessible parking space, roadwork, kerb ramp and footpath adjustments
  - Thomas Street – adjustment to kerb alignment, roadwork, paving, landscaping, new seating, new bicycle hoops, a new kiss and ride space and footpath adjustment
  - Railway Terrace – adjustment to kerb ramps, footpaths and roadwork
- lighting, including to the pathway between Thomas Street and West Street
- 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 communications systems (including closed circuit television (CCTV) cameras and help points), landscaping, wayfinding and regulatory signage, drainage work including track drainage, and public art.

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 AECOM 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 Lewisham 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, consideration of the submissions received, it is recommended that the Proposal be approved, subject to the updated mitigation measures included in Appendix C and the proposed Conditions of Approval (refer 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 Lewisham 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 customer experience outcome, with improvements made to amenity, access and safety. The Proposal aims to deliver improved connectivity between modes including greater opportunities for active transport, encourage greater public transport use by providing safe and welcoming spaces, and better integration of interchanges within the communities they serve. The Proposal would also assist in responding to forecasted growth in the region and as such would support growth in commercial and residential development for the Lewisham area.

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

1.2 Review of Environmental Factors

A Review of Environmental Factors (REF) has been prepared by AECOM 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 Lewisham Station Upgrade REF was placed on public display from 25 March 2025 to 22 April 2025, with 56 community submissions and two government agency submissions received. Issues raised in these submissions are addressed in Section 2 of this report.

1.3 Determination Report

This Determination Report relates to the REF prepared for the Lewisham 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 an accessibility upgrade at Lewisham Station, as part of the Safe Accessible Transport (SAT) program (The Proposal). The Proposal would improve accessibility of the station in line with the requirements of the Commonwealth *Disability Discrimination Act 1992* (DDA) and the Disability Standards for Accessible Public Transport 2002 (DSAPT).

Lewisham Station is located around 6.5 kilometres southwest of Sydney CBD, within the Inner West Local Government Area (LGA). The station has two platforms, serviced by the T2 Inner West and Leppington Line, providing connection to the Sydney Trains network (intercity and suburban). Adjacent stations to Lewisham are Petersham to the east and Summer Hill to the west.

The SAT program is a NSW Government initiative announced in February 2024 that aims to make public transport safe, inclusive and easy to use for all passengers, especially for people with a disability, older people, people with prams or luggage and others who may be experiencing mobility problems. The Proposal would improve accessibility of the station in line with the requirements of the DDA and DSAPT.

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

- four new lifts
- modification of the existing underpass including drainage, lowered floor and new openings for lift access
- new canopies at lifts entries and replacement canopies at Thomas Street and Victoria Street entrances to the station
- a new station building on Platform 1 including a family accessible toilet, a unisex ambulant toilet, station office, electrical services enclosure and a station storage room
- platform regrading and resurfacing, new tactile ground surface indicators (TGSIs) and relocated platform furniture
- a new station access ramp from Railway Terrace to Platform 2
- road adjustments and upgrades to station forecourts including:
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  - Railway Terrace – adjustment to kerb ramps, footpaths and roadwork
- lighting, including to the pathway between Thomas Street and West Street
- 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 communications systems (including CCTV cameras and help points), landscaping, wayfinding and regulatory signage, drainage work, and public art.

A schematic outlining the key features of the Proposal is provided in Figure 1. Construction is expected to commence in early 2026 and take around 24 months to complete.

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

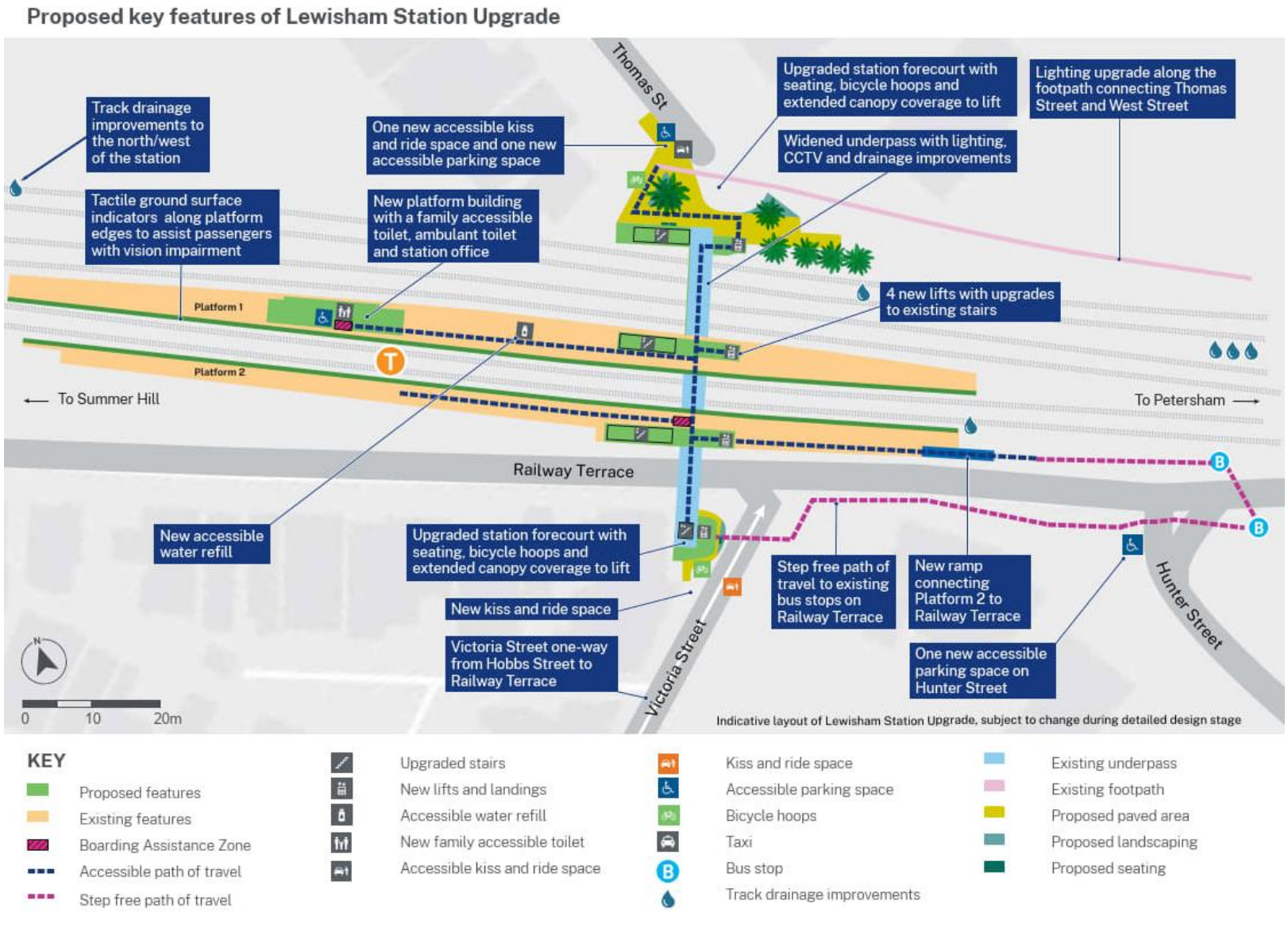

Figure 1: Key features of the Proposal (indicative only, subject to detailed design)

2. Consultation and assessment of submissions

2.1 REF public display

The Lewisham Station Upgrade REF was placed on public display for a four week period from 25 March 2025 to 22 April 2025 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 Your Say Website**[3].

Community consultation activities undertaken for the public display included:

- two community pop up sessions on 3 April 2025 at Lewisham Station (Corner Victoria Street and Railway Terrace, Lewisham) and on Sunday 6 April at Flour Mill Markets, Summer Hill
- distribution of around 2,000 community update flyers to customers at Lewisham Station and 2,400 flyers letterbox dropped within the suburb of Lewisham, including 80 businesses
- door knocking at around 25 homes and businesses on Victoria Street and Thomas Street
- installation of project signage at Lewisham Station, Summer Hill and Petersham Stations
- information on the webpage for Lewisham Station Upgrade including the REF and supporting assessments, including a Community Update and Frequently Asked Questions (FAQs)
- geo-targeted social media posts on Facebook regarding information sessions between 28 March 2025 and 6 April 2025
- email sent to stakeholders subscribed to the project distribution list

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

- a briefing to Inner West Council officers on 11 March 2025
- 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 Inner West 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 (SES) as per the consultation requirements under Section 2.13 of the Transport and Infrastructure SEPP.

2.2 REF submissions

56 community submissions and two government agency submissions were received via letter, email, telephone and online, as well as in person at community information events. Community submissions are addressed in Table 2-1, while submissions received from Inner West Council and NSW SES are addressed in Table 2-2.

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

- general feedback including:
  - support for the Proposal (raised in 26 submissions)
  - comments in relation to the community consultation process (raised in five submissions)

[1] Lewisham Station Upgrade | Transport for NSW

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

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

  - suggestions that were considered outside the scope of this Proposal (raised in 15 submissions), including improved connectivity to the Lewisham light rail station, cycle lane improvements and changes to parking zones and permits

- other design suggestions or requests (raised in 13 submissions)
- landscaping and biodiversity, including additional planting and green spaces, retention of the existing Crepe Myrtle Indian Summer tree, relocation and/or removal of the Canary Island Date Palm (raised in 17 submissions)
- accessibility and connectivity, including adjustments to proposed kiss and ride spaces and accessible parking spaces, toilet provision, footpath widening and improvements, and crossing improvements (raised in 13 submissions)
- safety and security in relation to CCTV, lighting, overgrown vegetation, reducing graffiti/vandalism, anti-social-behaviour, trespassing, cyclist and pedestrian safety (raised in 10 submissions)
- traffic and transport during construction and operation of the Proposal, including diverted traffic, parking, impact of the new arrangement on Thomas Street, converting a section of Victoria Street to a one-way traffic direction (raised in six submissions)
- active transport, including request for additional bicycle storage (raised in six submissions)
- visual amenity, including graffiti, lighting, shading effects and general visual appearance of elements of the station (raised in six submissions)
- noise and vibration, including operational noise from PA systems, construction noise including at night-time and vibration impact on properties (raised in four submissions)
- flooding in the station underpass (raised in four 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 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	LEW02, LEW03, LEW08, LEW10, LEW11, LEW12, LEW14, LEW15, LEW17, LEW18, LEW21, LEW22, LEW25, LEW28, LEW30, LEW31, LEW32, LEW33, LEW39, LEW42, LEW44, LEW46, LEW50, LEW52, LEW53, LEW55	Support for the Proposal or elements of the Proposal, and/or improving accessibility, safety and amenity at the station.	Transport has noted the support for the Proposal to improve the accessibility, safety and amenity at Lewisham Station in response to community needs.
1.2	Consultation process	Comments in relation to the consultation process for the Proposal including:	

1.2.1	LEW01, LEW05	• request for Transport and Inner West Council to integrate thinking with the greenway that Council is delivering • request for Transport to unite with Inner West Council to maximise all street landscaping opportunities.	Transport has engaged with Inner West Council since early development of the Proposal and will continue to engage throughout design and delivery. Public domain improvements would be developed in consultation and co-ordination with Inner West Council during detailed design of the Proposal. Transport will aim to provide clear delineation between Inner West Council and Transport proposals in future plans/consultation.
1.2.2	LEW41	• query around how Aboriginal engagement has been prioritised in the design and ability to influence next stage of design	Transport engaged with Aboriginal and Torres Strait Islander community members through the concept design development, as detailed in Section 5.3 of the REF. Early targeted engagement with Aboriginal and Torres Strait Islander community members was undertaken in late 2023. Collaborative Connecting with Country workshops were held to understand the unique and enduring relationship between Aboriginal and Torres Strait Islander peoples and their ancestral lands, waters and natural resources. Aboriginal community engagement will continue during detailed design. Opportunities to incorporate Connecting with Country elements within the design would be explored during detailed design and in the preparation of an Urban Design and Landscape Plan.
1.2.3	LEW35	• messaging about making Victoria Street one-way has been inconsistent during consultation	Consultation on options for the design of Victoria Street has occurred from early planning of the Proposal. As the design has developed, the design considerations have led to a change to the direction of travel on Victoria Street between Hobbs Street and Railway Terrace in order to improve the safety and circulation of pedestrians, cyclists and vehicles. This Proposal has been presented in the REF for community feedback. This design would be refined during detailed design and would include ongoing consultation with stakeholders, including Inner West Council.
1.2.4	LEW29	• request for professionally run meetings with stakeholders	Transport will continue to engage with stakeholder groups through Project development and delivery. Meetings between Transport, Inner West Council and stakeholder groups can be coordinated when timing is appropriate.
1.3	Outside of the scope	Requests and suggestions that were outside of the scope of this Proposal including:	The Proposal is focused on providing safety and accessibility upgrades to achieve DDA and DSAPT compliance, and to improve amenity, access and safety at Lewisham Station. Precinct planning for Lewisham local centre is outside the scope of the station upgrade and is under the jurisdiction of Inner West Council. Requests and suggestions that are outside of the scope of the Proposal will be provided to Inner West Council for consideration.

