



Transport Access Program **Como Station Upgrade** Determination Report



Artist's impression of the proposed Como Station Upgrade, subject to detailed design.



Como Station Upgrade Determination Report

**Transport Access Program
Ref - 6277521**

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Glossary and abbreviations

Term	Meaning
BCA	Building Code of Australia
CBD	Central Business District
CEMP	Construction Environmental Management Plan
CLMP	Community Liaison Management Plan
CoA	Condition of Approval
Concept design	The concept design is the preliminary design presented in the REF, which would be refined by the Construction Contractor (should the Proposal proceed) to a design suitable for construction (subject to TfNSW acceptance).
Construction Contractor	The Construction Contractor for the Proposed Activity would be appointed by TfNSW to undertake the detailed design and construction of the Proposed Activity
CPTED	Crime Prevention Through Environmental Design
DDA	<i>Disability Discrimination Act 1992 (Cwlth)</i>
Detailed design	Detailed design broadly refers to the process that the Construction Contractor undertakes (should the Proposal proceed) to refine the concept design to a design suitable for construction (subject to TfNSW acceptance).
DSAPT	<i>Disability Standards for Accessible Public Transport (2002)</i>
EP&A Act	<i>Environmental Planning and Assessment Act 1979 (NSW)</i>
EP&A Regulation	<i>Environmental Planning and Assessment Regulation 2000 (NSW)</i>
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999 (Cwlth)</i>
Infrastructure SEPP	<i>State Environmental Planning Policy (Infrastructure) 2007 (NSW)</i>
ISCA	Infrastructure Sustainability Council of Australia
IS	Infrastructure Sustainability
LGA	Local Government Area
NES	Matters of 'National Environmental Significance' under the EPBC Act
NSW	New South Wales
OEH	NSW Office of Environment and Heritage
Proponent	A person or body proposing to carry out an activity under Division 5.1 of the EP&A Act – in this instance, TfNSW
Proposed Activity	The construction and operation of the Como Station Upgrade

Term	Meaning
REF	Review of Environmental Factors
TfNSW	Transport for NSW (the Proponent)

Executive summary

Overview of Proposed Activity

Transport for NSW (TfNSW) is responsible for improving the customer experience of transport services, transport policy and regulation, planning and program administration, procuring transport services, and infrastructure and freight.

TfNSW is the Proponent for the Como Station Upgrade (the 'Proposed Activity'), which is part of the Transport Access Program. The program is a NSW Government initiative to provide a better experience for public transport customers by delivering accessible, modern, secure and integrated transport infrastructure.

The Proposed Activity involves construction of a new lift and stairs within the commuter car park accessed from Como Parade, connecting it to the existing underpass. A new lift will also be located in the underpass providing direct access to the station platform. Other scope includes the relocation of three accessible spaces in the Como Parade car park, new accessible pathways throughout the station precinct, formalisation of the kiss and ride area on Railway Road and improved amenities such as a new ambulant toilet and family accessible toilet.

TfNSW, as the Proponent for the Proposed Activity, has undertaken a Review of Environmental Factors (REF) that details the scope of works and environmental impacts associated with the Proposed Activity. The REF was prepared by GHD Pty Ltd on behalf of TfNSW in accordance with the requirements of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and clause 228 of the *Environmental Planning and Assessment Regulation 2000* (EP&A Regulation).

No modifications have been made to the Proposed Activity 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 Approved Project, 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 TfNSW, as the Proponent of the Como Station Upgrade, to determine whether or not to proceed with the Proposed Activity. TfNSW must make a determination in accordance with the provisions of Division 5.1 of the EP&A Act.

Conclusion

Based on the assessments in the REF and a review of the submissions received from the community and stakeholders, it is recommended that the Proposed Activity be approved, subject to the mitigation measures included in the REF and the proposed Conditions of Approval. TfNSW will continue to liaise with the community and other stakeholders as the Proposed Activity progresses through detailed design and into the construction phase.

1 Introduction

1.1 Background

The NSW Government is committed to facilitating and encouraging use of public transport, such as trains, by upgrading stations to make them more accessible, and improving interchanges around stations with other modes of transport such as buses, bicycles and cars. The Transport Access Program is an initiative targeted at achieving compliance with the *Disability Standards for Accessible Public Transport 2002* (DSAPT) Regulations across the network.

Como Station has been identified for an accessibility upgrade as it currently does not meet key requirements of the DSAPT or the *Commonwealth Disability Discrimination Act 1992* (DDA). The Transport Access Program ensures the integrated planning and delivery of works with the aim of providing:

- stations that are accessible to people with a disability, those who are less mobile, parents/carers with prams and customers with luggage
- modern buildings and facilities for all modes that meet the needs of a growing population
- modern interchanges that support an integrated network and allow seamless transfers between all modes for all customers
- safety improvements including extra lighting, help points, fences and security measures for car parks and interchanges, including stations, bus stops and wharves
- signage improvements so customers can more easily use public transport and transfer between modes at interchanges
- other improvements and maintenance such as painting, new fencing and roof replacements.

TfNSW is the Proponent for the Como Station Upgrade (referred to as the 'Proposed Activity' for the purposes of this document).

1.2 Review of Environmental Factors

A Review of Environmental Factors (REF) has been prepared by GHD Pty Ltd on behalf of TfNSW in accordance with sections 5.5 and 5.7 of the *Environmental Planning and Assessment 1979* (EP&A Act), and clause 228 of the *Environmental Planning and Assessment Regulation 2000* (EP&A Regulation), to ensure that TfNSW takes into account to the fullest extent possible, all matters affecting or likely to affect the environment as a result of the Proposed Activity. The REF is included at Appendix A.

The Como Station Upgrade REF was placed on public display from 4 April to 1 May 2019, with 79 submissions received. Issues raised in these submissions are addressed in Section 2.3 of this report.

1.3 Determination Report

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



Figure 1: Planning approval process

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

- present a summary of the submissions received during the public display of the REF and TfNSW'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 TfNSW under the *Transport Administration Act 1988*:

- to plan for a transport system that meets the needs and expectations of the public
- to promote economic development and investment
- to provide integration at the decision-making level across all public transport modes
- to promote greater efficiency in the delivery of transport infrastructure projects
- to promote the safe and reliable delivery of public transport and freight services.

1.4 Description of the Proposed Activity in the REF

The Proposed Activity would include works to Como Station in the Sutherland Shire Local Government Area (LGA). The station is location in the suburb of Como about 20 kilometres south west of the Sydney Central Business District (CBD).

Como Station does not currently meet key requirements of the *Disability Standards for Accessible Public Transport 2002* (DSAPT) or the Commonwealth *Disability Discrimination Act 1992* (DDA). The non-compliant access points, ramps and stairs to the Como Station underpass and platforms do not facilitate access for people with reduced mobility, parents/carers with prams or customers with luggage. There are no lift facilities, and some paths of travel from the surrounding footpath and roads are not compliant with requirements of the DDA. There are also issues with the connections between the station and other modes of transport.

The Proposal would provide safe and equitable access to the platforms and to the pedestrian network surrounding the station. Customer facilities and amenities would also be improved. The upgrade would also assist in supporting growth in public transport use and would provide an improved customer experience for existing and future users of the station.

An overview of the Proposed Activity, which is the subject of the Como Station Upgrade REF, is provided in the Executive Summary with full details set out in Chapter 3 of the REF. In summary, the Proposed Activity as outlined in the REF comprises:

- a new lift and stairs from the commuter car park off Como Parade to connect to the existing underpass
- new lift from the underpass to provide access to the station platform
- relocation of three accessible spaces in the Como Parade car park
- new accessible pathways throughout the station precinct, especially along Railway Road

- formalisation of the kiss and ride area on Railway Road
- upgrading of the existing toilets to accommodate one unisex Family Accessible toilet and Ambulant male and female toilets
- removal of the existing ramp from Como Parade to the underpass.

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

Construction is expected to commence in late 2019 and take around 15 months to complete.

2 Consultation and assessment of submissions

2.1 REF public display

The Como Station Upgrade REF was placed on public display from 4 April to 1 May 2019 at three locations, as well as on the [TfNSW corporate website](http://www.transport.nsw.gov.au/Como)¹ and TfNSW [Your Say website](http://www.yoursay.transport.nsw.gov.au/Como)². It was also advertised on the NSW Government [Have Your Say website](http://www.haveyoursay.nsw.gov.au)³

Community consultation activities undertaken for the public display included:

- a pop-up community information stall on 10 April 2019 at Como Station
- distribution of around 2300 flyers to customers at the station and letterbox dropped within the suburb of Como on 4 and 5 April 2019
- installation of project signage at Como Station, as well as project posters displayed at nearby accessible Jannali and Oatley Stations
- public display of the REF at Sutherland Shire Council – 4-20 Eton Street, Sutherland, Sutherland Library – 30-36 Belmont Street, Sutherland, Transport for NSW Office – Level 5, Tower A, Zenith Centre, 821 Pacific Highway, Chatswood 2067
- placement of an advertisement in the St George & Sutherland Shire Leader on 3 April 2019 outlining the scope of the Proposed Activity, information on where to view the REF and specialist studies on the TfNSW website, along with details on how to make a submission
- creation of a dedicated project webpage on the TfNSW corporate website, including a 360 degree virtual reality tour of proposed station upgrades and integrated online message board on the TfNSW website
- a briefing to Sutherland Shire Council officers on 4 April 2019
- a letter outlining the scope of the Proposed Activity, information on where to view the REF and specialist studies on the TfNSW website, along with details on how to make a submission was sent to Sutherland Shire Council as per the consultation requirements under clause 13, 14 and 15 of the Infrastructure SEPP.

2.2 REF submissions

A total of 79 submissions were received by TfNSW, including two from Sutherland Shire Council. Whilst two separate submissions were received from Sutherland Shire Council, these were considered as one. Submissions included feedback on a range of issues in relation to the Proposed Activity. The key issues raised in submissions were:

- concern over the removal of the existing ramp on the western (Como Parade) side of the station
- concern over the design of the stairs and restricted visibility into the underpass
- request for the provision of a kiss and ride facility on the western side of the station (Como Parade).

¹ <http://www.transport.nsw.gov.au/Como>

² <http://www.yoursay.transport.nsw.gov.au/Como>

³ <http://www.haveyoursay.nsw.gov.au>

2.3 Consideration and response to submissions

Community submissions

Table 1: Response to community submissions received

No.	Submission no.	Issue/s raised	TfNSW response
1	General		
1.1	COMO_001 COMO_004 COMO_009 COMO_011 COMO_012 COMO_018 COMO_024 COMO_032 COMO_037 COMO_038 COMO_049 COMO_063 COMO_065 COMO_069 COMO_071 COMO_075 COMO_079	Support for the Proposed Activity, and/or for improving accessibility at the station.	Noted.
1.2	COMO_007 COMO_061	Does not support a lift from the car park to the underpass at the Como Parade side of the station.	Noted. The primary focus of the Proposed Activity is to improve accessibility to meet the standards of the <i>Disability Discrimination Act 1992</i> . The existing ramp is non-compliant to Standards, and the level difference between the street and the underpass necessitates installation of a lift in order to provide equitable access to Como Station from Como Parade.

No.	Submission no.	Issue/s raised	TfNSW response
1.3	COMO_008	Opposition to the Proposal as it would take away from the existing country style atmosphere. Notes that Jannali is easily accessible by Como residents who need access to a lift.	An Urban Design Plan (UDP) would be prepared prior to finalisation of detail design. The UDP would address the appropriateness of the proposed design with respect to the existing surrounding landscape character, built form, behaviours and use-patterns (including consideration of Crime Prevention Through Environmental Design principles). The focus of the Proposed Activity is to improve accessibility to meet the standards of the <i>Disability Discrimination Act 1992</i> at Como Station.
1.4	COMO_012	Suggest that the works storage yard next to the station be considered for upgrade including replacement of boundary fence; repair of the retaining wall between Platform 1 and the storage yard; and replacement of the low level colour bond fence which is broken with an alternative fence or suitable landscaping.	The focus of the Proposed Activity is to improve accessibility to meet the standards of the <i>Disability Discrimination Act 1992</i> . This feedback will be passed onto Sydney Trains for consideration in future maintenance works.
1.5	COMO_020 COMO_021	Provision of access for visually impaired from the west side (Como Parade) of the Station during construction.	This feedback will be passed onto the Construction Contractor for consideration in planning if an alternative access is required during construction.
1.6	COMO_021	Requests provision of 'keep left' signage on stairs.	The focus of the Proposed Activity is to improve accessibility to meet the standards of the <i>Disability Discrimination Act 1992</i> . Wayfinding Signage will be reviewed as part of the works, and new signage will be provided.
1.7	COMO_023 COMO_030 COMO_033	Suggestion that toilets at the station need to be open for longer hours. Notes that they are currently shut at 2pm.	Operational hours and station facilities are managed by Sydney Trains. This feedback will be passed onto Sydney Trains for consideration.
1.8	COMO_039	Concerned about the delay in gaining access to the toilet.	Operational hours and station facilities are managed by Sydney Trains. This feedback will be passed onto Sydney Trains for consideration.

No.	Submission no.	Issue/s raised	TfNSW response
1.9	COMO_060	Questions why only one option has been provided to the community.	An options assessment was undertaken as part of the design process and is provided in section 2.3 of the REF. The assessment process requires the selection of a preferred design. The preferred option was chosen using a multi criteria analysis which best meets the projects objectives.
1.10	COMO_024	Great community engagement material.	Noted.
1.11	COMO_057 COMO_052	Notes that the proposal is a waste of time and money.	The Proposal aims to provide a station precinct that is accessible to those with a disability, limited mobility, parents/carers with prams, and customers with luggage. The Proposal will ensure that Como Station meets legislative requirements under the Disability Discrimination Act 1992 (DDA) and the Disability Standards for Accessible Public Transport 2002 (DSAPT).
1.12	COMO_041	Requests information on the number of commuters using the western exit.	TfNSW data shows an average of 685 people access the station between 6 - 10 am on a weekday. Approximately 65% of these commuters enter the station from the western side.
1.13	COMO_040	Notes that the planners and designers of this project are not residents or users of Como train station and requests that they listen to the community.	The Proposal Activity was placed on public display to allow the community to provide feedback on the proposed changes at the station. The purpose of this report is to address the feedback provided by the community in relation to the Proposed Activity during public display period.
1.14	COMO_039	Requests to be kept informed of developments.	Noted. As per Condition of Approval 7 a Community Liaison Management Plan will be prepared and implemented. The local community shall be advised of any activities related to the Project with the potential to impact upon them.

No.	Submission no.	Issue/s raised	TfNSW response
1.15	COMO_032	Requests that the lift from underpass to platform is completed in stage one and then the commuter car park in stage two.	The Construction Contractor will stage the works in an appropriate manner to minimise disruption to commuters and users of Como Station and this will be communicated as the construction progresses.
1.16	COMO_025	Requests better maintenance of infrastructure as there are a lot of features that are old and rusty.	Maintenance of the station is undertaken by Sydney Trains This feedback will be passed on to Sydney Trains for consideration.
1.17	COMO_075	Sutherland Shire Council is currently installing signage for its Como Heritage and Environment Trail in the vicinity of the proposed improved eastern access ramp. Discussions with Council are advised to minimise wasted effort if these signs need to be relocated.	Noted. There will be ongoing consultation with Sutherland Shire Council throughout the detailed design and construction phase of the Proposed Activity.
1.18	COMO_075	Recommends consultation with the Sutherland Astronomical Society due to the proximity of the works to the Green Point Observatory.	Given the distance from Green Point Observatory to the Proposed Activity (approximately 580 metres) any potential impacts are considered to be minimal and short term in nature during the construction phase.
1.19	COMO_046	Request for information about the cost and due dates of the proposal.	The upgrade of Como Station is a multi-million dollar project with construction to commence by end of the year and continue for a period of approximately 15 months.
1.20	COMO_046	Request for information about the short and long term effects of the upgrade.	Construction (short term) and operational (ongoing) impacts of the Proposed Activity have been discussed in Section 6 of the REF.
1.21	COMO_041	Noted that Figure 5 in the REF states view is looking south. It is actually looking north.	Noted. Figure 5 in the REF is looking north.
1.22	COMO_041	Notes that the executive summary in the REF says that Community & stakeholder consultation is further detailed in Section 4.5. It is actually Section 5.	Noted.

No.	Submission no.	Issue/s raised	TfNSW response
1.23	COMO_016	Requests a clean-up of the area due to rats and vermin.	Maintenance of the station is undertaken by Sydney Trains This feedback will be passed onto Sydney Trains for consideration.
2	Design		
2.1	COMO_001 COMO_005 COMO_006 COMO_007 COMO_013 COMO_022 COMO_023 COMO_025 COMO_026 COMO_027 COMO_028 COMO_034 COMO_035 COMO_037 COMO_038 COMO_039 COMO_040 COMO_041 COMO_043 COMO_044 COMO_045 COMO_047 COMO_048 COMO_051 COMO_058 COMO_059 COMO_061 COMO_062 COMO_064 COMO_066 COMO_067 COMO_070 COMO_072 COMO_074 COMO_075 COMO_076 COMO_078 COMO_079	Request retention of the non-compliant ramp on the Como Parade side of the station as it provides an alternative to the lift and easy access to and through the station, particularly people accessing the station from the east/south east. Concerns over alternative accessible entry to the station from Como Parade when the lift is out of order.	<p>The primary focus of the Proposed Activity is to improve accessibility to meet the standards of the <i>Disability Discrimination Act 1992</i>.</p> <p>TfNSW notes that the level difference between the street and the underpass is prohibitive for a new Disability Discrimination Act compliant ramp. Consequently, a lift is necessary to meet the DSAPT requirements.</p> <p>To provide a compliant lift lobby from the underpass requires cutting into the existing non-compliant ramp. Therefore, the existing ramp has been nominated for removal. The existing ramp is also a safety issue and is non-compliant to BCA Standards.</p> <p>In addition, as part of detailed design, an option to shift the proposed stairwell from inside the commuter car park towards the footpath entrance of the car park is being investigated. This would provide a station entry with improved stair access and provide a similar path of travel currently delivered by the existing non-compliant ramp.</p> <p>The existing overbridge across Yamba Road also allows for any cross corridor access.</p>