1.3.1	LEW13, LEW16, LEW46	• improvements to cycle lanes	Provision of upgrades to cycle lanes is considered outside the scope of this Proposal. The feedback has been shared with Transport's Active Transport team and Inner West Council for consideration.
1.3.2	LEW20, LEW29, LEW45, LEW48, LEW52, LEW56	• request to improve the connection between Lewisham Station and Lewisham Light Rail station including: – providing a walkable direct pathway over Old Canterbury Road, including suggestion of an overhead walkway – improvement of narrow footpaths without any shelter – better integration of the footpath – the installation of CCTV and lighting – improvements to footpath between Lewisham Station and Longport Street	Improvements to footpaths, beyond the step-free path of travel to provide accessibility to the station, are outside the scope of the Proposal. Upgrade requests have been forwarded to Inner West Council for consideration. This Proposal is focused on delivering improved accessibility and amenity at the station, providing equitable access to current and future passengers. Although these suggestions are not able to be achieved within the scope of the Proposed Activity, Transport is committed to delivering better transport for the future of NSW and will explore future opportunities to better connect the light rail with the upgraded train station in collaboration with Inner West Council.
1.3.3	LEW16	• pedestrianisation of streets and alleyways around the station	Suggestions in relation to pedestrianisation of streets and alleyways that are outside of the scope of the Proposal will be provided to Inner West Council for consideration as part of their Masterplan for Lewisham.
1.3.4	LEW06, LEW29	• changes to parking permits and/or parking zones	Changes to parking permits and/or parking zones is outside the scope of the Proposal. This feedback has been provided to Inner West Council for consideration, particularly in relation to reduction of available parking spaces as a result of the Project.
1.3.5	LEW24	• cleaning of two bridges on Old Canterbury Road and Grosvenor Corner	The request for cleaning of bridges has been provided to the relevant team in Transport.
1.3.6	LEW41, LEW43	• reduction of speed limits on Railway Terrace	The reduction of speed limits on Railway Terrace is considered outside the scope of this Proposal. However, Transport has implemented a 50 km/h speed limit on part of Railway Terrace near the station to enhance safety and accessibility for motorists, cyclists, pedestrians, and public transport user as part of a separate project. This feedback has been shared with Transport's Network Safety and Services Team for further consideration and with Inner West Council for information.

1.3.7	LEW52	• upgrade of shops on Victoria Street	The upgrade of shops on Victoria Street is outside the scope of the Proposal, which focuses on improving accessibility, amenity and safety at and around Lewisham Station.
1.3.8	LEW41	• request for footpath widening to be extended to accommodate outdoor dining for new restaurant on Railway Terrace	The Proposal includes footpath adjustments, including widening and upgrading on Victoria Street and Railway Terrace, to accommodate a step-free path of travel between the station, bus stops, accessible parking spaces and kiss and ride spaces. Improvements to footpaths, beyond the step-free path of travel between the station, bus stops, accessible parking spaces and kiss and ride spaces, are outside the scope of the Proposal. Upgrade requests have been forwarded to Inner West Council for consideration.
1.3.9	LEW52	• inclusion of Wi-Fi and charging points in station	The scope of providing Wi-Fi and charging points is currently outside the scope of the project, which focuses on safety and accessibility of the station. The feedback to provide Wi-Fi and charging points at stations will be passed on to the relevant Transport team who may investigate these opportunities.
1.3.10	LEW52	• installation of electric vehicle charging points	Provision of electric vehicle (EV) charging is considered outside the scope of this Proposal. However, this feedback has been shared with the EV Charging Program team at Transport and with Inner West Council for consideration.
1.3.11	LEW55	• Request for indicator boards at Thomas Street station entry	The inclusion of indicator boards at the station forecourts are considered outside the scope of this Proposal. Due to the low complexity of Lewisham Station, indicator boards are not considered to be required.
1.3.12	LEW50	• Request for Proposal to include an overhead shelter from the new station access ramp to the bus stop on Railway Terrace	The Proposal seeks to improve customer experience, including weather protection above the proposed lift landings, stairs and boarding assistance zones at the station. The inclusion of an overhead shelter from the station to the eastbound bus stop on Railway Terrace is outside the scope of the Proposal.

2	Design		
2.1	LEW04	Comment around sub-standard and outdated design	The REF is based on a concept design for the Proposal which would be developed further. The detailed design work would be carried out by experienced architects and urban designers, with a focus on a simple and elegant design that is in tune with the existing and future character around the station. As outlined in Mitigation Measure 34 of the REF, once the design reaches 30 percent completion it will be presented to Transport's Design Review Panel. This independent panel of respected experts from different fields provides honest feedback and advice to ensure high-quality design outcomes – especially in terms of place making, built form, urban and landscape design and Connecting with County goals. As part of the detailed design process, an Urban Design and Landscape Plan and Public Domain Plan would be prepared. These would cover landscaping treatment design, materials, finishes, and colour palettes.
2.2	LEW27	Request for a dedicated lift from street-level to station platforms	Options for the Proposal were considered and analysed, including different configurations for the lifts to provide access from the street to the station. The preferred option for the Proposal was selected due to its advantages in compliance with DDA, Building Code of Australia (BCA) and DSAPT requirements, sustainability, transport planning and customer experience. This option has been selected having carefully considered the impact on the environment. Further details on options considered are included in Section 2.5 of the REF.
2.3	LEW34	Request to reinstate seating at the bus stop on Railway Terrace.	The seat was removed by Inner West Council as part of bicycle route work. Re-installation of seating at the bus stop would be explored during detailed design in consultation with Inner West Council.

2.5	LEW29, LEW36	Request for the lift and kiss and ride space to be located on Hunter Street connecting to the station via an overbridge, to reduce impact on Victoria Street.	The option to include an overbridge and lift on Hunter Street to Platform 2 was not considered during design development. This option is not feasible due to spatial constraints that limit the opportunity to provide a new footbridge with stairs and a lift in this location and would require property acquisition. In addition, the option was not considered feasible due to distance from the station underpass where customers move between platforms. Where it is feasible and practical to do so, utilising existing infrastructure and upgrading to meet required standards is a more sustainable outcome that aligns with Transport's sustainability objectives. The preferred option, the Proposal, would improve access to the station and across the rail corridor in a location that represents the primary desire line for foot traffic within the Lewisham neighbourhood centre. The addition of a ramp between Railway Terrace and Platform 2 provides new and direct access between bus stops on Railway Terrace and the station.
2.6	LEW42	Request for footpath widening for the full length of proposed one-way section along Victoria Street	The Proposal will provide a step free footpath that meets the width requirements to improve access between the kiss and ride spaces on Victoria Street and the station access. The design of the Victoria Street and Railway Terrace intersection is subject to design refinement during detailed design. Opportunities for additional footpath widening would be investigated during detailed design development.
2.7	LEW41, LEW55	Request to retain or replace existing platform vertical screens for weather and noise protection	Approximately 330 m^2 of existing screens would be replaced as part of the Proposal. Further consideration would be given to visual and acoustic impacts and safety requirements in the final selection of materials for the replacement screens during detailed design.
2.8	LEW44	Request to fix the leaking roof at Victoria Street station forecourt	The Proposal includes the replacement of the existing awnings in this location with a single new awning which would extend over the existing stairs and new lift. This single awning would be designed to resolve any existing leakage issues.
2.9	LEW44, LEW47, LEW49	Queries relating to platform roof/canopy coverage and requests for extensions to provide shelter/shade	There is currently no platform coverage in the location of the proposed station building on Platform 1. New platform canopies would be provided to the new station building and the Boarding Assistance Zones on Platform 1. Additionally, canopy coverage would be provided at lift landings on both platforms. The design of the platform canopies would be further investigated during detailed design with the aim to maximise customer comfort and shelter.

2.10	LEW44	Request for additional seating on platforms	The amount of seating on the platform and the appropriate location of seating would be considered during the detailed design of the Proposal.
2.11	LEW50	Request for design to consider visually impaired	A key focus of the program is improved early and meaningful consultation with key user groups, resulting in better outcomes for all passengers, including people with disability. Transport has been, and will continue to, engage with local people with disability and carers throughout design development. This is in addition to consultation with Transport's internal Accessible Transport Advisory Committee, which has representatives from various peak disability organisations from across the state, including those with vision impairment. Community members are encouraged to register to be part of workshops which will recommence when the Project enters the next stage of design. There are many aspects of design that aim to improve the customer experience for passengers with varied degrees of vision impairment. This includes (but is not limited to) tactile ground surface indicators, lighting and contrast in surfaces and materials, braille signage, and clear and uncluttered paths of travel (shorelines).
2.12	LEW52	Suggestion to include gap stoppers on platforms	Transport is undertaking a safety upgrade project to close the platform gap across the rail network. At present, platforms at Lewisham station are not scheduled for platform gap filler installations. Platforms in the program are prioritised based on patronage and number and likelihood of falls. Feedback regarding installation of platform gap filler at Lewisham station has been forwarded on to the relevant team at Transport for consideration.

2.13	LEW29	Request to move the pedestrian crossing on Victoria Street by six metres to the south to avoid car crashes and accidents	Converting Victoria Street to a one-way traffic direction (between Railway Terrace and Hobbs Street) would prevent vehicles from turning onto Victoria Street from Railway Terrace, thereby improving the safety for vehicles and pedestrians using the existing crossing on Victoria Street. The proposed amendments to the existing pedestrian crossing and footpaths on Victoria Street have been informed by safety and road design requirements. These upgrades would be located at a safe location that is as close to the station entrance as feasible to cater to pedestrian desire lines in the safest way possible. The final location of the pedestrian crossing would be determined during detailed design and is subject to the outcomes of a road safety audit, as outlined in Condition of Approval (CoA) 4 and 8. Transport will continue to consider the safety of pedestrians, cyclists and vehicles during detailed design of the Victoria Street/Railway Terrace precinct work.
2.14	LEW47	Suggestion for Proposal improvements through the acquisition of 54 Thomas Street and using the space acquired to accommodate the bicycle stand, kiss and ride space and accessibility space.	The Proposal was identified as the preferred option after completion of the options analysis. This considered different design options against criteria including urban design considerations, heritage requirements, ease of construction, potential environmental impacts, value for money and safety. The Proposal would improve access to the station and across the rail corridor in a location that represents the primary desire line for foot traffic within the Lewisham neighbourhood centre. The facilities that would be provided as part of the upgrade are able to be located within existing public spaces and would not necessitate property acquisition.