No.	Submission no.	Issue/s raised	TfNSW response
2.2	COMO_001 COMO_068 COMO_050 COMO_044 COMO_037 COMO_028 COMO_027 COMO_075	Suggest retaining the non-compliant ramp with the addition of signage stating that it is not DDA compliant and providing suitable wayfinding to alternate DDA route.	<p>The primary focus of the Proposed Activity is to improve accessibility to meet the standards of the <i>Disability Discrimination Act 1992</i>.</p> <p>TfNSW notes that the level difference between the street and the underpass is prohibitive for a new <i>Disability Discrimination Act</i> compliant ramp. Consequently, a lift is necessary to meet the DSAPT requirements.</p> <p>To provide a compliant lift lobby from the underpass requires cutting into the existing non-compliant ramp. Therefore, the existing ramp has been nominated for removal. The existing ramp is a safety issue and is non-compliant to BCA Standards. It also requires ongoing maintenance to keep the path clear of debris and ensure that appropriate surfacing is installed to prevent slips and falls.</p>
2.3	COMO_013	Suggests retaining the existing ramp with the use of poles to deter wheelchair users.	<p>The primary focus of the Proposed Activity is to improve accessibility to meet the standards of the <i>Disability Discrimination Act 1992</i>.</p> <p>TfNSW notes that the level difference between the street and the underpass is prohibitive for a new <i>Disability Discrimination Act 1992</i> compliant ramp. Consequently, a lift is necessary to meet the DSAPT requirements.</p> <p>To provide a compliant lift lobby from the underpass requires cutting into the existing non-compliant ramp. Therefore, the existing ramp has been nominated for removal. The existing ramp is also a safety issue and is non-compliant to BCA Standards.</p> <p>Also see response to item 2.1.</p>
2.4	COMO_056	Suggests non-slip ramps.	Noted. Suitable material and finishes of the ramp on Railway Road will be considered during the detailed design of the Proposed Activity.

No.	Submission no.	Issue/s raised	TfNSW response
2.5	COMO_075	Notes that the ramp was upgraded a year ago and to replace it would be a waste of taxpayer money.	<p>The focus of the Proposed Activity is to improve accessibility to meet the standards of the <i>Disability Discrimination Act 1992</i>. TfNSW notes that the level difference between the street and the underpass is prohibitive for a new <i>Disability Discrimination Act</i> compliant ramp. Consequently, a lift is necessary to meet the DSAPT requirements.</p> <p>To provide a compliant lift lobby from the underpass requires cutting into the existing non-compliant ramp. Therefore, the existing ramp has been nominated for removal. The existing ramp is also a safety issue and is non-compliant to BCA Standards. Maintenance was required to the ramp to improve the surface in order to prevent slips and falls in bad weather. However, this was not a permanent solution, and the ramp continues to pose a safety risk to users.</p>
2.6	COMO_023	Suggests an alternative path through the bush instead of new stairs on the Como Parade side.	<p>An alternative path through the bush will require additional vegetation removal, would be about 100 metres long and would be a more expensive option. An options assessment was undertaken as part of the design process and is provided in section 2.3 of the REF. The preferred option was chosen using a multi criteria analysis which best meets the projects objectives.</p> <p>The new solution will provide better stair access and a similar path of travel currently delivered by the existing non-compliant ramp.</p>
2.7	COMO_025	Request for an entrance from the existing maintenance gate on the western side. This would enable a level pedestrian walkway.	<p>The focus of the Proposed Activity is to improve accessibility to meet the standards of the <i>Disability Discrimination Act 1992</i> and provide equitable access to all users through the existing entry and exits to the stations.</p> <p>Providing an entrance from the existing maintenance gate to the underpass would involve additional impacts to various vegetation in the area.</p>

No.	Submission no.	Issue/s raised	TfNSW response
2.8	COMO_002	Suggest installation of rainwater tank and solar power pump to the upgraded station toilets.	TfNSW is committed to minimising the impact on the natural environment and utilising the infrastructure Sustainability Council of Australia's (ISCA) Infrastructure Sustainability (IS) rating tool. The Como Station Upgrade is one of a number of projects within the Transport Access Program that would be using version 1.2 of the IS rating tool, and targeting an 'Excellent' rating. The rating scheme provides an independent and consistent methodology for the application and evaluation of sustainability outcomes in infrastructure projects.
2.9	COMO_025 COMO_031 COMO_053 COMO_054 COMO_055 COMO_069	Consideration needs to be given to drainage in heavy rain which is currently an issue at the bottom of stairs and the ramp.	Existing stormwater assets will be assessed for capacity as part of detailed design to review and mitigate any flooding risk.
2.10	COMO_075	Requests straight stairs for faster access and better visibility.	TfNSW is investigating design options for stairs with better passive surveillance which traverse the natural landscape contours, improve line of sight and the connection to the underpass. This would provide a station entry, for better access and provide a similar path of travel currently delivered by the existing non-compliant ramp.
2.11	COMO_002 COMO_035 COMO_036 COMO_037 COMO_038 COMO_041	Expressed concern about the two sets of stairs at the western exit. The current ramp is used as a through route for walkers, prams, cyclists, dog walkers and runners. The stairs would restrict access through the station for those people.	The existing ramp currently does not comply with the standards of the <i>Disability Discrimination Act 1992</i> . TfNSW notes that the level difference between the street and the underpass is prohibitive for a new <i>Disability Discrimination Act 1992</i> compliant ramp. Consequently, a lift is necessary to meet the DSAPT requirements. To provide a compliant lift lobby from the underpass requires cutting into the existing non-compliant ramp. Therefore, the existing ramp has been nominated for removal. The existing ramp is also a safety issue and is non-compliant with BCA Standards.

No.	Submission no.	Issue/s raised	TfNSW response
			<p>People who use the underpass to cross the rail corridor would be able to utilise the new lift to gain access to the underpass. Further, the existing overbridge across Yamba Road also allows cross corridor access.</p> <p>Also see response to item 2.1.</p>
2.12	COMO_075	A roof over the proposed stairs would keep the stairs dry in wet weather making then safer for rushing commuters.	No canopies have been proposed on the stairs in consideration of visual impact and passive surveillance. However, it is noted that an additional canopy will be provided on the station from the new lift lobby.
2.13	COMO_028	Redesign or remove the area at the bottom of the new steps as it will attract graffiti, litter and unsavoury smells.	<p>This area will be subject to further review for Crime Prevention through Environmental Design (CPTED) principles and suitable mitigation will be considered in detailed design.</p> <p>Also see response to item 2.1 for detailed design consideration of stair alignment.</p>
2.14	COMO_031 COMO_039 COMO_075	Request that the lift and signage be green, other colour suited to the bushy surroundings, and not orange.	<p>Wayfinding around the station will be undertaken in accordance with Transport for NSW's standard colours for consistency across the transport network.</p> <p>Transport for NSW will investigate options for public art in this location.</p>
2.15	COMO_039	Requests more seating on the platform	Additional bench seating is proposed along the platform as part of the Proposal Activity.
2.16	COMO_030 COMO_033 COMO_039	Concerned that the platform design does not provide enough protection for bad weather conditions.	A new canopy will also be provided for the proposed lift lobby at the platform level for additional weather protection. The Boarding Assistance Zone will also be covered.
2.17	COMO_025	Requests longer platforms with glass barriers for safety and more frequent trains.	<p>This capacity upgrade is outside of the project scope of accessibility upgrades.</p> <p>Further, due to the varying length of rolling stock, glass barriers are only feasible on the dedicated Metro network.</p>

No.	Submission no.	Issue/s raised	TfNSW response
2.18	COMO_030 COMO_033	Requests that the footpaths along Warraba Street and Railway Road be fixed or replaced.	The footpaths around Como Station are owned and maintained by Sutherland Shire Council. This feedback will be passed onto Council for their consideration.
2.19	COMO_025	Requests better egress due to bushfires in area and an easy escape and access is imperative.	Consideration has been given to emergency egress and evacuation procedures as part of design development. If required, the station emergency evacuation plan will be updated to suit the upgraded configuration.
2.20	COMO_025	Requests the upgrade to power and other services.	Upgrades to power, lighting and other services that are required for the Proposed Activity would be undertaken concurrently.
2.21	COMO_075	The lobby or waiting areas in front of the lifts need to be sufficient in size to accommodate wheelchairs, prams and people with luggage.	As the focus of the Proposed Activity is to improve accessibility to meet the standards of the <i>Disability Discrimination Act 1992</i> , the area in front of the lift would be a sufficient size to accommodate wheelchairs, prams and people with luggage.
2.22	COMO_075	Suggests an undercover area at the two kiss and ride zones to provide weather protection.	The focus of the Proposed Activity is to improve accessibility to meet the standards of the <i>Disability Discrimination Act 1992</i> . Covered canopies over the kiss and ride areas are outside the scope of the Project.
2.23	COMO_075	Suggests that concrete retaining walls for excavations should be minimised in height and not extended above ground level.	Noted. This will be considered further during detailed design.
2.24	COMO_075	Suggests fencing should be see-through to maximise light and to facilitate surveillance	Noted. Fencing design would be consistent with other fences used in and around the rail corridor and subject to CPTED considerations for passive surveillance.
2.25	COMO_075	All see-through fencing balusters should be of a black or dark colour to facilitate surveillance and minimise the stroboscopic effect.	Noted. Fencing design would be consistent with other fences used in and around the rail corridor and subject to CPTED considerations for passive surveillance.

No.	Submission no.	Issue/s raised	TfNSW response
2.26	COMO_075	Suggests full glass lift towers above ground from a safety and visual impact perspective.	The lift structures would be a mix of glass, concrete and/or metal structure for structural robustness and maintainability. There will be visibility through the lift doors and CCTV monitoring will be provided around Como Station to monitor safety of customers.
2.27	COMO_075	Suggests the addition of a shallow gable roof to the lift towers reflecting the roof angles of the main station building rather than a flat box roof as this may be more sympathetic to the existing built form of the station.	Noted. The design of the lift shafts will be refined during detailed design to integrate into the existing context.
2.28	COMO_075	Suggests that the overall height of the lift towers should be kept to a minimum by adopting lift technology that requires the minimum headroom necessary.	The proposed lifts have been designed to comply with relevant standards and safety of personnel carrying out maintenance.
2.29	COMO_075	Suggests that two lift towers should be powered from separate sources in case of certain types of local power outages.	In case of a power failure to the lift connecting the platform with the underpass, an accessible path will be unavailable to the commuters. Providing a separate source will not guarantee that the underpass lift will not fail. It is further noted that Sydney Trains have periodic and emergency maintenance contracts in place with lift maintenance companies and lift failure is generally rare.
3	Traffic, Transport and Access		
3.1	COMO_003 COMO_004 COMO_021 COMO_022 COMO_024 COMO_029 COMO_030 COMO_033 COMO_034 COMO_045 COMO_048	Requests the provision of a kiss and ride facility on Como Parade due to people dropping off near the intersection of Como Parade and Warraba Street creating a dangerous traffic situation.	It is noted that short term parking is available on Como Parade and a kiss and ride area is proposed on the eastern side of the station. The potential provision of an additional kiss and ride space on the western side (Como Parade) of Como Station will be subject to detailed design.

No.	Submission no.	Issue/s raised	TfNSW response
3.2	COMO-015	Requests additional pick up/ drop off facilities.	The potential provision of an additional kiss and ride space on the western side (Como Parade) of Como Station will be considered during detailed design.
3.3	COMO_029 COMO_033 COMO_034 COMO_045 COMO_075	The provision of a kiss and ride facility is unsuitable due to the lack of turning space on the eastern side of the station.	The formalised kiss and ride area would be cut into the existing kerb area on the eastern side of the station. No additional traffic impacts are anticipated as a result. It is noted that further road safety assessment will be undertaken during detailed design.
3.4	COMO_005	Requests provision of more parking.	<p>The scope of the Proposed Activity does not include additional parking for rail customers, as the focus is to improve accessibility to meet the standards of the <i>Disability Discrimination Act 1992</i>.</p> <p>Commuter parking requirements are assessed by TfNSW on a network wide basis considering existing and future demand, proximity to other car parking spaces and the feasibility of providing parking.</p> <p>This feedback will be passed onto the relevant department for consideration in future planning.</p>
3.5	COMO_039	Concerned that the small commuter car park will not provide adequate space to drop off in carpark to access station by the lift.	<p>There are some reconfiguration works proposed as part of the Proposed Activity to make the existing non-compliant accessible car spaces compliant to current Standards.</p> <p>The potential provision of an additional kiss and ride space on the western side (Como Parade) of Como Station will be considered during detailed design.</p>

No.	Submission no.	Issue/s raised	TfNSW response
3.6	COMO_009	Requests better parking provision along Novara Crescent.	<p>The scope of the Proposed Activity does not include additional parking for rail customers, as the focus is to improve accessibility to meet the standards of the <i>Disability Discrimination Act 1992</i>.</p> <p>Commuter parking requirements are assessed by TfNSW on a network wide basis considering existing and future demand, proximity to other car parking spaces and the feasibility of providing parking.</p> <p>Parking along Novara Crescent is the responsibility of Sutherland Shire Council. TfNSW will liaise with Council during detailed design to discuss opportunities for improved parking in the vicinity of Como Station.</p>
3.7	COMO_011	Concern over the loss of up to three parking spaces within the car parking and suggests that further reductions in car parking spaces would increase the current parking difficulties at Como Station and is contrary to the overall aim of increasing access to public transport.	<p>The loss of up to three spaces is to accommodate the provision of the three accessible parking spaces, as current accessible spaces are non-compliant.</p> <p>Commuter parking requirements are assessed by TfNSW on a network wide basis considering existing and future demand, proximity to other car parking spaces and the feasibility of providing parking.</p>
3.8	COMO_062	Requests information about whether there are any plans to use the old crossing master house site for off street parking.	<p>The scope of the Proposed Activity does not include additional parking for rail customers, as the focus is to improve accessibility to meet the standards of the <i>Disability Discrimination Act 1992</i>.</p>
3.9	COMO_025	Request for multi two storey parking.	<p>The scope of the Proposed Activity does not include additional parking for rail customers, as the focus is to improve accessibility to meet the standards of the <i>Disability Discrimination Act 1992</i>.</p> <p>Commuter parking requirements are assessed by TfNSW on a network wide basis considering existing and future demand, proximity to other car parking spaces and the feasibility of providing parking.</p>

No.	Submission no.	Issue/s raised	TfNSW response
3.10	COMO_022	Request parking on Como Parade to be untimed.	Parking along Como Parade is the responsibility of Sutherland Shire Council. TfNSW will forward this feedback to Council.
3.11	COMO_030 COMO_033	Requests restricted parking in areas around the station such as Warraba Street corner / Como Parade as it creates blind stops for motorists and pedestrians.	Parking along Warraba Street and Como Parade is the responsibility of Sutherland Shire Council. TfNSW will forward this feedback to Council.
3.12	COMO_047	Secure bike store should be a standard component of such a station upgrade.	There are existing bike lockers available within the commuter car park on Como Parade. The potential provision of bike facilities close to the new lift will be considered during detailed design.
3.13	COMO_077	Requests provision for bringing bikes onto trains.	Commuters can take bicycles on a Sydney or Intercity train for free at any time. Refer to the TfNSW website for more information on travelling with bikes and surfboards on public transport, https://transportnsw.info/travel-info/using-public-transport/travelling-with-bikes-surfboards .
3.14	COMO_005	Requests upgrade of Como Parade kerb and guttering.	The focus of the Proposed Activity is to improve accessibility to meet the standards of the <i>Disability Discrimination Act 1992</i> . The footpaths around Como Station, including Como Parade, are owned and maintained by Sutherland Shire Council. This feedback will be passed onto Council for their consideration. All interface with new infrastructure will be upgraded, and determined during detailed design. Feedback relating to areas outside the station precinct will be forwarded on to Sutherland Shire Council.

No.	Submission no.	Issue/s raised	TfNSW response
3.15	COMO_011	Concern regarding impacts to traffic and parking during construction. Requests delivery of materials and equipment avoid morning peak and that the traffic management plan should include a 500 metre exclusion zone around the station for parking of light construction vehicles.	<p>A Construction Traffic Management Plan (CTMP) will be prepared as part of the Construction Environment Management Plan (CEMP). The CTMP will address timing and routes for delivery of construction materials and the management of parking locations for construction workers away from stations and busy residential areas. It will also address requirements for any temporary replacement parking during construction. TfNSW would investigate initiatives with the Construction Contractor to reduce impacts on parking during construction. Options that would be considered include:</p> <ul style="list-style-type: none"> • encouraging the use of public transport • car-pooling • reinforcement of appropriate parking behaviour at daily toolbox talks.
3.16	COMO_014	Notes car/pedestrian conflict near Como Parade/ Warraba Road intersection. Suggests shared zone or footpath.	<p>A Road Safety Audit will be undertaken in preparation of detailed design for the proposed works. Any findings in regard to operation of roads and intersections will be forwarded to Sutherland Shire Council.</p> <p>The investigation of intersection upgrades around Como Station would be the responsibility of Sutherland Shire Council. TfNSW will forward this feedback to Council.</p>
3.17	COMO_017 COMO_075	Requests roundabout at Como Parade and Warraba Road intersection.	The investigation of intersection upgrades around Como Station, including the provision of a new roundabout, is the responsibility of Sutherland Shire Council. TfNSW will forward this feedback to Council.
3.18	COMO_049	Suggests a roundabout at the intersection of Novara Crescent and Railway Road.	The investigation of intersection upgrades around Como Station, including the provision of a new roundabout, is the responsibility of Sutherland Shire Council. TfNSW will forward this feedback to Council.
3.19	COMO_022	Ensure pram ramp at Como Parade is not blocked by parked cars.	Parking along Como Parade is the responsibility of Sutherland Shire Council. TfNSW will forward this feedback to Council.