3	**Landscape and biodiversity**		
3.1	LEW01, LEW02, LEW05, LEW07, LEW17, LEW18, LEW19, LEW29, LEW32, LEW36, LEW51, LEW52, LEW55	Requests to maximise landscaping and planting of native plants, including: • tree cover, including canopy trees for shade • above ground garden beds • re-innovation of outdated bed-garden on Railway Terrace with landscaping • edible native plants • vertical planting including green wall along Railway Terrace • flowering vegetation along wire fence towards West Street • plants incorporated into station design • more green spaces • landscaping along Railway Terrace	Transport recognises the value that local community places on natural landscapes and open spaces. The Proposal's landscaping design includes enhanced landscape planting areas and planting of native vegetation within the station forecourts near the proposed lift locations. The Proposal includes a mature *Corymbia maculata* (Spotted Gum) canopy tree, a garden containing native plants at the upgraded Thomas Street station forecourt. Landscaping and planting suggestions have been noted. As part of the detailed design process an Urban Design and Landscape Plan and Public Domain Plan would be prepared in consultation with Inner West Council. These plans would include details of landscaping design, including, street tree planting, materials, finishes, colour schemes and maintenance procedures including graffiti control. The Proposed Activity would also include planting of eight replacement trees to offset tree removal and would consider opportunities to visually screen the proposed activity. Public domain improvements would be developed in consultation and co-ordination with Inner West Council during detailed design of the Proposal.
3.2	LEW26, LEW37, LEW42, LEW47, LEW55	Request to retain the trees, including the existing Crepe Myrtle Indian Summer at Thomas Street station forecourt.	Adjustments to the Thomas Street station forecourt are required to achieve accessibility requirements at the station entrance. The opportunities to retain existing vegetation are one design aspect that would be considered during the detailed design of the Thomas Street station forecourt. Mitigation Measure 70 outlines that the opportunity to transplant this tree would be explored during detailed design. Suitable locations for the transplanted tree would be discussed in consultation with Inner West Council. Prior to tree transplantation, a transplanting plan would be prepared. Transplanting would be undertaken in accordance with the plan and supervised by a qualified arborist.
3.3	LEW26, LEW37, LEW55	• Request to relocate the Canary Island Date Palm, proposed to be relocated in Thomas Street Station forecourt, to an alternative location. • Request to remove all the Canary Island Date Palms.	The Canary Island Date Palm is proposed to be relocated within the Thomas Street forecourt to retain character. However, Transport acknowledges the feedback provided and will hold discussions with Inner West Council to identify opportunities to relocate the Canary Island Date Palm in an alternative suitable location. Mitigation Measure 70 has been updated to reflect this.
4	**Accessibility and connectivity**		

4.1	LEW29, LEW36, LEW55	Adjustments to kiss and ride spaces, including: • relocation of spaces • request for more spaces • retain existing arrangement on Thomas Street	To consolidate the movement of vehicles within proximity to the station and provide a clear and rational traffic arrangement, Transport aims to provide one kiss and ride zone per station entry. The existing 'informal' kiss and ride facility on Thomas Street would be formalised to provide a safe and efficient location for passengers to be dropped off/picked up from the station, with improved accessibility, which improves the safety of existing informal kiss and ride practices in the vicinity (e.g. within no parking zones). Transport would continue to consult with Inner West Council during detailed design to confirm suitable locations for the proposed kiss and ride zones. Any parking changes would be referred to Inner West Local Traffic Committee for approval.
4.2	LEW33, LEW55	Suggestions for alternative locations for the proposed accessible spaces on Thomas Street and Hunter Street, including: • accessible space on Hunter Street to be provided on the opposite side of this street to reduce impact on time-restricted parking spaces • accessible space to be provided on Victoria Street closer to the station entry • accessible space on Thomas Street to be as close as possible to the proposed new lifts at the station entry to minimise impacts on the turning area at Thomas Street	The proposed accessible parking spaces on Thomas Street and Hunter Street have been provided at the closest practical locations to provide a step-free path of travel between the station and the accessible parking spaces. The option to provide an accessible parking space on Victoria Street was explored during the options analysis stage, though it was established that a compliant accessible space was not possible in this location due to the steep gradient of the footpath connecting to the station. Relocating the proposed accessible space on Hunter Street to the opposite side of the street would result in it being located further from the station entry, with an additional street to cross, which is not considered suitable. Transport would work with Inner West Council during the detailed design of the Proposal to confirm suitable locations for the accessible parking spaces. Any parking changes would be referred to Inner West Local Traffic Committee for approval.

4.3	LEW13, LEW23, LEW26, LEW38, LEW47	Request in relation to the provision for toilets including: • adequate number • access to toilets at most hours • the existing toilet in the station underpass to remain in its current location due to its convenient location for all platforms • alternative location for toilet facilities at either station entrance • toilets to be provided on both platforms	The Proposal provides a family accessible toilet and an ambulant toilet on Platform 1, which would be accessible via the new lifts. The facilities are provided on the city-bound platform which is the busiest platform and where there is more space to provide these facilities. It is proposed to co-locate the toilet facilities with the new staff facilities in the station building on Platform 1, where staff would be available to provide access to the toilet facilities and assist customers. Provision of an additional accessible toilet facility on Platform 2 or in the underpass has not been pursued due to customer safety, maintenance and vandalism concerns. Additionally, there is insufficient space within the underpass to accommodate a family accessible toilet and an ambulant toilet. Toilet facilities, including the number of facilities and access to them, would be considered during the detailed design stage in the context of design standards and accessibility requirements of the DSAPT, and best safety outcomes.
4.4	LEW43	Concern raised around the quality and width of the existing footpath along Railway Terrace connecting Hunter Street to Victoria Street.	The Proposal includes a step free path of travel from the accessible parking space on Hunter Street to the Railway Terrace/Victoria Street station entrance. This would involve an upgrade to the footpath between Hunter Street and Victoria Street. Transport will consult with Inner West Council and adjoining landowners to achieve a co-ordinated outcome for the footpath and public domain work in conjunction with the development at 27-29 Railway Terrace.
4.5	LEW42	Request for raised crossings across Hunter Street and Railway Terrace	The request for raised crossings across Hunter Street and Railway Terrace has been noted. The potential for a raised crossing near the bus stop on Railway Terrace and across to Hunter Street will be further investigated during detailed design.
4.6	LEW54	Request for improved access to the bus stop on Railway Terrace	The Proposal improves access to both bus stops on Railway Terrace through provision of a step-free path of travel. This includes a new station access ramp from Railway Terrace to Platform 2 to improve connectivity between the bus stop and the station. A pedestrian crossing of Railway Terrace to the west-bound bus stop will be considered during detailed design.
5	**Safety and security**		
5.1	LEW09, LEW29, LEW55	• Requests in relation to installation of CCTV, including to deter graffiti/vandalism and be angled away from properties.	The Proposal includes upgrades to and installation of new CCTV cameras for the lifts, lobbies and at the end of the new station access ramp from Platform 2 to Railway Terrace, which would be positioned to deter anti-social behaviour, including graffiti and vandalism. Cameras would be angled away from properties for privacy purposes.

5.2	LEW43	• Safety concerns around the new access ramp	A pedestrian barrier would be provided along the kerb of Railway Terrace to ensure safety for customers entering/exiting the station using the new station access ramp from Platform 2 to Railway Terrace. Opportunities to further improve pedestrian safety in relation to the new access ramp would be explored during detailed design. Additional safety measures as part of the station upgrade include emergency help points, additional lighting and CCTV at the end of the new access ramp. CCTV cameras would also be positioned to deter anti-social behaviour, including graffiti and vandalism. Opportunities to further improve safety at the station would continue to be a focus during the detailed design stage with regard to the application of Crime Prevention Through Environmental Design (CPTED) principles.
5.3	LEW06, LEW13, LEW46	Concerns around cyclist safety including: • termination of the cycle lane at the intersection of Hunter Street and Railway Terrace • cyclists travelling east on Railway Terrace cycling in traffic congestion before reaching cycle lane • vehicle and bicycle traffic interaction during peak hours	The Inner West Council Cycling Strategy and Action Plan aims to address problems and high-stress safety issues on existing cycleways. Inner West Council aims to work with other councils, the State and Federal Governments, bike groups and the community to learn, share information and facilitate change. The Cycling Strategy identified Lewisham, beside the rail line, as an important location for safer bike links. Transport will provide the feedback regarding concerns raised in submissions for cyclist safety on Railway Terrace with Inner West Council. The Proposal does not result in any safety impacts on cyclists. The proposed changes to the vehicle direction of travel on Victoria Street would reduce vehicle congestion and improve traffic flow at the intersection with Railway Terrace. The changes would also make the direction of vehicle travel clearer, thereby improving safety for cyclists at this intersection. Transport will continue to consider the safety of cyclists during detailed design of the Proposal.
5.4	LEW06, LEW36	• Concerns around pedestrian safety when crossing Victoria Street, including concern that the introduction of a kiss and ride zone on Victoria Street could further impact safety	Transport will continue to consider the safety of pedestrians, cyclists and vehicles during detailed design of the Victoria Street / Railway Terrace precinct work. The final location of the pedestrian crossing on Victoria Street will be subject to a road safety audit, as outlined in CoA 4 and 8, and will be located to maximise pedestrian safety. Opportunities to further improve safety and connectivity for pedestrians and active transport users on Railway Terrace and Victoria Street, including safe pedestrian crossing of Railway Terrace, will be investigated during detailed design, as outlined in Mitigation Measure 32.

5.5	LEW47	• Query around whether the whole undercover area at Thomas Street station forecourt will be lit	As per Section 3.15 of the REF, integrated lighting would be provided for the proposed canopy at Thomas Street. The design of this lighting would be considered further during detailed design.
5.6	LEW31	• Concerns around safety along the footpath connecting Thomas Street and West Street due to overgrown foliage	Transport is committed to improving safety along the footpath on West Street. The Proposal would remove some groundcover and shrub species and trim existing vegetation along the pathway between Thomas Street and West Street where required to accommodate the proposed lighting and improve sightlines and wayfinding, which would reduce the overgrown vegetation. The opportunity to replace the removed vegetation with low-level shrubs would be explored during detailed design. Transport will pass on feedback to the landowners and neighbouring properties around safety concerns and vegetation management.
5.7	LEW29, LEW36	• Concerns around anti-social behaviour, including graffiti, vandalism and loitering	An Urban Design and Landscape Plan would be prepared in consultation with Council and would consider CPTED principles, including night-time safety of customers and the community, and the safety of station staff. This includes carefully considering colours and materials, lighting, providing unobstructed sight lines, increasing passive surveillance and minimising entrapment points both in landscaping and built structures. Graffiti resistant and deterrent materials would be considered as part of the detailed design of the Proposal. The Proposal includes upgrades to and installation of new CCTV cameras, which would be positioned to deter anti-social behaviour within the station precinct, including graffiti and vandalism.
5.8	LEW55	• Concerns around trespassers accessing the rail corridor. Request for extension of the high black security fence until climbing aids are no longer in proximity to the fence line (approximately at the rear of 52 Thomas Street).	Security concerns would be considered as part of the safety and security design reviews during detailed design.

6	Traffic and transport		
6.1	LEW06, LEW37, LEW55	Concerns raised in relation to impacts on parking including: • impact on timed parking spaces on Thomas Street during construction • loss of parking spaces • Request to compensate for reduced parking in Victoria Street	The Proposal would result in impacts to five parking spaces to provide for new kiss and ride spaces and a new kerb alignment for the upgraded station entrance on Victoria Street/Railway Terrace and two spaces for a new accessible parking space on Hunter Street. Construction activities on Thomas Street would result in the temporary loss of two time-restricted parking spaces on Thomas Street. These two spaces on Thomas Street would also be permanently impacted during operation to accommodate a turning head, kerb realignment, a proposed kiss and ride space and a new accessible parking space. The loss of these two time-restricted parking spaces has been assessed to have a minor impact on the parking supply within the Lewisham Station precinct, as time-restricted and unrestricted parking is available within other parts of the local road network to the north and south of the station. Transport would explore opportunities to minimise parking impacts during detailed design. Any parking changes would be subject to consultation with Inner West Council.
6.2	LEW55	Clarification sought in relation to the location of timed restricted parking spaces that would be permanently lost on Thomas Street and the reason for their removal.	Two timed parking spaces would be impacted on Thomas Street outside the church. This is required to accommodate a turning head, kerb realignment, an accessible kiss and ride space and an accessible parking space.
6.3	LEW06, LEW29	Request for angled parking on Jubilee Street	Adjustments to parking arrangements on Jubilee Street are outside the scope of the station upgrade. Jubilee Street is a local road under the jurisdiction of Inner West Council. This request will be forwarded to Inner West Council for consideration.

6.4	LEW55	Concerns regarding the modification to the turning area on Thomas Street impacting on the turning radius and exit paths of vehicles utilising the cul-de-sac, including: • the plant and equipment needing to use the space that the cul-de-sac provides during construction • the accessible parking space on Thomas Street appears to be in a critical junction of the turning/swept path area of the cul-de-sac during operation.	Swept path analysis was carried out during the development of the concept design, which demonstrates that a Medium Rigid Vehicle (such as a garbage truck) could conduct a three-point turn in the cul-de-sac following the proposed upgrades at the station forecourt on Thomas Street. Transport would work with Inner West Council and the adjacent landowners during detailed design to ensure that the design caters to the maximum size of vehicle that would use the road and allow vehicles to turn safely, in accordance with Australian Standards. The removal of two timed parking spaces outside the church would allow fluid movement of vehicles, similar to the function of the existing turning arrangement. The construction programming and traffic management measures for the Proposal set out in the Construction Traffic Management Plan (prepared as part of the CEMP during detailed design) would include provision of safe and appropriate vehicle movement and access to properties, including on Thomas Street, during construction. Advance notice of any construction activity that would restrict or limit access would be provided to affected residents.
6.5	LEW43	Request for closure of Railway Terrace	Closure of Railway Terrace is not part of this Proposal; however temporary closure would be required to facilitate construction. Temporary full and partial road closures and other traffic management controls would be managed and implemented in accordance with the provisions of a Road Occupancy Licence(s) to be obtained from Inner West Council.
6.6	LEW06, LEW29	Request for further discussion of the pros and cons and positive outcomes of converting a section of Victoria Street to a one-way road	The intersection of Victoria Street and Railway Terrace is a constrained environment, with surrounding buildings that obstruct sight lines and limit opportunities to improve traffic flow. Narrow footpaths and obstructions such as street furniture and utility infrastructure further restrict access to the station. To address these challenges and improve pedestrian safety, the proposal includes an extension of the kerb on Victoria Street and the conversion of part of the street to one-way traffic. These changes would widen footpaths and improve visibility between pedestrians and drivers. The extended kerb and new landing area would also provide space for the installation of seating, soft landscaping, and improved bicycle parking, and would enhance the functionality and amenity of the area. Overall, the proposed modifications would improve safety and circulation for pedestrians, cyclists, and vehicles and enhance the functionality and performance of the Victoria Street and Railway Terrace intersection by encouraging traffic to use alternative routes.

6.7	LEW06, LEW17	Concern that converting a section of Victoria Street to a one-way road could lead to further congestion, including additional traffic on Hunter Street due to diverted traffic.	Traffic modelling undertaken as part of the Traffic Impact Assessment undertaken for the REF identified that the conversion of a section of Victoria Street to a one-way traffic direction would be unlikely to result in further congestion. Transport acknowledges that additional traffic would be diverted to Hunter Street due to the proposed one-way traffic direction on Victoria Street. A Traffic, Transport and Access Report, prepared for the Proposal in September 2024, identified that this diversion would reroute 15 vehicles during the morning peak and 41 vehicles during the evening peak from the left turn onto Victoria Street to the Hunter Street/Denison Road/Hobbs Street diversion route. The diversion is expected to improve the operation of the Railway Terrace/Victoria Street intersection. Given the relatively low number of vehicles, the additional vehicles on Hunter Street are unlikely to affect the overall road network operation or intersection performance at adjacent intersections. Transport will consult with Inner West Council in relation to the proposed changes to Victoria Street during detailed design.
6.8	LEW06	Suggestion to create a turning circle on Victoria Street	The suggestion to create a turning circle on Victoria Street has been noted. The configuration of Victoria Street, including vehicle movements and arrangement of parking etc., would be investigated further during detailed design. Transport will consult with Inner West Council in relation to the proposed changes to Victoria Street.

7	**Active transport**		
7.1	LEW06, LEW10, LEW12, LEW29, LEW55, LEW56	Requests in relation to bicycle parking including: • secure bike cages on either side of the station • more than like-for-like replacement • bike hoops on Hunter Street • a separate space for shared e-bike parking • relocating bike hoops away from the lift on Victoria Street to reduce congestion	Upgrades to Lewisham Station have been designed in a way to support future connectivity with active transport corridors and other cycling infrastructure. Active transport is supported through the relocation of existing bicycle hoops on Victoria Street to reduce congestion at the lift entry within the forecourt. Additionally, new bicycle hoops would be installed near the station access from Thomas Street. These bicycle parking spaces are located in weather protected and visible locations. The exact locations of the bicycle parking facilities would be determined during detailed design in consultation with Inner West Council. Transport would investigate additional measures and opportunities for further bicycle storage near the station, including options for suitable shared e-bike parking in consultation with Council and other key stakeholders during the detailed design stage. Due to spatial constraints on Hunter Street, bike hoops are not proposed to be installed in this location. The preferred location for the bike hoops is closer to the station. Additionally, there is insufficient space available to provide bike cages in the vicinity of the station and this option will not be pursued.
8	**Visual amenity**		
8.1	LEW01, LEW29, LEW55	Request for measures to reduce graffiti, including along the retaining wall along Railway Terrace, and a request to exclude wall art murals, which tend to be defaced by graffiti	The Proposal includes the provision of anti-graffiti coating to all new and modified hard surfaces. Further consideration of an appropriate method of graffiti deterrent for the wall on Railway Terrace may be explored during detailed design. The feedback around the exclusion of wall art murals is noted and would be considered further during detailed design, in consultation with stakeholders. During construction, hoardings, site sheds, fencing, and acoustic walls around the perimeter of the site, and any structures built as part of the Proposal, would be maintained free of graffiti, or any advertising not authorised by Transport.

8.2	LEW02, LEW17	Concerns around impact of station operational lighting and impacts of additional lighting during construction	The Proposal includes upgrades to the lighting at the station. Mitigation Measure 35 in the REF requires that a lighting scheme for construction and operation of the Proposal be developed by a suitably qualified lighting designer and prepared in accordance with relevant standards. The lighting scheme would: • minimise 'light spill' and glare to nearby residents, and ensure security and warning lighting is not directed at neighbouring properties • include control systems for lighting that dim or switch-off lights according to the amount of daylight the zone is receiving include motion sensors to control low traffic areas. Most construction work required for the Proposal would take place during standard daytime construction hours minimising the need for additional lighting. However, some work may need to occur outside standard hours during routine rail possessions. Where lighting is required for this construction work the community would be informed. Lighting would be designed to reduce impact on the community while providing adequate lighting to the construction workers.

8.3	LEW09	Concerns around the general visual impact of the Proposal and the loss of existing creative fabric of the station	The design included in the REF is a concept design for the Proposal which will be subject to design development. The detailed design would be undertaken by experienced architects and urban design professionals, to maintain elegant and simple design and materials to respond in an appropriate way to the current and likely future built environment around the station. Transport would seek to retain as much of the creative fabric of the station as possible, including the tilework on the staircases. Where impact to the tile work is unavoidable during construction, the tile work would be reinstated following work, where possible. The opportunity to incorporate elements that have a similar character to the coloured glass screens would be explored during detailed design. As outlined in Mitigation Measure 34 of the REF, once the design reaches 30 percent completion it would be presented to Transport's Design Review Panel. This independent panel of respected experts from different fields provides honest feedback and advice to ensure high-quality design outcomes, especially in terms of, place making, built form, urban and landscape design and Connecting with County goals. As part of the detailed design process Urban Design and Landscape Plan and Public Domain Plan would be prepared. These would cover landscaping treatment/ design, street tree planting, materials, finishes, and colour palettes. A holistic coordinated response would be adopted, taking into consideration elements such as character, heritage, design and wayfinding to enhance existing features.

8.4	LEW55	Concerns around the awning on Thomas Street resulting in shading effects on the adjacent building.	Solar access impacts have been considered during the design. The building is located to the north of the canopy at the Thomas Street station forecourt and the building has predominantly small windows with a south orientation facing towards the canopy. As such the impact of the canopy to light reaching the windows of the apartments in this building would be minimal, as the south facing orientation of the windows limits opportunities for direct solar access throughout the day. The oblique angle of the building would also limit morning easterly light to the windows. The setback between the canopy and the building would continue to allow light into the property. Adjustments to the Thomas Street station forecourt are required to achieve accessibility requirements at the station entrance. The canopy has been designed to encompass the Thomas Street lift, bicycle hoops and kerb side area of the kiss and ride. The canopy would provide weather protection to bicycle hoops, lift users and rail customers utilising kiss and ride facilities. The refinement of the required infrastructure at the Thomas Street station entrance, including the extent of canopy required, would be considered during the detailed design of the Thomas Street station forecourt.
8.5	LEW55	Feedback expressing disagreement with the outcome for viewpoints 7 and 8 of the visual impact assessment in the REF.	Transport acknowledges the feedback in relation to the outcome of the visual impact assessment (VIA). The VIA was undertaken in accordance with *Transport's Environmental Impact Assessment Practice Note – Guideline for Landscape Character and Visual Impact Assessment EIA-N04* (2023) and by a suitably qualified and highly experienced visual impact assessment specialist. The Proposal is at concept design stage and design refinement would occur during detailed design. Throughout detailed design, Transport would look to minimise impacts of the Proposal. Additionally, mitigation measures have been developed and included in the REF aimed at reducing or avoiding adverse visual impacts of the Proposal.
8.6	LEW55	Feedback expresses strong opposition to the visual appearance of Proposal elements in Figure 6-10 of the REF, including the positioning of the bicycle hoops and the impact of the proposed awning on the adjacent property. Requests genuine consideration of how this space is currently used and how it can be improved.	Transport notes the opposition to the proposed layout of elements within the Thomas Street station forecourt. The location of the relocated bicycle hoops and the extent of the canopy providing weather protection to the bicycle storage will be considered further during detailed design and Transport will continue to engage with residents and property owners, to minimise impacts to neighbouring properties.

9	**Flooding**		
9.1	LEW17, LEW29, LEW43, LEW50	Flooding in underpass	The station's underpass has a history of flooding to depths in excess of one metre during heavy storms, when the rate of inflow to the underpass exceeds the pit storage capacity and outflow rate. The detailed design would aim to reduce the risk of flooding by improving drainage through a range of potential measures, including track drainage improvements, improvements to the function of pipes and pits, and additional stormwater detention capacity. Further opportunities to reduce the risk of flooding of the underpass would be explored during the detailed design of the Proposal.
10	**Construction**		
10.1	LEW34, LEW38	Request for staging/sequencing to prioritise construction of certain elements of the Proposal including: • the new station access ramp from Railway Terrace to Platform 2 • awning/canopy on Victoria Street	Opportunities to prioritise the early opening of the new station access ramp from Railway Terrace to Platform 2 for passenger use would be considered during construction staging of the Proposal. Transport would look for opportunities to deliver the awning/canopy on Victoria Street early in the construction program, where practicable. The construction methodology and staging would be refined as detailed design progresses.
10.2	LEW47	Concern raised around overcrowding on platform at peak times during construction and loss of platform amenities such as weather protection and seating	Transport acknowledges that access to and around the station would be affected during construction of the Proposal. Transport will notify and regularly update the community in relation to construction and the potential impacts on users. Where appropriate, alternative available options would be communicated to the community.
10.3	LEW46	Comment around timeframes for completion of Project	Construction work in and around the rail corridor, including station upgrades, are complex and require careful planning. For the safety of the community and workers, and to minimise disruptions to train services, major construction activities are required to be completed during scheduled rail possession weekends which are scheduled closures when part of the rail network is temporarily closed and trains are not operating. Rail possessions generally occur at intervals of several months. This means station upgrades generally take longer to build than other construction projects outside the rail corridor. As detailed in Section 3.2.2 of the REF, construction is expected to commence in early 2026 and take around 24 months to complete.

11	Noise and Vibration		
11.1	LEW02, LEW17	Concern around noise levels, including construction noise at night-time	The Construction Contractor would be required to seek approval from Transport for any out of hours work and the affected community would be notified in accordance with Mitigation Measure 61. Construction noise mitigation measures would be implemented in accordance with Transport's *Construction noise and vibration guideline (*Transport 2023 C) and the EPA's *Interim Construction Noise Guideline* (DECC, 2009) as well as the noise and vibration impact assessment prepared as part of the REF. Transport would implement restrictions and mitigation measures to minimise potential disturbance for nearby residents, schools, places of worship and businesses, and work would be carefully planned to reduce cumulative impacts in accordance with Transport's CNVG. Additional noise mitigation measures would be implemented for potentially affected receivers throughout construction where required, subject to confirmation during detailed design. Residents, schools, places of worship and businesses would be kept informed via community notifications in accordance with the Proposal's Community Liaison Management Plan (CLMP).
11.2	LEW02	Request for inclusion of a fence along Platform 2 to attenuate noise during construction	As per Mitigation Measure 38, a Construction Noise and Vibration Management Plan would identify construction activities that have the potential to generate noise impacts on surrounding land uses, particularly sensitive noise receivers. The plan would detail the reasonable and feasible actions and measures to be implemented to minimise noise impacts. This may include the consideration of installing fencing to attenuate noise during construction.
11.3	LEW55	Request for Public Address systems to be angled away from property to minimise noise impacts	The digital PAs utilised at stations include features to reduce noise impact, including individually controlled volume levels, and cumulative sound level monitoring of the announcement zone, to avoid high volume levels for PA announcements. During detailed design the angles and orientation of speakers would be considered to manage any potential impacts. Testing would be undertaken following installation to reduce impact on the community.