No.	Submission no.	Issue/s raised	TfNSW response
3.20	COMO_030 COMO_033	Requests a pedestrian crossing on both sides of the train station for safety reasons.	<p>The investigation of intersection upgrades around Como Station is the responsibility of Sutherland Shire Council. TfNSW will forward this feedback to Council.</p> <p>It is noted that, a Road Safety Audit will be conducted as part of detail design for the Proposed Works. Any recommendations at the entry and exit of the station will be implemented as required, in collaboration with Sutherland Shire Council.</p>
3.21	COMO_030 COMO_033	Requests a 40km zone around the station or better signage to motorists to slow down.	The investigation of appropriate traffic speeds around Como Station is the responsibility of Sutherland Shire Council. TfNSW will forward this feedback to Council.
4	Biodiversity		
4.1	COMO_010	Requests trees/shrubs along the car park near the intersection of Como Parade and Yamba Road be pruned or removed due to obstruction of sight lines and safety concerns.	These trees/shrubs are located on land owned by Sutherland Shire Council and safety concerns around this intersection is the responsibility of Council. TfNSW will forward this feedback to Council.
4.2	COMO_019	Notes black cockatoos in the area, however they were not mentioned in the specialist studies. Requests that the impact on cockatoos and their habitat be checked.	<p>The vegetation on the Proposal site does not provide important resources, including habitat or food source for any threatened fauna species or migratory birds previously recorded or predicted to occur in the locality given:</p> <ul style="list-style-type: none"> • the small isolated nature of the vegetation patches • the absence of important habitat features • the lack of connectivity with areas of known habitat. <p>Construction of the Proposal will be undertaken in accordance with the TfNSW <i>Fauna Management Guideline</i> (TfNSW, 2015). Should any species of fauna be discovered during necessary vegetation removal, works will stop and species will be relocated.</p>

No.	Submission no.	Issue/s raised	TfNSW response
4.3	COMO_022 COMO_030 COMO_033 COMO_044	Retention of trees to maintain the character of the station and the suburb.	Disturbance of vegetation would be limited to the minimum amount necessary to construct the Proposal. All cleared vegetation shall be offset in accordance with TfNSW's <i>Vegetation Offset Guide</i> . The nine trees identified for removal will be offset with a minimum of 36 trees. All vegetation planted on-site will consist of locally endemic native species.
4.4	COMO_023	Notes bushes on Railway Parade block views to the water.	Removal of any vegetation for creating better views is outside of the project scope. Limited tree removal is required along Railway Road. If any trees are impacted due to the power supply upgrade works in this area, it will be managed in accordance with TfNSW's <i>Vegetation Offset Guide</i> .
4.5	COMO_031	Requests that the stairs beside the carpark lift not be constructed to save at least 4-6 mature trees. Request that no more than three large trees be removed in the carpark lift area.	Five trees are proposed to be removed along the western side of the station. These trees are located within the construction area for the proposed lift as well as the stairs. All cleared vegetation shall be offset in accordance with TfNSW's <i>Vegetation Offset Guide</i> . All trees identified for removal would be offset with a minimum of 36 trees. All vegetation planted on-site is to consist of locally endemic native species.
4.6	COMO_031	Requests that the gardens on the western slope entrance to the station be restored if any damage occurs during construction.	Any damage to gardens would be restored by the Construction Contractor.
4.7	COMO_073	Pleased that many of the existing trees are being retained.	Noted.

No.	Submission no.	Issue/s raised	TfNSW response
4.8	COMO_073	Requested the retention of the <i>Angophora costata</i> described as tree no.12 (marked yellow for possible removal for machinery access).	As noted in section 6.7 of the REF it is recommended that this tree should be retained if possible. Where feasible, preference would be given to retention of Tree 12 and removal of an over-mature <i>Bauhinia variegata</i> growing to the south of Tree 12 for machinery access. A Condition of Approval has been proposed to this effect.
4.9	COMO_073	Concerned that the natural sandstone cliffs will be covered with cement. They are an important visual feature as well as providing habitat for lizards and other small creatures.	Minimal works are proposed to the sandstone cliff outside the underpass.
5 Landscape and visual impacts			
5.1	COMO_041	Requests further information about the urban design of the actual facility. Questions whether there will be unique design features such as those included at Oatley.	The design of the Proposed Activity is as is shown in the REF. Urban design features will be further explored in the detailed design.
5.2	COMO_039	Comments that the 'over-engineered' Platform is a monstrous eyesore, particularly at a station with history and set in a beautiful setting.	The location and design of the station upgrade has been developed in consideration of any visual impacts to the station, buildings and platform A Landscape and Visual Impact Assessment has been undertaken to assess the landscape character and visual impact of the Proposal during both construction and operational stages (section 6.2 of the REF). It was determined that the Proposal is not expected to create a noticeable deterioration in the amenity of the existing view and surrounding built environment.
5.3	COMO_039	Notes that the Council's proposed Como Heritage & Environment Walking Trail will be relying on the station to provide toilet facilities.	Noted. The Proposal will provide a new ambulant toilet and family accessible toilet.

No.	Submission no.	Issue/s raised	TfNSW response
5.4	COMO_039	Noted that this is a special opportunity for the beautification of Como Station to help boost visitors and tourists to the area and use of rail service. Worth making effort to enhance station environment.	The focus of the Proposed Activity is to improve accessibility to meet the standards of the <i>Disability Discrimination Act 1992</i> . The design of the station upgrade has been developed in consideration of visual impacts to the station. Urban design features will be detailed in the detailed design.
5.5	COMO_025 COMO_075	Request for landscaping.	Offset for tree removal and landscaping would be undertaken in accordance with TfNSW's Vegetation Offset Guide and in consultation with the relevant council, and/or the owner of the land upon which the vegetation is to be planted. Landscaping within the wider area is managed by Sydney Trains. This feedback would be passed onto Sydney Trains for consideration.
5.6	COMO_075	Requests that the visual impact of the lift shaft be offset by removing redundant infrastructure at the station, such as the MetroNet tower.	The functionality of the existing MetroNet tower is for Sydney Trains operations. This feedback will be passed on to Sydney Trains for consideration.
6	Safety		
6.1	COMO_020 COMO_022 COMO_025 COMO_030 COMO_033	Ensure the underpass, entry points and station areas are well lit. Notes that Jannali Station is poorly lit	The Proposed Activity includes the modification to the existing station security systems including the installation of new CCTV cameras and lighting of the new underpass area, subject to CPTED principles.
6.2	COMO_039	Concerned that it could be unsafe for parents with strollers and small children to use the dead end side of the carpark.	The Proposed Activity includes the modification to the existing station security systems including the installation of new CCTV cameras and lighting.

No.	Submission no.	Issue/s raised	TfNSW response
6.3	COMO_025	Fencing along the station needs to be repaired it is currently not secure.	Noted. The Proposed Activity is to improve accessibility to meet the standards of the <i>Disability Discrimination Act 1992</i> . This feedback will be passed onto Sydney Trains for consideration.
6.4	COMO_025	Suicide prevention at this station needs to be considered.	The Proposed Activity is to improve accessibility to meet the standards of the <i>Disability Discrimination Act 1992</i> . CPTED principles will be considered in detailed design of the Proposal.
7	Noise and vibration		
7.1	COMO_030 COMO_033	Requests the installing of a clear noise shielding along western side on the train line (Como Parade, from Warraba St to Bulumin St). There is significant train noise up the western side slopes of Como.	A noise assessment of the Proposed Activity has been undertaken and a summary of the results provided in section 6.3 of the REF. There are no changes proposed to the number of trains passing through Como Station and therefore there would be no change to the existing operational noise levels at the station.

Other stakeholder submissions

Table 2 outlines issues raised by Sutherland Shire Council (COMO_042), in their submission, along with TfNSW's response.

Table 2: Response to other stakeholder submissions received

Issue no.	Issue/s raised	TfNSW response
1	General	
1.1	Support for the Proposed Activity, and/or for improving accessibility at the station.	Noted.
2	Consultation under Infrastructure SEPP	
2.1	Notes that under clause 13 of the (Infrastructure SEPP), consultation is required with Council where proposed activities may impact on public places under the ownership of a local Council, have an impact to pedestrian/vehicle movements or have an impact to stormwater management services. Council notes separate reference is made to responses relating to potential impacts and other detailed design requirements.	Noted.
2.2	Notes that in reference to clause 14 consultation for a heritage item that Como Station is not heritage listed and the Proposal is not anticipated to impact upon the significance of any items in the vicinity of Como Station.	Noted.
2.3	Notes in reference to clause 15 where consultation is required with Council where railway station works impact on land that is susceptible to flooding, that the site is not susceptible to flooding.	Noted.
3	Design	
3.1	Requests further information regarding landscaping/finishing details of the area of the existing pathway and the cutting from the Como Parade entrance. Notes that this may have additional environmental impacts regarding use of fill material etc.	Consultation with Sutherland Shire Council would be ongoing during detailed design.
3.2	Queries why the proposed lift and stairs to the station entrance could not be located within the existing path to avoid excavation, rock cutting and the removal of trees.	The location of the lift shaft and stairs has been considered to be the most appropriate location to provide the best outcomes for accessibility with minimal impacts, further improvement will be considered in detailed design. See response to item 2.1 of Table 1.