11.4	LEW17	Concerns around short bursts of vibration impacting property on Hunter Street	During construction, vibration may be felt by residents and businesses near the station. This could occur when equipment such as jackhammers or concrete-saws are in use. Recommended safe working distances for vibration intensive plant have been determined in line with Transport's *Construction Noise and Vibration guideline.* If the minimum working distances are complied with, no adverse impacts from vibration intensive work are likely in terms of human response or cosmetic damage to buildings. Transport would implement measures to manage discomfort for nearby residents, schools, places of worship and businesses. All construction work would be carefully planned to reduce cumulative impacts. As outlined in Mitigation Measure 39, property condition surveys would be offered to any properties within 50 metres of any vibratory impact work, such as jack hammering and compaction. Surveys would take place before any work commenced. Any damage as a result of vibratory impact work would be rectified at no cost to the owner(s).
12	**Cumulative impacts**		
12.1	LEW29, LEW35, LEW36	Concerns around cumulative impacts with development at 27 Railway Terrace, including: • noise impacts during construction • impact on underground driveway access to 10 Victoria Street • cumulative traffic impacts • deferring footpath widening and the addition of trees/fountain near the station until after the development has been completed	Transport would continue to consider potential cumulative impacts associated with the Proposal as the design develops and as further information regarding the development of 27-29 Railway Terrace is released. Transport would liaise with Council and developers to coordinate work and minimise any cumulative impacts, for both the interface with the adjoining property and Inner West Council's Masterplan, during the detailed design stage of the Proposal. Additionally, Transport would liaise with developers and Council during the construction planning and construction phases of the Proposal. Measures to manage cumulative construction impacts would be included in the CEMP and implemented as appropriate, as per mitigation measure 100. The Community Liaison Management Plan (CLMP) for the Project would capture how the known cumulative impacts would be managed with the community and key stakeholders, as outlined in Mitigation Measure 60. Transport would continue to work collaboratively with developers to mitigate cumulative impacts during construction.

13	**Socio-economic**		
13.1	LEW40	Concern around impact on local business due to loss of parking and the conversion of a section of Victoria Street into a one-way road.	The Proposal would result in the permanent loss of four parking spaces on Victoria Street to achieve accessibility upgrades to Lewisham Station, including a new kiss and ride space and a new kerb alignment for the upgraded station entrance. The proposed one-way traffic direction for part of Victoria Street is expected to enhance the performance of the Railway Terrace and Victoria Street intersection by diverting vehicles onto alternative routes. Fewer vehicles would use the intersection while pedestrian volumes would remain the same. The loss of parking has been assessed to have a minor impact on the parking supply within the Lewisham Station precinct, as time-restricted and unrestricted parking is available within the local road network to the north and south of the station. Transport would explore opportunities to retain a shopper/commercial parking space behind the proposed kiss and ride space on Victoria Street during the detailed design stage. Access to commercial enterprises would be maintained throughout the construction and operation of the Proposal.
14	**Heritage**		
14.1	LEW26	• Request for appropriate archaeological investigations during excavating around Lewisham Station as historically there was a cemetery in this location.	Transport recognises the value that local communities place on heritage features. The proximity of the former Petersham Cemetery to the Proposal has been considered in the Statement of Heritage Impact prepared as part of the assessment in the REF. This assessment identified that there would be low archaeological potential for all types of archaeological deposits to be present within the vicinity of the proposed work. The proposed subsurface work associated with the installation of the lighting along the pedestrian walkway between Thomas Street and West Street could disturb subsurface material associated with the cemetery. Due to the limited ground disturbance work proposed, the risk of finding an unknown grave or monument has been assessed as low. However, given this work would occur within an area of identified archaeological subsurface potential, these risks can be managed with appropriate mitigation measures. These include engaging a suitably qualified heritage advisor to minimise impacts, oversee work, and establish a methodology for monitoring subsurface activities and managing finds near the Former Petersham Cemetery Archaeological Site, as outlined in Mitigation Measure 49. Clear stop-work procedures would also be implemented as detailed in Mitigation Measure 48.

Other stakeholder submissions

Table 2-2 Response to other stakeholder submissions

No	Stakeholder.	Issue/s raised	Transport for NSW response
1	**Stakeholder and Community Consultation**		
1.1	Inner West Council	Requests consultation with the owners of properties/shop owners on Victoria Street in relation to the loss of an on street parking space on the western side of Victoria Street.	Property and shop owners on Victoria Street have been consulted on this Proposal. Community members have been given the opportunity to provide feedback via community pop up events. Community updated flyers have been provided to properties on Victoria Street and door knocking has also been conducted at 19 properties on Victoria Street. Targeted consultation methods, such as use of letters, notifications, signage, individual briefings and verbal communications would continue to occur through the Project design development and construction, in accordance with the Community Liaison Management Plan (CLMP) for the Proposal.
1.2	Inner West Council	Requests consultation with owners of 27-29 Railway Terrace in relation to a DA which proposes minor changes to the location of the vehicle crossing in Victoria Street.	Transport met with the owners of 27-29 Railway Terrace on 3 April 2024. Owners shared their project milestones and discussed potential cumulative construction impacts. The owners also shared civil engineering plans to assist Transport's understanding of their driveway and development setbacks to assist further planning. Feedback provided and information shared would be considered during the detailed design of the Proposal, and Transport would continue to work closely with the owners to mitigate cumulative impacts of the projects.
1.3	Inner West Council	Requests consultation with residents of diverted street due to extra pressure on these streets during diversion of traffic.	Broad engagement has been undertaken with residents of diverted streets. Further targeted consultation would be carried out during detailed design.
1.4	Inner West Council	Requests consultation with affected property/shop in relation to the proposed canopy in front of 2 Victoria St (Corban & Blair) which would replace the existing awnings.	Consultation with the owner of 2 Victoria Street (Corban & Blair) is ongoing. Engagement has been underway since August-2024, and owners are supportive of a single streamlined canopy solution which would resolve ongoing leaking and maintenance issues. Engagement would be ongoing with Corban & Blair during design development and throughout construction.

2	**Design**		
2.1	Inner West Council	Clarification around the provision of lighting underneath the proposed canopy at Thomas Street station.	As per Section 3.15 of the REF, integrated lighting would be provided for the proposed canopy at Thomas Street. This is not shown on the artist's impression of the Thomas Street entry in Figure 3-2, which is indicative only and subject to detailed design. The integrated lighting at Thomas Street would be considered further during detailed design.
2.2	Inner West Council	Design suggestion that the new plaza areas should be raised and regraded to ensure surface can fall away from the open entries, as well as other screening measures to the stairway to minimise the volume of water inflows directly entering the underpass.	The design suggestion to minimise the volume of water inflows directly entering the underpass has been considered in the concept design and will continue to be developed further during detailed design.
2.3	Inner West Council	Design suggestion to consider other design interventions to enhance ease of navigation for people with disability, older people and anyone that will find the larger areas between kerbs and refuge difficult to navigate, including signage and safety treatments.	Signage and other design solutions to enhance ease of navigation for people with disability, older people, and those less mobile would be considered during detailed design. Consultation with local people with disability and carers and accessibility advisors would continue through design development to ensure positive design outcomes.
2.4	Inner West Council	Design suggestion to move the proposed bollards at Thomas Street back from the kerb adjacent to the kiss and ride space to allow enough space for the car doors to be opened.	The design suggestion to move bollards has been noted and would be considered during detailed design. Final configuration of the Thomas Street station forecourt is subject to development in the detailed design stage.
2.5	Inner West Council	Design suggestion to include additional measures on Hobbs Street to accommodate higher vehicular movements.	The design suggestion to include additional measures to accommodate higher vehicles movement on Hobbs Street has been noted and would be considered during detailed design.
2.6	Inner West Council	Careful attention must be given to sealing between the proposed canopy and the shop walls.	Flashing between the new canopy and existing wall(s) would be carried out in accordance with Australian Standards and ensured fit for purpose as work is carried out.
3	**Flooding**		
3.1	NSW SES	Consider the impact of flooding on the infrastructure and people using the roads in the vicinity up to and including the Probable Maximum Flood (PMF) along with the impacts of climate change on the flood risks	A desktop hydrology assessment report conducted in September 2024 considered hydrological analysis for the one-in-100-year (1% AEP) event. Further flood modelling would be undertaken during detailed design to assess the PMF event and the impacts of climate change on flood risks, as outlined in CoA 5.

3.2	NSW SES	Pursue site design and stormwater management that reduces the impact of flooding and minimises the known risk to the community, particularly in the underpass and proposed lifts and between Trafalgar Street and Old Canterbury Road on Railway Terrace. Improvements that can be made to reduce flood risk will benefit the community.	Stormwater management that reduces the impact of flooding and minimises the known risk to the community (within the remit of the Project) would be investigated during detailed design. Any potential improvements to reduce the impact of flooding in these proximate roads will be passed on to the relevant stakeholder for consideration.
3.3	NSW SES	Ensure workers and people using the road during and after the upgrades are aware of the flood risk, for example through site inductions and by using signage.	Transport notes the recommendation provided. Mitigation Measure 84 has been updated to address this feedback.
3.4	NSW SES	Develop an appropriate business emergency plan to assist in being prepared for, responding to and recovering from flooding.	An appropriate business emergency plan would be prepared for the Proposal using the NSW SES template, as outlined in CoA 7.
3.5	NSW SES	Consider closing the worksite and securing all materials and equipment prior to the start of the working day if there is a risk of flooding, on receipt of advice from the Bureau of Meteorology (BoM), or when other evidence leads to an expectation of flooding. During site works, monitor the BoM website for any Severe Weather Warnings or Thunderstorm Warnings that indicate the potential for flash flooding in the area.	Transport notes the recommendation provided. Mitigation Measures 81 and 83 have been amended to address this feedback.

2.4 Future consultation

Should Transport for NSW proceed with the proposal, consultation activities would continue, including consultation with Inner West 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 Transport for 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] Lewisham Station Upgrade | Transport for NSW

3. Consideration of environmental impacts

3.1 NSW Environmental Planning and Assessment Act 1979

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

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

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

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

3.2 Commonwealth Environment Protection and Biodiversity Conservation Act 1999

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

Decision statement

LEWISHAM STATION UPGRADE

APPROVAL

I, Tamasin Soehardi, as delegate of the Secretary, Transport for NSW:

1. Have examined and considered the Proposal in the *Lewisham Station Upgrade Review of Environmental Factors* (March 2025) and the *Lewisham Station Upgrade Determination Report* [June 2025] 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 [June 2025], consistent with the Proposal described in the *Lewisham Station Upgrade Review of Environmental Factors*.

Tamasin Soehardi

Tamasin Soehardi
Director Cross City Engagement and Enablement
Greater Sydney
Transport for NSW

Date: 12/06/2025

6. References

AECOM, 2025. *Lewisham Station Upgrade Review of Environmental Factors*.

NSW Department of Planning and Environment, 2022. *Guidelines for Division 5.1 assessments*.

Terms and acronyms used in this Report

Term	Meaning
BC Act	*Biodiversity Conservation Act 2016* (NSW)
CBD	Central Business District
CEMP	Construction Environmental Management Plan
CLMP	Community Liaison Management Plan
Construction Contractor	The Construction Contractor for the Proposal would be appointed by Transport for NSW to undertake the detailed design and construction of the Proposal.
CPTED	Crime Prevention Through Environmental Design
DDA	*Disability Discrimination Act 1992* (Cwlth)
Detailed design	Detailed design broadly refers to the process that the Construction Contractor undertakes (should the Proposal proceed) to refine the concept design to a design suitable for construction (subject to Transport for NSW acceptance).
Determination Report	This document – a report prepared by Transport for NSW to assess and address certain matters to allow for a determination of the Proposal under, and in accordance with Division 5.1 of the EP&A Act.
DSAPT	*Disability Standards for Accessible Public Transport (2002)*
EIS	Environmental Impact Statement
EP&A Act	*Environmental Planning and Assessment Act 1979* (NSW)
EP&A Regulation	*Environmental Planning and Assessment Regulation 2021* (NSW)
EPBC Act	*Environment Protection and Biodiversity Conservation Act 1999* (Cwlth)
FAQ	Frequently Asked Questions
TGSIs	Tactile ground surface indicators
Transport & Infrastructure SEPP	*State Environmental Planning Policy (Transport and Infrastructure) 2021* (NSW)
LEP	Local Environmental Plan
LGA	Local Government Area
NES	Matters of 'National Environmental Significance' under the EPBC Act
NSW	New South Wales
PACHCI	*Procedure for Aboriginal Cultural Heritage Consultation and Investigations*
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 Lewisham Station Upgrade
REF	Review of Environmental Factors
SES	State Emergency Services
VIA	Visual Impact Assessment

Appendix A: REF

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

REF link: Lewisham Station Upgrade REF (Objective reference A68998304)

Website address: https://www.transport.nsw.gov.au/system/files/media/documents/2025/lsu-ref-2025-03_0.pdf

Appendix B: Conditions of Approval

CONDITIONS OF APPROVAL

Lewisham Station Upgrade

Note: These conditions must be read in conjunction with the final mitigation measures in the Lewisham 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
ADEM	Associate Director Environmental Management
AFC	Approved For Construction
BoM	Bureau of Meteorology
CECR	Construction Environmental Compliance Report
CEMP	Construction Environmental Management Plan
CLMP	Community Liaison Management Plan
CNVMP	Construction Noise and Vibration Management Plan
CNVS	Construction Noise and Vibration Strategy
CPTED	Crime Prevention Through Environmental Design
CTMP	Construction Traffic Management Plan
CoA	Conditions of Approval
dBA	Decibels (A-weighted scale)
DDVR	Detailed Design Validation Report
DES	Director Environment and Sustainability (or nominated delegate)
ECM	Environmental Controls Map
EIA	Environmental Impact Assessment
EPA	NSW Environment Protection Authority
EP&A Act	*Environmental Planning and Assessment Act 1979*
EPL	Environment Protection Licence issued by the Environmental Protection Authority under *the Protection of the Environment Operations Act 1997*
EMR	Environmental Management Representative
EMS	Environmental Management System
ESCP	Erosion and Sediment Control Plan
FFMSP	Flora and Fauna Management Sub-Plan
ISC	Infrastructure Sustainability Council
ISO	International Standards Organisation
OEH	Former NSW Office of Environment and Heritage
OOHWP	Out of Hours Work Protocol
RBL	Rating Background Level
REF	Review of Environmental Factors
SP	Sustainability Plan
SWMP	Soil and water management plan
TESR	Transport Environment and Sustainability Representative
Transport	Transport for NSW
TMP	Traffic Management Plan

TPZ	Tree Protection Zones
UDLP	Urban Design and Landscape 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 Work	Includes tunnelling, blasting, piling, excavation or bulk fill or any vibratory impact work including jack hammering and compaction, for Construction.
Detailed design	Detailed design broadly refers to the process that the Construction Contractor undertakes to refine the concept design to a design suitable for construction (subject to Transport for NSW acceptance).
Emergency Work	Includes work to avoid loss of life, damage to external property, utilities and infrastructure, prevent immediate harm to the environment, contamination of land or damage to a heritage (Aboriginal or non-Aboriginal) item.
Environmental Impact Assessment (EIA)	The documents listed in Condition 1 of this approval.
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 Lewisham Sation 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) *Lewisham Station Upgrade – Review of Environmental Factors* (AECOM, March 2024), including associated Mitigation Measures and supporting specialist studies b) *Lewisham Station – Determination Report* (AECOM, June 2025). 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.	The following design aspects shall be investigated during detailed design, and the design shall respond to these aspects wherever it is reasonable and feasible to do so: a) the refinement of infrastructure at the Thomas Street station entrance, including the extent of canopy, to minimise visual and solar access impacts to neighbouring properties b) opportunities to reduce the risk of flooding of the underpass c) opportunities to improve pedestrian safety in proximity to the new access ramp from Platform 2 to Railway Parade	Contractor	Detailed design

No.	Condition	Responsibility	Timing
	d) opportunities to include seating at the bus stop on Railway Terrace e) refinement of the Victoria Street and Railway Terrace intersection, including vehicle movements and arrangement of parking and opportunities for additional footpath widening along Victoria Street between Railway Terrace and Hobbs Street, and opportunities to further improve safety and connectivity for pedestrians and active transport users f) opportunities to minimise parking impacts g) the configuration of Thomas Street to be designed to cater to the maximum size of vehicle that would use the road and allow vehicles to turn safely, in accordance with Australian Standards h) opportunities to provide raised crossings across Hunter Street and Railway Terrace and to improve safety and connectivity for pedestrians and active transport users i) additional measures and opportunities for further bicycle storage near the station, including options for suitable shared e-bike parking j) an appropriate method of graffiti deterrent for the wall on Railway Terrace k) opportunities to retain, reinstate and interpret character elements of the station, including the tilework on the staircases and transparent coloured screens l) the angles and orientation of PA speakers to manage any potential noise impacts to nearby properties m) the opportunity to replace the vegetation removed from the footpath between Thomas Street and West Street with low level shrubs.		
5.	The construction methodology and staging for the detailed design shall, where feasible and reasonable to do so: a) prioritise the early opening of the new station access ramp from Railway Terrace to Platform 2 for passenger use b) early delivery of the awning/canopy on Victoria Street	Contractor	Pre-construction Construction
6.	Further flood modelling shall be undertaken during detailed design to assess the Probable Maximum Flood (PMF) event and the impacts of climate change on flood risks.	Contractor	Pre-construction
7.	An appropriate business emergency plan shall be prepared using the NSW State Emergency Services (SES) template (http://www.sesemergencyplan.com.au/) to assist in being prepared for responding to and recovering from flooding during construction and operation.	Contractor	Pre-construction
8.	**Road Safety Audit** A Road Safety Audit shall be undertaken as part of the detailed design process and on completion of construction. The Road Safety Audit shall include but not be limited to a detailed assessment of sight distances and mitigations proposed for: a) vehicles travelling from the intersection of Victoria Street and Railway Parade and the location of the pedestrian crossing b) for the potential pedestrian crossing over Railway Parade near Hunter Street c) the turning area on Thomas Street The Road Safety Audit is to be submitted to and accepted by Transport for NSW. The findings of the Road Safety Audit shall be provided to Inner West Council for information.	Contractor	Pre-construction and post 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) 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 sulphate 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 7 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 Director Environment and Sustainability (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 for NSW, 2023d) 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 7 days of the completion of the review or receipt of actions identified by any TESR audit of the document and submitted to the TESR for written approval.	Contractor	Pre-construction
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

No.	Mitigation measure	Responsibility	Timing
4.	**Transport Environmental Management Approvals** Requirements for documents, plans or programs which must be reviewed and approved by the TESR (including the CEMP) are outlined in the Mitigation Measures. All reviews and approvals associated with these Mitigation Measures shall meet the following requirements (unless otherwise approved by the TESR or DES or if specifically noted in a Mitigation Measure): f) completed consultation with government agencies and relevant service/utility providers and evidence of consultation submitted with the plan g) a copy of the plan submitted to the TESR for review at least 21 days prior to commencement of Construction or the related work being commenced h) any comments made by the TESR in accordance with b) must be adequately addressed prior to submission for approval i) a copy of the plan submitted to the TESR to obtain written approval from the DES at least 5 days prior j) periodic review and update of the plan submitted to the TESR for written approval Construction must not commence until the DES has provided written approval of the plan/s.	Contractor	Pre-construction
5.	**Environment Personnel** Suitably qualified and experienced environmental management personnel shall be available and be responsible for implementing the environmental objectives for the Project, including undertaking regular site inspections, preparation and implementation of environmental documentation and ensuring the Project meets the requirements of the Environmental Management System (EMS). Details of the environmental personnel, including relevant experience, defined responsibilities and resource allocation throughout the Project including time to be spent on-site/off-site) are to be submitted for the written approval of the DES (or nominated delegate), 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 (or nominated delegate).	Contractor	Pre-construction and construction
6.	**Service Relocation** Service relocation will be undertaken in consultation with the relevant authority. Existing services and exclusion zones shall be identified on the ECM and on site to avoid direct impacts during construction.	Contractor	Pre- construction and construction
7.	**Detailed Design Validation** A detailed design validation report (DDVR) for the Project shall be prepared and submitted at each design stage to detail how compliance is achieved against: • the final Project description • all design mitigation measures detailed in the REF • any conditions of approval in the determination report for the Project. A final DDVR shall accompany the Approval for Construction (or equivalent) submission.	Contractor	Pre-construction and following each design phase

No.	Mitigation measure	Responsibility	Timing
	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 7 days to review and provide any comments to the Proponent in relation to the DDVR. Upon completion of the final TESR review period a copy of the DDVR will be submitted to the DES (or nominated delegate) for written approval. The DDVR will be submitted to Transport for review and Confirmation that the design achieves compliance.		
8.	**Environmental Incident Procedure** Where non-compliances or incidents arise, an event report must be completed in the Transport incident management system and returned to the Principal's Representative in accordance with 'EMF-EM-PR-0001 Environmental Incident Procedure'.	Contractor	Construction
9.	**Project Modifications** Any modifications to the Project (as defined in this REF and/or future Determination Report), requiring an amendment REF (as determined by the TESR), will be subject to further assessment and approval by Transport. This assessment will need to demonstrate that any environmental impacts resulting from the modifications have been mitigated. The further assessment must be submitted and approved prior to commencement of work 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, shall be subject to further assessment and approval by Transport. This assessment will need to demonstrate that any environmental impacts resulting from the change have been minimised. The further assessment must be submitted to Transport six weeks prior to commencement of work relating to the modification.	Contractor	As required
11.	**Modification/Change Register** A project modification/change register shall be created and maintained throughout the project to identify project changes or modifications. The register will be updated and submitted at each design stage or as required, including as the design progresses. The register will be submitted to TESR for review of changes and direction on the approval pathway these changes or modifications should apply.	Contractor	As required
12.	**Construction Environmental Compliance Report** A Construction Environmental Compliance Report (CECR) for the Project shall be prepared which addresses the following matters: a) compliance with the Construction Environmental Management Plan (CEMP) and these conditions b) compliance with any approvals or licences issued by relevant authorities for the construction of the Project	Contractor	Pre-construction and construction

No.	Mitigation measure	Responsibility	Timing
	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 (or nominated delegate) 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.		
13.	The feasibility of installing hi-rail access pads at alternative locations including Longport Street and Alfred Street railway access points will be investigated by the contractor during detailed design. If these locations are found feasible the hi-rail access pads at Stanmore, Petersham and Ashfield locations would not be used. For any new locations additional assessment may be required.	Contractor	Detailed design
	Traffic and transport		
14.	**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
15.	**Authorisation for Road Use** Relevant authorisation(s) from the appropriate road authority shall be obtained for the proposed operational changes to Victoria Street, such as changes to parking, addition of a kiss and ride space, and the removal of bi-directional vehicle movements and installation of a one direction travel lane between Hobbs Street and Railway Terrace.	Contractor	Operation