Issue no.	Issue/s raised	TfNSW response
3.3	<p>Does not support removal of existing non compliant ramp in the car park as it provides an alternative access for commuters who park to the east of the station.</p> <p>Suggests maintaining this access and providing wayfinding signage to advise alternative DDA access locations.</p>	<p>The primary focus of the Proposed Activity is to improve accessibility to meet the standards of the <i>Disability Discrimination Act 1992</i>.</p> <p>TfNSW notes that the level difference between the street and the underpass is prohibitive for a new Disability Discrimination Act compliant ramp. Consequently, a lift is necessary to meet the DSAPT requirements.</p> <p>To provide a compliant lift lobby from the underpass requires cutting into the existing non-compliant ramp. Therefore, the existing ramp has been nominated for removal. The existing ramp is also a safety issue and is non-compliant with BCA Standards. Further improvement will be considered in detailed design. See response to item 2.1 of Table 1.</p>
3.4	<p>Requests ongoing consultation with Council regarding design and upgrades to Councils Infrastructure, similar to what was undertaken for the Jannali Station Upgrade.</p>	<p>Noted. Consultation with Sutherland Shire Council would be ongoing during detailed design.</p>
<p>4 Security</p>		
4.1	<p>Requests improvements to lighting and provision of CCTV in and around the station to provide greater safety and confidence for rail users. Notes that light spill impacts to adjacent residents should also be considered as part of lighting design.</p>	<p>The Proposed Activity includes the modification to the existing station security systems including the installation of new CCTV cameras and upgrades to the station lighting.</p> <p>As per Condition of Approval 32, all permanent lighting for the project will be developed by a suitably qualified lighting designer and prepared in accordance with AS 1158 <i>Road lighting</i> and AS 4282 <i>Control of the Obtrusive Effect of outdoor Lighting</i>.</p>
<p>5 Traffic, Transport and access</p>		
5.1	<p>Requests upgraded bike parking facilities with weather cover and lighting in close proximity to the station entrance.</p>	<p>The focus of the Proposed Activity is to improve accessibility to meet the standards of the <i>Disability Discrimination Act 1992</i>. There is existing bike storage available within the commuter car park on Como Parade.</p> <p>The potential provision of bike facilities close to the new lift will be considered during detailed design.</p>

Issue no.	Issue/s raised	TfNSW response
6	Biodiversity	
6.1	Incorrect identification of Tree No. 16 and No. 5 in the REF.	<p>Tree 5 is a specimen of <i>Callitris rhomboidea</i> as identified in the Biodiversity Arboricultural report (GHD 2019c).</p> <p>Photo 8 in the Biodiversity Arboricultural report (GHD 2019c) shows a dead tree and is described as Tree 16. There are several shrubs and juvenile trees near Tree 16 which were not described because they do not comply with the description of a “tree”, according to the <i>Sutherland Shire Development Control Plan 2003</i>.</p> <p>These identifications have been confirmed by a specialist Arborist.</p>
6.2	Supports retention of Tree No. 4 due to dominant form and canopy. Requests construction based impacts are considered with appropriate management measures.	Noted.
6.3	Requests Trees 8, 11 and 12 be retained and appropriate management of construction activity applied to minimise any adverse impacts.	As noted in section 6.7.4 of the REF, Trees, 8 and 12 would be considered for retention where possible. However tree 11 is likely to require removal due to instability and potential safety impacts.
6.4	Requests moving the lift shaft and stairs to enable retention of Tree no. 13.	<p>The location of the lift shaft and stairs has been considered to be the most appropriate location to provide the best outcomes for accessibility with minimal impacts.</p> <p>Disturbance of vegetation would be limited to the minimum amount necessary to construct the Proposal.</p> <p>All cleared vegetation shall be offset in accordance with TfNSW’s <i>Vegetation Offset Guide</i>. All trees identified for removal will be offset with a minimum of 36 trees. All vegetation planted on-site will consist of locally endemic native species.</p>
6.5	Requests that the removal of any large trees be reviewed, including any adjustments to parking arrangements to accommodate tree retention.	<p>The removal of trees would be reviewed as part of detail design.</p> <p>The parking reconfiguration is required to accommodate the provision of the three accessible parking spaces in line with the standards of the <i>Disability Discrimination Act 1992</i>.</p>

Issue no.	Issue/s raised	TfNSW response
6.6	Requests that any new planting should be used to create canopy planning around the station to improve aesthetics.	Noted. This would be considered in any proposed landscaping and planting as part of the Proposed Activity. All vegetation planted on-site will consist of locally endemic native species.

2.4 Future consultation

Should TfNSW proceed with the Proposed Activity, consultation activities would continue, including consultation with Sutherland Shire Council regarding design development. In addition TfNSW 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 stakeholder have an opportunity to provide feedback on the detailed design
- the community and stakeholders are notified in advance of any upcoming works, 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 [TfNSW email address](mailto:projects@transport.nsw.gov.au)⁴ and TfNSW Infoline (1800 684 490) would continue to be available during the construction phase. Targeted consultation methods, such as use of letters, notifications, signage and verbal communications, would continue to occur. The [TfNSW website](http://www.transport.nsw.gov.au/Como)⁵ would also include updates on the progress of construction.

⁴ projects@transport.nsw.gov.au

⁵ <http://www.transport.nsw.gov.au/Como>

3 Consideration of the environmental impacts

Environmental Planning and Assessment Act 1979

The REF addresses the requirements of section 5.5 of the EP&A Act. In considering the Proposed Activity, 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 clause 228(3) of the EP&A Regulation, an assessment is provided in Chapter 6 of the REF and Appendix B of the REF.

In respect of the Proposed Activity 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 Proposed Activity has been assessed in accordance with the then NSW Department of Planning's 1995 best practice guideline *Is an EIS Required?*⁶ It is concluded that the Proposed Activity 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.

Environment Protection and Biodiversity Conservation Act 1999

As part of the consideration of the Proposed Activity, 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 Proposed Activity described in the REF is not likely to have a significant impact on any Commonwealth land and is not likely to have a significant impact on any matters of NES.

⁶ Refer to the National Library of Australia's 'Trove' website
<http://trove.nla.gov.au/work/7003034?selectedversion=NBD11474648>

4 Conditions of Approval

If approved, the Proposed Activity would proceed subject to the Conditions of Approval included at Appendix B.

5 Conclusion

Having regard to the assessment in the REF and consideration of the submissions received, it can be concluded that the Proposed Activity 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 is not required to be prepared under Division 5.2 of the EP&A Act.

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

The environmental impact assessment (REF and Determination Report) is recommended to be approved subject to the proposed mitigation and environmental management measures included in the Conditions of Approval (refer to Appendix B).

Determination

COMO STATION UPGRADE

APPROVAL

I, LOUISE SUREDA, as delegate of the Secretary, Transport for NSW:

1. Have examined and considered the Proposed Activity in the Como Station Upgrade Review of Environmental Factors (March 2019) and the Como Station Upgrade Determination Report (May 2019) in accordance with section 5.5 of the *Environmental Planning and Assessment Act 1979*.
2. Determine on behalf of Transport for NSW (the Proponent) that the Proposed Activity may be carried out in accordance with the Conditions of Approval in this Determination Report (May 2019), consistent with the Proposal described in the Como Station Upgrade Review of Environmental Factors (March 2019), as amended by this Determination Report (May 2019).



Louise Sureda
Director, Planning and Environment
Infrastructure and Place
Transport for NSW

Date: 30 May 19

References

GHD, 2019a, TAP 3-Como Station Noise and Vibration impact Assessment

GHD, 2019b TAP 3-Como Station Landscape and Visual Impact Assessment

GHD, 2019c Biodiversity Arboricultural report

TfNSW, March 2019, Como Station Upgrade Review of Environmental Factors

Appendix A Review of Environmental Factors

Please refer to the TfNSW website to access the Como Station Upgrade REF:

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

Appendix B Conditions of Approval

CONDITIONS OF APPROVAL

Como Station Upgrade

Note: these conditions of approval must be read in conjunction with the final mitigation measures in the Como Station Upgrade Review of Environmental Factors.

Schedule of acronyms and definitions used:

Acronym	Definition
ADEIA	Associate Director Environmental Impact Assessment (or nominated delegate)
ADEM	Associate Director TfNSW Environmental Management (or nominated delegate)
ADSPD	Associate Director TfNSW Principal Manager Sustainability, Planning and Development (or nominated delegate)
CEMP	Construction Environmental Management Plan
CLMP	Community Liaison Management Plan
CoA	Condition of Approval
dBA	Decibels (A-weighted scale)
ECM	Environmental Controls Map
EIA	Environmental Impact Assessment
EPA	NSW Environment Protection Authority
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EPL	Environment Protection Licence issued by the Environmental Protection Authority under the <i>Protection of the Environment Operations Act 1997</i> .
EMS	Environmental Management System
ISO	International Standards Organisation
OEH	NSW Office of Environment and Heritage
OOHWP	Out of Hours Works Protocol
PCSR	Pre-Construction Sustainability Report
PECM	Pre-Construction Environmental Compliance Matrix
POCR	Pre-Operational Compliance Report
RBL	Rating Background Level
REF	Review of Environmental Factors
TfNSW	Transport for NSW

Acronym	Definition
TMP	Traffic Management Plan
UDP	Urban Design 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 TfNSW 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).
Contamination	The presence in, on or under land of a substance at a concentration above the concentration at which the substance is normally present in, on or under (respectively) land in the same locality, being a presence that presents a risk of harm to human health or any other aspect of the environment.
Designated Works	Includes tunnelling, blasting, piling, excavation or bulk fill or any vibratory impact works including jack hammering and compaction, for Construction.
Emergency Work	Includes works 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 (indigenous or non-indigenous) item.
Environmental Impact Assessment (EIA)	The documents listed in Condition 1 of this approval.
Feasible	A work practice or abatement measure is feasible if it is capable of being put into practice or of being engineered and is practical to build given project constraints such as safety and maintenance requirements.
Noise Sensitive Receiver	In addition to residential dwellings, noise sensitive receivers include, but are not limited to, hotels, entertainment venues, pre-schools and day care facilities, educational institutions (e.g. schools, TAFE colleges), health care facilities (e.g. nursing homes, hospitals), recording studios, places of worship/religious facilities (e.g. churches), and other noise sensitive receivers identified in the environmental impact assessment.
Project	The construction and operation of the Como Station Upgrade as described in the Environmental Impact Assessment.
Proponent	A person or body proposing to carry out an activity under Division 5.1 of the EP&A Act – in the case of the Project, Transport for NSW.
Reasonable	Selecting reasonable measures from those that are feasible involves making a judgment to determine whether the overall benefits outweigh the overall adverse social, economic and environmental effects, including the cost of the measure.