No.	Mitigation measure	Responsibility	Timing
16.	Prior to the commencement of construction, a Construction Traffic Management Plan (CTMP) would be prepared as part of the Construction Environmental Management Plan (CEMP) and in accordance with relevant guidelines. The CTMP would outline how construction of the Project would avoid, mitigate and manage risks involving construction activities, users of the traffic and transport network and local residents.	Contractor	Pre-construction
17.	Alternative parking arrangements shall be investigated during detailed design, in consultation with Inner West Council. A consultation strategy shall be included within the CLMP.	Contractor	Detailed design
18.	Traffic and parking configuration changes shall be subject to further stakeholder consultation with Inner West Council and subject to approval by the Traffic Committee. A consultation strategy shall be included within the Community Liaison Management Plan (CLMP).	Contractor	Pre-construction
19.	Opportunities to retain/reinstate the existing on-street parking provision on Victoria Street shall be investigated during detailed design and implemented where feasible.	Contractor	Detailed design
20.	Adequate information shall be provided to stakeholders and the community if bus stops on Railway Terrace are temporarily relocated, including advanced notification and appropriate signage to alternative bus stops. A notification strategy shall be included within the CLMP.	Contractor	Pre-construction Construction
21.	Adequate information and alternative transport options shall be provided to affected pedestrians during scheduled closures of the Lewisham Station underpass, including advanced notification, appropriate wayfinding and directional signage along detour routes. A notification strategy shall be included within the CLMP.	Contractor	Pre-construction Construction
22.	The temporary full and partial closures and traffic management controls on public roads including Thomas Street, Victoria Street, Railway Terrace and Hunter Street shall be managed and implemented in accordance with the provisions of a Road Occupancy Licence(s).	Contractor	Construction Pre-construction
23.	Adequate information shall be provided to stakeholders and the community for full and partial closures of Railway Terrace and Thomas Street to accommodate construction work, including advanced notification, appropriate wayfinding and directional signage along detour routes. A notification strategy shall be included within the CLMP.	Contractor	Pre-construction Construction
24.	The opportunity to provide shared electric bicycle parking at Lewisham Station shall be explored during detailed design.	Contractor	Detailed design
25.	Advance notification will be provided to nearby emergency services of any temporary road closures, including details of available detour routes in accordance with the CLMP.	Contractor	Pre-construction Construction
26.	Provision of temporary bicycle parking on both sides of the corridor and pick-up/drop-off locations on Thomas Street during the construction period will be explored and implemented where feasible.	Contractor	Detailed design
27.	The community will be notified in advance of proposed transport network changes through appropriate media and other appropriate forms of community liaison, in accordance with CLMP.	Contractor	Pre-construction Construction

No.	Mitigation measure	Responsibility	Timing
28.	Construction methodology/scheduling shall minimise the closure of the underpass wherever possible. Reasonable safe alternative access across the corridor during periods of underpass closure will be provided and options to achieve this will be investigated during detailed design.	Contractor	Detailed design
29.	The opportunity to bring lighting of the pathway between Thomas Street and West Street forward in the program, to be utilised as a pedestrian diversion during underpass closures, will be investigated during detailed design.	Contractor	Detailed design
30.	Construction traffic routes including weight and height restrictions, and measures to mitigate impacts to school zones during school zone hours, will be investigated during detailed design.	Contractor	Detailed design
31.	Opportunities to improve active transport links and safety of active transport users shall be explored during detailed design.	Contractor	Detailed design
32.	A pedestrian crossing on Railway Terrace would be investigated during detailed design. Where pedestrian crossings are proposed, a warrant assessment may be required to determine whether the pedestrian crossing is justified and necessary.	Contractor	Detailed design
	Landscape and visual amenity		
33.	**Urban and Landscape Design Plan** An Urban Design and Landscape Plan (UDLP) shall be prepared by the Contractor, in consultation with Council and other asset/landowners, and submitted to Transport for written approval by the Urban Design Public Transport and Precincts team, prior to finalisation of the detailed design. The UDLP shall: a) demonstrate a robust understanding of the precinct through a comprehensive site analysis, including connectivity with street networks, mode change locations, active transport, and pedestrian movement b) identify opportunities and constraints c) establish precinct specific principles to guide and test design options d) consider Crime Prevention Through Environmental Design (CPTED) principles, including night-time safety of customers and the community, and the safety of station staff. e) be aligned with the "TAP Urban Design Plan Guidelines (Draft 2018)" and "Beyond A to B – Urban design policy, procedures and principles for public transport infrastructure (Transport for NSW, August 2024)". f) consider opportunities for: • Connecting with Country • public art • safety improvements • incorporating design elements that reference heritage character of the landscape character zone	Contractor	Prior to design finalisation

No.	Mitigation measure	Responsibility	Timing
	• low glare/reflectivity roofing for built form 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. 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 • Public Art in Transport Infrastructure – Guidance for Capital Projects, Transport for NSW, June 2024 • Water Sensitive Urban Design Guidelines (Transport for NSW, 2023e) The UDLP is to be submitted to Transport and written approval by the Urban Design Public Transport and Precincts team.		
34.	**Transport's Design Review Panel** At 30% design stage, the design shall 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
35.	**Lighting Scheme** A lighting scheme for the construction and operation of the Project is to be developed by a suitably qualified lighting designer and prepared in accordance with relevant standards. The lighting scheme shall address the following as relevant, but not limited to: a) consideration of lighting demands of different areas b) consideration of outcomes of Safer Cities consultation (where applicable) c) strategic placement of lighting fixtures to maximise ground coverage d) use of LED lighting e) meet benchmark requirements of IS Essentials	Contractor	Prior to design finalisation

No.	Mitigation measure	Responsibility	Timing
	f) demonstrate that light spill and glare has been minimised to sensitive receivers by directing lighting into the station/car park/other infrastructure type g) control systems for lighting that dim or switch-off lights settings according to the amount of daylight the zone is receiving h) motion sensors to control low traffic areas i) allowing the lighting system to use low light or switch off light settings while meeting relevant lighting Standards requirements, and j) ensuring security and warning lighting is not directed at neighbouring properties. The proposed lighting scheme is to be submitted to Transport's technical team for acceptance prior to design finalisation.		
36.	**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 shall take into consideration the location of residential receivers to ensure that 'line of sight' is broken, where feasible.	Contractor	Construction
37.	**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		
38.	**Construction Noise and Vibration** Prior to commencement of construction, a Construction Noise and Vibration Management Plan (CNVMP) shall be prepared and implemented in accordance with the requirements of the EPA's *Interim Construction Noise Guideline* (DECC, 2009), Transport's *EMF-NV-GD-0060 Construction noise and vibration guideline (public transport infrastructure)* (Transport for NSW, 2024) and the Noise and Vibration Impact Assessment for the Project (AECOM, 2024d). The CNVMP shall include, but not be limited to: a) details of construction activities and an indicative schedule for construction	Contractor	Pre-construction

No.	Mitigation measure	Responsibility	Timing
	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 work outside the standard construction hours identified in Mitigation Measure 48 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 work is subject to written approval by the DES (or nominated delegate) or as approved by EPA (where relevant to the issuing of an EPL). The OOHWP should be consistent with the Transport *Construction noise and vibration guideline (public transport infrastructure)* (Transport for NSW, 2024) 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 g) Management strategy alignment with IS Essentials (V1.0) Env-2 requirements (where applicable) 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		

No.	Mitigation measure	Responsibility	Timing
	• 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.		
39.	**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 work 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 Work (measured in a straight line) ii. all heritage listed buildings and other sensitive structures within 150 metres from the edge of the Designated Work. iii. all locations that would be used for construction compounds Surveys are to be undertaken prior to the commencement of the Designated Work and again immediately upon completion of the Designated Work. This includes a survey of the site compound location/s prior to the commencement of construction, and as soon as possible once the site compound has been demobilised. 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 Work and provided to Transport. Evidence of a risk assessment must be provided to Transport for agreement prior to commencement of Designated Work. 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, post-construction
40.	**Standard Construction Hours**	Contractor	Construction

No.	Mitigation measure	Responsibility	Timing
	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 work which are permitted outside these standard hours: a) any work which does 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).		
41.	**Special Audible Characteristics Activities** As per the *Construction noise and vibration guideline (public transport infrastructure)* (Transport for NSW, 2024), 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 Transport's Construction Noise and Vibration Strategy (CNVS). 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
42.	**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 (AECOM, 2024d). 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, 2009) which includes British Standard BS 6472-2:1992 *Guide to Evaluation of Human Exposure to Vibration in Buildings (1 Hz to 80 Hz)*. These limits apply unless otherwise approved by the DES through the CEMP	Contractor	Construction

No.	Mitigation measure	Responsibility	Timing
43.	**Noise and Vibration Impacts on Sensitive Receivers** Affected schools, places of public worship and other identified sensitive receivers or businesses shall be consulted in relation to noise mitigation measures to identify any particular noise sensitive periods, e.g. exam periods or vibration sensitive activities. As much as reasonably possible noise or vibration intensive construction in the vicinity of affected sensitive receiver buildings are to be minimised.	Contractor	Construction
44.	**Vibration Impacts to Heritage Structures** To effectively mitigate potential impacts of vibration on heritage structures in the vicinity of the station, activities that cause vibration shall 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 shall 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 shall cease and the heritage structure will be assessed and alternative construction methodologies developed, where practicable, before construction recommences.	Contractor	Construction
45.	**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
	Heritage Management		
46.	**Design Response** New work shall be designed with a consideration of the architectural style and heritage elements of the station or precinct. The proposed elements will be sympathetic to the original design and seek to emphasise key details whilst not overwhelming or detracting from the heritage significance of the place.	Contractor	Detailed design
47.	**Heritage Induction** As part of the site induction in accordance with Mitigation Measure 3, a heritage induction shall 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 shall 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
48.	**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 EMF-HE-PR-0076 *Unexpected Heritage Items Procedure* (Transport for NSW, 2024b) will be followed, and work within the vicinity of the find will cease immediately. The TESR shall be immediately notified to co-	Contractor	Construction

No.	Mitigation measure	Responsibility	Timing
	ordinate a response, which may include direction to seek appropriate advice from a suitably qualified and experienced Heritage Advisor (in consultation with Heritage NSW). Works in the vicinity of the find shall not re-commence until written approval to recommence has been received from the DES. The event must be reported in Transport incident management system as a report only event in accordance with the Transport Environmental Incident Guideline. If human remains are found, work shall cease in the vicinity of the find, the site must be secured and the NSW Police and/or Heritage NSW notified. Where required, approvals for archaeological investigations, which may include an Aboriginal Heritage Impact Permit, will be obtained prior to work recommencing at the location. A discovery of suspected human remains greater than 100 years old is an archaeological case and is not subject to the requirements of NSW Coroners Act 2009.		
49.	**Heritage Advisor** A suitably qualitied and experienced Heritage Advisor who is independent of the design and construction team's personnel shall be engaged to the satisfaction of the DES (or nominated delegate). 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 methodology for monitoring subsurface work and managing finds within proximity of the Former Petersham Cemetery Archaeological Site, with clear stop work procedures. 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 1 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 ii. identification and assessment of any changes to, and/or additional to the scope of work from those identified in the EIA which will affect heritage significance	Contractor	Detailed design

No.	Mitigation measure	Responsibility	Timing
	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		
50.	**Wayfinding Signage** Wayfinding signage design to be further designed, assessed and installed in co-operation with the engaged heritage advisor.	Contractor	Detailed design
51.	**Protection of heritage items listed on the TAM Section 170 Conservation Register** Design and construction of the Project within the curtilage of the Section 170 listed 'relevant 'Lewisham Railway Substation' (#4803260) and 'Lewisham (Old Canterbury Road) Underbridge' (#4801518) must be undertaken in accordance with the recommendations made in the Statement of Heritage Impact (author, year). In accordance with Section 170a of the Heritage Act, if the Project includes demolition of significant fabric, TAM 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	Contractor	Detailed design and construction
52.	**Photographic Archival Recording** Archival recording of 'Lewisham Estate Heritage Conservation Area' shall be undertaken in accordance with the Heritage NSW guidelines prior to work 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 Inner West Council for future reference.	Contractor	Pre-construction
53.	**Heritage Management Plan** A Heritage Management Plan (including detailed drawings, documentation and specifications) and Work Method Statement shall be prepared as part of the CEMP to address heritage impacts and required management procedures to minimise risks.	Contractor	Pre-construction
54.	**Protection from Damage** During construction, suitable measures shall 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
55.	**Documentation of Changes** Copies of the 'as built' construction plans, photographs illustrating the completed work and the Archival Record shall be lodged with the Transport Heritage team as a documentary record of changes to the station.	Contractor	Construction
56.	Workers undertaking activity within the curtilage of the 'Lewisham Railway Substation' and 'Lewisham (Old Canterbury Road) Underbridge' shall made aware of their heritage significance and protection measures enacted to ensure there are no physical impacts to these items during work (i.e., temporary fencing, toolbox presentation). Details of the protection measures shall be included within the CEMP. The temporary impacts of use of this area shall be reversed and the location returned to the same condition following completion of work.	Contractor	Construction

No.	Mitigation measure	Responsibility	Timing
	Socio-economic		
57.	**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
58.	**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
59.	**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
60.	**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, local people with disability and carers, utility and service providers, bus companies, Taxis, 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.	Contractor	Pre-construction and construction