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General	
1	<p>Terms of Approval</p> <p>The Project shall be carried out generally in accordance with the environmental impact assessment (EIA) for this Project, which comprises the following documents:</p> <ul style="list-style-type: none"> a) <i>Como Station Upgrade – Review of Environmental Factors</i> (GHD, March 2019) b) <i>Como Station Upgrade – Determination Report</i> (GHD, May 2019) <p>In the event of an inconsistency between these conditions and the EIA, these conditions will prevail to the extent of the inconsistency.</p>
2	<p>Project Modifications</p> <p>Any modification to the Project as approved in the EIA would be subject to further assessment. This assessment would need to demonstrate that any environmental impacts resulting from the modifications have been minimised. The assessment shall be subject to approval under delegated authority by TfNSW. The Proponent shall comply with any additional requirements from the assessment of the Project modification.</p>
3	<p>Statutory Requirements</p> <p>These conditions do not relieve the Proponent of the 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 Proponent shall comply with the terms and conditions of such licences, permits, approvals and permissions.</p>
4	<p>Pre-Construction Environmental Compliance Matrix</p> <p>A Pre-Construction Environmental Compliance Matrix (PECM) for the Project (or such stages of the Project as agreed to by the Associate Director Environmental Management (ADEM)) shall be prepared detailing compliance with all relevant conditions and mitigation measures prior to commencement of construction. The PECM shall also include details of approvals, licences and permits required to be obtained under any other legislation for the Project.</p> <p>A copy of the PECM shall be submitted to the ADEM for approval, at least 21 days prior to commencement of construction of the Project (or within such time as otherwise agreed to by the ADEM).</p>
5	<p>Construction Environmental Compliance Report</p> <p>A Construction Environmental Compliance Report (CECR) for the Project shall be prepared which addresses the following matters:</p> <ul style="list-style-type: none"> a) compliance with the Construction Environmental Management Plan (CEMP) and these conditions b) compliance with the <i>NSW Sustainable Design Guidelines – Version 4.0</i> compliance checklist (7TP-FT-249) c) compliance with any approvals or licences issued by relevant authorities for construction of the Project d) 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) e) environmental monitoring results, presented as a results summary and analysis f) details of the percentage of waste diverted from landfill and the percentage of spoil beneficially reused

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- g) 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)
- h) details of any review and amendments to the CEMP resulting from construction during the reporting period
- i) any other matter as requested by the ADEM.

The Proponent shall:

- a) submit a copy of the CECR to the EMR for review. The EMR is to be given a minimum period of 7 days to review and provide any comments to the Proponent in relation to the CECR
- b) submit a copy of the CECR to the ADEM (or nominated delegate) for approval upon completion of the EMR review period.

The first CECR shall report on the first six months of construction and be submitted within 21 days of expiry of that period (or at any other time interval agreed to by the ADEM). CECRs shall be submitted no later than six months after the date of submission of the preceding CECR (or at other such periods as requested by the ADEM) for the duration of construction.

6 Pre-Operation Compliance Report

A Pre-Operation Compliance Report (POCR) for the Project shall be prepared, prior to commencement of operation of the Project. The POCR shall detail compliance with all Conditions of Approval, licences and permits required to be obtained under any other legislation for the Project.

The Proponent shall:

- a) submit a copy of the POCR to the EMR for review. The EMR is to be given a minimum period of 7 days to review and provide any comments to the Proponent in relation to the POCR.
- b) upon completion of the EMR review period submit a copy of the POCR to the ADEM (or nominated delegate) for approval. The POCR is to be provided to the ADEM at least one month prior to the scheduled operation of the Project (or such time as otherwise agreed to by the ADEM).

7 Graffiti and advertising

Hoardings, site sheds, fencing, acoustic walls around the perimeter of the site, and any structures within the project footprint or built as part of the Project are to be maintained free of graffiti and advertising not authorised by the Proponent during the construction period. Graffiti and unauthorised advertising will be removed or covered within the following timeframes:

- (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.

Communications

8 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 utility and service providers, bus companies and businesses). The CLMP shall comply with the obligations of these conditions and should include, but not necessarily be limited to:

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- a) details of the protocols and procedures for disseminating information and liaising with the community and other key stakeholders about construction activities (including timing and staging) and any associated impacts during the construction period
- b) stakeholder and issues identification and analysis
- c) procedures for dealing with complaints or disputes and response requirements, including advertising the 24 hour construction response line number
- d) details (including a program) of training for all employees, contractors and sub-contractors on the requirements of the CLMP.

The CLMP shall be prepared to the satisfaction of the Director Community Engagement prior to the commencement of construction and implemented, reviewed and revised as appropriate during construction of the Project.

9 Community Notification and Liaison

The local community shall be advised of any activities related to the Project with the potential to impact upon them.

Prior to any site activities commencing and throughout the Project duration, the community is to be notified of works to be undertaken, the estimated hours of construction and details of how further information can be obtained (i.e. contact telephone number/email, website, newsletters etc.) including the 24 hour construction response line number.

Construction-specific impacts including information on traffic changes, access changes, detours, services disruptions, public transport changes, high noise generating work activities and work required outside the nominated working hours shall be advised to the local community at least seven days prior to such works being undertaken or other period as agreed to by the Director Community Engagement or as required by the Environment Protection Authority (EPA) (where an Environment Protection Licence (EPL) is in effect).

10 Website

The Proponent shall provide electronic information (or details of where hard copies of this information may be accessed by members of the public) related to the Project, on dedicated pages within its existing website, including:

- a) a copy of the documents referred to under Condition 1 of this approval
- b) a list of environmental management reports that are publicly available
- c) 24 hour contact telephone number for information and complaints.

All documents uploaded to the website must be compliant with the Web Content Accessibility Guidelines 2.0.

11 Complaints Management

The Proponent shall set up a 24 hour construction response line number.

Details of all complaints received during construction are to be recorded on a complaints register. A verbal response to phone enquiries on what action is proposed to be undertaken 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. A detailed written response is to be provided to the complainant within seven calendar days for verbal and/or written complaints.

Information on all complaints received during the previous 24 hours shall be forwarded to the TfNSW Community Engagement Manager and the TfNSW Environment and Planning Manager each working day.

Environmental Management

12 Construction Environmental Management Plan

A Construction Environmental Management Plan (CEMP) shall be prepared prior to commencement of construction which addresses the following matters, as a minimum:

- a) traffic and pedestrian management (in consultation with the relevant roads authority)
- b) noise and vibration management
- c) water and soil management
- d) air quality management (including dust suppression)
- e) indigenous and non-indigenous heritage management
- f) flora and fauna management
- g) storage and use of hazardous materials
- h) contaminated land management (including acid sulphate soils)
- i) weed management
- j) waste management
- k) sustainability
- l) environmental incident reporting and management procedures
- m) non-compliance and corrective/preventative action procedures.

The CEMP shall:

- 1. comply with the Conditions of Approval, 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
- 2. comply with the relevant requirements of *Guideline for Preparation of Environmental Management Plans* (Department of Infrastructure, Planning and Natural Resources, 2004)
- 3. include an Environmental Policy.

The Proponent shall:

- i) consult with government agencies and relevant service/utility providers as part of the preparation of the CEMP
- ii) submit a copy of the CEMP to the ADEM for approval at least 21 days prior to the commencement of construction (or within such time as otherwise agreed to by the ADEM)
- iii) review and update the CEMP at regular intervals, and in response to any actions identified as part of Project audits
- iv) ensure updates to the CEMP are made within seven days of the completion of the review or receipt of actions identified by any audit of the document, and be submitted to the ADEM for approval.

The CEMP must be approved by the ADEM prior to the commencement of construction work associated with the Project.

13 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 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 approval of the ADEM, at least 21 days prior to

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commencement of construction of the Project (or within such time as otherwise agreed to by the ADEM).

Any adjustments to environmental resource allocations (on-site or off-site) are to be approved by the ADEM.

14 Environmental Management Representative

Prior to the commencement of construction, the ADEM shall appoint an EMR for the duration of the construction period for the Project.

The EMR shall provide advice to the ADEM in relation to the environmental compliance and performance of the Project. The EMR shall have responsibility for:

- a) considering and advising the Proponent on matters specified in these conditions and compliance with such
- b) reviewing and where required by the ADEM, providing advice on the Project's induction and training program for all persons involved in the construction activities and monitoring implementation
- (c) periodically auditing the Project's environmental activities to evaluate the implementation, effectiveness and level of compliance of on-site construction activities with authority approvals and licences, the CEMP and associated plans and procedures, including carrying out site inspections weekly, or as required by the ADEM
- (d) reporting weekly to the Proponent, or as required by the ADEM
- (e) issuing a recommendation to the Proponent for work to stop immediately, if in the view of the EMR circumstances so require. The stop work recommendation may be limited to specific activities if the EMR can easily identify those activities
- (f) requiring reasonable steps to be taken to avoid or minimise unintended or adverse environmental impacts
- (g) reviewing corrective and preventative actions to ensure the implementation of recommendations made from the audits and site inspections
- (h) providing reports to the Proponent on matters relevant to the carrying out of the EMR role as necessary
- (i) where required by the ADEM, providing advice on the content and implementation of the CEMP and environmental controls map (ECM) in accordance with the conditions
- (j) reviewing and approving updates to the CEMP.