No.	Mitigation measure	Responsibility	Timing
	The CLMP shall be prepared to the satisfaction of the relevant Communications and Stakeholder Engagement ~~Community and Place~~ Director (or nominated delegate) prior to the commencement of construction, and is to be reviewed and revised 6-monthly during the construction of the Project.		
61.	**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 work to be undertaken, the estimated hours of construction and details of how further information can be obtained (i.e. contact telephone number/email, website, newsletters etc.) including the 24-hour Construction Response Line number. Construction-specific impacts including information on traffic changes, parking changes, access changes, detours, services disruptions, public transport changes, high noise generating work activities and work required outside the nominated standard shall be advised to the local community at least 7 calendar days prior to such work being undertaken or other period as approved to by the relevant Communications and Stakeholder Engagement ~~Community and Place~~ Director. Notifications are to be distributed via letterbox and/or email as agreed with the impacted stakeholders.	Contractor	Pre-construction and construction
62.	**Complaints Management** A 24-hour construction response line number shall be established and maintained for the construction. Details of all complaints received during construction, including complaints received in person and via email, are to be recorded on a project-specific complaints register, which is sent to the Principal Contractor daily upon receipt of a complaint. A verbal response to phone enquiries to acknowledge receipt of the complaint, and to confirm what action is proposed to be undertaken to resolve the issue (where possible), is to be provided to the complainant within two hours during all times construction is being undertaken and within 24 hours during non-construction times (unless the complainant agrees otherwise). A verbal response to written complaints (email/letter) should be provided within 48 hours of receipt of the communication where telephone details are provided or known. A detailed written response is to be provided to the complainant within 7 calendar days for verbal and/or written complaints. Information on all complaints received during the previous 24 hours shall be forwarded to the TESR and Communications and Stakeholder Engagement team ~~Community & Place~~ each working day.	Contractor	Construction
	Biodiversity		
63.	**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 (Urban Tree Management, 2024) will be clearly demarcated onsite prior to construction, to avoid unnecessary vegetation removal. Landowners consent shall be obtained prior to vegetation removal, should TAM not be the landowner. Trees and vegetation to be retained shall be protected through temporary protection measures discussed in Mitigation Measures below.	Contractor	Design and Construction

No.	Mitigation measure	Responsibility	Timing
	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.		
64.	**Biodiversity Management** Construction of the Project must be undertaken in accordance with Transport's *Biodiversity Policy* (Transport for NSW, 2022d), including the Transport's *Biodiversity Assessment* Guideline (Transport for NSW, 2022e), Transport's *No net loss guidelines* (Transport for NSW, 2022f) and Transport's *Tree and hollow replacement guidelines* (Transport for NSW, 2023a).	Contractor	Construction
65.	**Tree Protection Zones** Tree Protection Zones (TPZs) shall be established around trees to be retained, as nominated in the Arboricultural Impact Assessment (Urban Tree Management, 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 shall 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 Arboricultural Impact Assessment (Urban Tree Management, 2024) will be required and may need to be supported by additional or addendum arboricultural advice.	Contractor	Construction
66.	**Tree and Vegetation Damage** In the event of any tree or vegetation to be retained becoming damaged during construction, the Contractor shall 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 work 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, 2022d).	Contractor	Construction
67.	**Weed Control** Weed control measures, consistent with Transport's *Biodiversity Policy* (Transport for NSW, 2022d) and the *Pesticides Regulation 2017*, shall 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 shall include the management and disposal of weeds in accordance with the *Biosecurity Act 2015.*	Contractor	Construction
68.	**Replanting Program** Any vegetation removal shall be replaced in accordance with Transport's *Biodiversity Policy* (Transport for NSW, 2022d) and the project's Urban Design and Landscape Plan. All vegetation planted on-site is to consist of locally native species, unless otherwise approved by the DES, following consultation with the relevant Council, where relevant, and/or the owner of the land upon which the vegetation is to be planted.	Contractor	Construction and operation

No.	Mitigation measure	Responsibility	Timing
	A replanting strategy and maintenance schedule of replacement planting 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 shall be maintained for at least 12 months following completion of construction or following planting (whichever ends last) (unless approved by the TESR).		
69.	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 shall include exploring opportunities to minimise impact on existing vegetation along the pathway between Thomas Street and West Street.	Contractor	Detailed design Construction
70.	The opportunity to transplant tree TN7 (Crepe Myrtle Indian Summer) and identify alternative suitable locations for the transplantation of the Canary Island Date Palm shall be explored during detailed design, in consultation with Inner West Council. Prior to tree transplantation, a transplanting plan will be prepared. Transplanting would be undertaken in accordance with the plan and supervised by an AQF 5 qualified arborist.	Contractor	Detailed design Pre-construction Construction
71.	A Flora and Fauna Management Sub-plan (FFMSP) shall be prepared as part of the CEMP in accordance with the *Biodiversity Management Guideline EMF-BD-GD-0039* (Transport for NSW, 2024a). It shall include, but not be 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 shall 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
72.	Pre-clearance surveys shall be undertaken by a suitably qualified ecologist in accordance with *Guide 1: Preclearing process in Transport's Biodiversity Management Guideline EMF-BD-GD-0039* (Transport for NSW, 2024a). If fauna is encountered during pre-clearance surveys or during the proposed work, *Guide 9: Fauna handling* in Transport's *Biodiversity Management Guideline EMF-BD-GD-0039* (Transport for NSW, 2024a) shall be applied. In the event that threatened species are encountered, Transport's unexpected finds procedure shall be followed in accordance with *Guide 1: Preclearing process.*	Contractor	Pre-construction
73.	Pre-construction surveys of the Canary Island Date Palms for Australian White Ibis, including evening roost check and daytime inspections, will be undertaken by a suitably qualified ecologist. Appropriate management measures will be included in the Fauna and Flora Management Sub-plan and implemented on-site to minimise disturbance to nesting and/or roosting Australian White Ibis during construction.	Contractor	Pre-construction Construction
	Soils and water		

No.	Mitigation measure	Responsibility	Timing
74.	**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: • the storage of hazardous materials, and refuelling/maintenance of construction plant and equipment are to be undertaken in clearly marked designated areas designed to contain spills and leaks • spill kits, appropriate for the type and volume of hazardous materials stored or in use, to be readily available and accessible to construction workers. Kits are to be kept at hazardous materials storage locations, in site compounds and on specific construction vehicles. Where a spill to a watercourse is identified as a risk, spill kits are to be kept in close proximity to potential discharge points in support of preventative controls • all hazardous materials spills and leaks to be reported to site managers and actions to be immediately taken to remedy spills and leaks • training in the use of spill kits to be given to all personnel involved in the storage, distribution or use of hazardous materials.	Contractor	Pre-construction
75.	**Erosion and Sediment Control** Soil and water management measures shall be prepared, implemented and maintained for the mitigation of water quality impacts during construction of the Project in accordance with *Managing Urban Stormwater: Soils and Construction Volume 14th Edition* (Landcom, 2004). The following are required, based on the amount of disturbance proposed: • soil and water management measures included on the ECM and in the CEMP for less than 250m^2 of disturbance • erosion and sediment control plan (ESCP) for between 250-2,500m^2 of disturbance • soil and water management plan (SWMP) for over 2,500m^2 of disturbance Management measures shall be established prior to any clearing, grubbing or site establishment activities and shall be maintained and regularly inspected (particularly following rainfall events) to ensure their ongoing functionality. At a minimum inspection will occur monthly and will be reported in the inspection report. Management measures shall 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
76.	**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 shall also be refuelled offsite, or in a designated refuelling area.	Contractor	Construction
77.	**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 (Transport for NSW, 2021b). The EPA shall be notified, in accordance with Part 5.7 of the POEO Act.	Contractor	Construction

No.	Mitigation measure	Responsibility	Timing
78.	**Existing Drainage** The existing drainage systems shall remain operational throughout the construction phase and will not be worsened or damaged by construction.	Contractor	Construction
79.	**Groundwater** Should groundwater be encountered during excavation work, groundwater will be managed in accordance with the requirements of the *Waste Classification Guidelines* (NSW EPA, 2014) and Transport's *Water Discharge and Reuse Guideline* (Transport for NSW, 2019b).	Contractor	Construction
80.	Additional hydrology and drainage assessments shall be undertaken to inform detailed design and minimise flooding in the station underpass. Drainage designs shall account for increases in rainfall intensity associated with climate change.	Contractor	Detailed design
81.	Weather forecasts shall be regularly monitored during construction for any Severe Weather Warnings or Thunderstorm Warnings that indicate the potential for flash flooding in the area. In the event of high rainfall, work shall cease, and equipment and materials removed from the affected area.	Contractor	Construction
82.	Opportunities to divert existing inflows, increase the pumping capacity and pit storage volume, and provide a new pipeline to discharge stormwater further to the south of Victoria Street, shall be explored during detailed design to minimise flood risk.	Contractor	Detailed design Construction
83.	~~In the case flooding is predicted~~ If there is a risk of flooding, construction plant and equipment shall not be stored in flood prone areas. Consideration will be given to closing the worksite and securing all materials and equipment prior to the start of the working day.	Contractor	Construction
84.	Appropriate measures shall be implemented to mitigate flood risk and drainage impacts during construction and documented in the CEMP. Site inductions and the use of signage will ensure workers the upgrades are aware of the flood risk.	Contractor	Construction
85.	Surface water flows shall be managed during construction.	Contractor	Construction
	Air quality		
86.	**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 shall be switched off when not in use, and not left idling • vehicle and machinery movements during construction shall 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	Contractor	Pre-construction and construction

No.	Mitigation measure	Responsibility	Timing
	• 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 These methods are to be identified in the CEMP.		
	Waste and contamination		
87.	**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
88.	**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.	Contractor	Construction

No.	Mitigation measure	Responsibility	Timing
	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.		
89.	**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 45 and Mitigation Measure 46.*	Contractor	Construction
90.	**Spoil Reuse, Removal and Classification** All excavated spoil suitable for reuse shall be reused on site and distributed as approved by the TESR. The quantity and locations for reuse of excavated material shall be further reviewed and confirmed with the TESR during construction. All spoil to be removed from site will be tested to confirm the presence of any contamination. Any contaminated spoil will be disposed of at an appropriately licensed facility. All spoil and waste must be classified in accordance with the *Waste Classification Guidelines Part 1: Classifying* waste (NSW EPA, 2014) prior to disposal.	Contractor	Construction
91.	**Concrete Washout** Any concrete washout shall be established and maintained in accordance with Transport's *EMF-EM-GD-0145 Concrete washout guideline* (Transport for NSW, 2024c) with details included in the CEMP and location marked on the ECM.	Contractor	Construction
92.	**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 existing structures within the station, such as the existing stairs, and the suspended awning at Railway Terrace/ Victoria Street station entrance. 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
93.	**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: • *Contaminated Sites - Sampling Design Guidelines* (NSW EPA, 2022) • *AS 4482 (2005) Guide to the investigation and sampling of sites with potentially contaminated soil*. The investigation report shall be prepared in accordance with the *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* (NSW 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
94.	**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 work 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	Contractor	Construction

No.	Mitigation measure	Responsibility	Timing
	b) name of inspector c) product name, supplier name, volume of material d) photographs of material inspected e) sample collection details (when applicable).		
95.	As potential acid sulfate soils have been identified in the Limited Contamination Assessment (AECOM, 2024g), further analytic assessment of soils shall be undertaken prior to excavation activities to determine the presence of ASS.	Contractor	Pre-construction
	Sustainability, climate change and greenhouse gases		
96.	**Carbon Footprint Exercise** The detailed design process shall undertake a compliant carbon footprinting exercise in accordance with the Transport Carbon Tool or other approved modelling tools. The carbon footprint shall be used to inform decision making in design and construction.	Contractor	During design
97.	**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 Program'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
98.	**Sustainability ~~Management~~ Plan** A Sustainability ~~Management~~ Plan (~~SMP~~SP) which details the approach to managing sustainability requirements and opportunities during design and construction shall be prepared. The ~~SMP~~ SP shall include the following as a minimum: a) the Infrastructure Sustainability Council (ISC) scorecard demonstrating credits targeted to meet an Infrastructure Sustainability Essential Rating 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	Contractor	Pre-construction

No.	Mitigation measure	Responsibility	Timing
	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).		
99.	The Climate Risk Assessment will be adopted to inform detailed design and implemented where feasible.	Contractor	Detailed design Construction
	Cumulative impacts		
100.	**Ongoing Cumulative Impacts** The potential cumulative impacts associated with the Project shall 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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