The EMR shall be available during construction activities to inspect the site(s) and be present on-site as required.

15 Environmental Controls Map

The Proponent shall prepare an environmental controls map (ECM) in accordance with TfNSW's *Guide to Environmental Controls Map (3TP-SD-015)* prior to the commencement of construction for implementation for the duration of construction. The ECM is to be endorsed by the EMR and may be prepared in stages as set out in the CEMP.

The Proponent shall submit a copy of the ECM to the EMR for review and endorsement. The EMR is to be given a minimum period of 7 days to review and endorse the ECM. Following receipt of the EMR's endorsement, the ECM shall be submitted to the ADEM (or nominated delegate) for approval, at least 14 days prior to commencement of construction (or such time as is otherwise agreed to by the ADEM).

The ECM shall be prepared as a map – suitably enlarged (e.g. A3 size or larger) for mounting on the wall of a site office and included in site inductions, supported by relevant written information.

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Updates to the ECM shall be made within 7 days of the completion of the review or receipt of actions identified by any EMR audit of the document, and be submitted to the EMR for approval.

Hours of Work

16 Standard Construction Hours

Construction activities shall be restricted to the hours of 7.00am to 6.00pm (Monday to Friday); 8.00am to 1.00pm (Saturday) and at no time on Sundays and public holidays except for the following works which are permitted outside these standard hours:

- a) any works which do not cause noise emissions to be more than 5 dBA 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 EIA or the approved Out of Hours Work Protocol (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 agreed by the ADEM
- d) Emergency Work to avoid the loss of lives, property and/or to prevent environmental harm
- e) any other work as agreed by the ADEM (or nominated delegate) and considered essential to the Project, or as approved by the EPA (where an EPL is in effect).

17 High Noise Generating Activities

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 hours, without a minimum one hour respite period unless otherwise agreed to by the ADEM, or as approved by the EPA (where relevant to the issuing of an EPL).

Noise and Vibration

18 Construction Noise and Vibration

Construction noise and vibration mitigation measures shall be implemented through the CEMP, in accordance with TfNSW's *Construction Noise and Vibration Strategy (7TP-ST-157)* and the EPA's *Interim Construction Noise Guideline* (Department of Environment and Climate Change, 2009). The mitigation measures shall include, but not be limited to:

- a) details of construction activities and an indicative schedule for construction works
- 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 EIA)
- 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 complaints
- e) an Out Of Hours Work Protocol (OOHWP) for the assessment, management and approval of works outside the standard construction hours identified in Condition 14 of this approval, including a risk assessment process which deems the out of hours activities to be of low, medium or high environmental risk, is to be developed. All out of hours works are subject to approval by the ADEM, or as approved by the EPA (where relevant to the issuing of an EPL). The OOHWP should be consistent with TfNSW's *Construction Noise and Vibration Strategy (7TP-ST-157)*

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- f) a description of how the effectiveness of actions and measures shall be monitored during the proposed works, clearly indicating 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.

19 **Vibration Criteria**

Vibration (other than from blasting) resulting from construction and received at any structure outside of the Project shall be limited to:

- a) for structural damage vibration – German Standard DIN 4150:Part 3 – 1999: *Structural Vibration in Buildings: Effects on Structures* and British Standard BS 7385-2:1993 *Guide to Evaluation of Human Exposure to Vibration in Buildings (1 Hz to 80 Hz)*
- b) for human exposure to vibration – the acceptable vibration values set out in the *Environmental Noise Management Assessing Vibration: A Technical Guideline* (Department of Environment and Conservation, 2006) which includes British Standard BS 7385-2:1993 *Guide to Evaluation of Human Exposure to Vibration in Buildings (1 Hz to 80 Hz)*.

These limits apply unless otherwise approved by the ADEM through the CEMP.

20 **Piling**

Wherever practical, piling activities shall be completed using non-percussive piles. If percussive piles are proposed to be used, approval of the ADEM shall be obtained prior to commencement of piling activities.

21 **Non-Tonal Reversing BEEPERS**

Non-tonal reversing beepers (or an equivalent mechanism) shall be 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.

22 **Property condition surveys**

Subject to landowner agreement, property condition surveys shall be completed prior to piling, excavation or bulk fill or any vibratory impact works including jack hammering and compaction (Designated Works) in the vicinity of the following buildings/structures:

- (a) all buildings/structures/roads within a plan distance of 50 metres from the edge of the Designated Works
- (b) all heritage listed buildings and other sensitive structures within 100 metres from the edge of the Designated Works.

Property condition surveys need not be undertaken if a risk assessment indicates that selected buildings/structures/roads identified in (a) and (b) will not be affected as determined by a qualified geotechnical and construction engineering expert with appropriate registration on the National Professional Engineers Register prior to commencement of Designated Works.

Selected potentially sensitive buildings and/or structures shall first be surveyed prior to the commencement of the Designated Works and again immediately upon completion of the Designated Works.

All owners of assets to be surveyed, as defined above, are to be advised (at least 14 days prior to the first survey) of the scope and methodology of the survey, and the process for making a claim regarding property damage.

A copy of the survey(s) shall be given to each owner. A register of all properties surveyed shall be maintained.

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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).

Flora and Fauna

23 Replanting Program

All cleared vegetation shall be offset in accordance with TfNSW's *Vegetation Offset Guide* (9TP-SD-087). All vegetation planted on-site is to consist of locally endemic native species, unless otherwise agreed by the ADEM, following consultation with the relevant council, where relevant, and/or the owner of the land upon which the vegetation is to be planted.

24 Removal of trees or vegetation

Separate approval, in accordance with TfNSW's *Application for Removal or Trimming of Vegetation* (9TP-SD-078), is required for the trimming, cutting, pruning or removal of trees or vegetation where the impact has not already been identified in the EIA for the Project. The trimming, cutting, pruning or removal of trees or vegetation shall be undertaken in accordance with the conditions of that approval.

Contamination and Hazardous Materials

25 Duty to Notify

If previously unidentified contamination is identified within the site, the Proponent is to determine whether there is a Duty to Report under section 60 of the *Contaminated Land Management Act 1997*, and notify the EPA in accordance with the EPA's *Guidelines on the Duty to Report Contamination under the Contaminated Land Management Act 1997* (Department of Environment and Climate Change, 2009).

26 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 a 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 relevant EPA guidelines, including *Guidelines for Consultants Reporting on Contaminated Sites* (OEH, 2011).

A copy of any contamination report must be submitted to the ADEM for review for a minimum period of seven days. The ADEM shall determine whether consultation with the relevant council and/or EPA is required prior to continuation of construction works within the affected area.

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 Condition 26 and Condition 27.*

27 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 and WorkCover 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.

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 Condition 26 and Condition 27.*

28 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, TfNSW's *Chemical Storage and Spill Response Guidelines* (9TP-SD-066) and Australian and ISO standards. These measures shall include:

- a) the storage of hazardous materials, and refuelling/maintenance of construction plant and equipment to be undertaken in clearly marked designated areas that are designed to contain spills and leaks
- b) spill kits, appropriate for the type and volume of hazardous materials stored or in use, to be readily available and accessible to construction workers. Kits are to be kept at hazardous materials storage locations, in site compounds and on specific construction vehicles. Where a spill to a watercourse is identified as a risk, spill kits are to be kept in close proximity to potential discharge points in support of preventative controls
- c) all hazardous materials spills and leaks to be reported to site managers and actions to be immediately taken to remedy spills and leaks

training in the use of spill kits to be given to all personnel involved in the storage, distribution or use of hazardous materials.

29 Contamination investigation

If recommended by the Phase 1 preliminary site investigation report, a Phase 2 detailed site investigation shall be undertaken prior to construction commencing. The assessment shall generally be undertaken in accordance with:

- (a) *The National Environment Protection (Assessment of Site Contamination) Amendment Measure (NEPM) 2013*
- (b) *Contaminated Sites - Sampling Design Guidelines (EPA, 1995)*
- (c) *AS4482 (2005) Guide to investigation and sampling of site with potentially contaminated soil (2005).*

The report shall be prepared in accordance with the DECCW's *Guidelines for Consultants Reporting on Contaminated Sites* (Office of Environment and Heritage, 2011). The report shall include a preliminary waste classification in accordance with the NSW EPA *Waste Classification Guidelines* (EPA, 2014).

Specific requirements for further investigation, remediation or management of any contamination within the identified areas recommended in the Stage 2 Detailed Site Investigation shall be included in the CEMP as appropriate.

If contamination is identified within the Site, the Proponent is to determine whether there is a Duty to Report under section 60 of the *Contaminated Land Management Act 1997* and the OEH Guidelines.

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30	Contamination Management Plan Specific requirements for further investigation, remediation and management of any potential contamination within the identified areas recommended in the Phase 2 contamination assessment shall be included in a contamination management plan as appropriate.
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Erosion and Sediment Control

31	Erosion and Sediment Control Soil and water management measures shall be prepared and implemented as part of the CEMP for the mitigation of water quality and hydrology impacts during construction of the Project. The management measures shall be prepared in accordance with <i>Managing Urban Stormwater: Soils and Construction - Volume 1, 4th Edition</i> (Landcom, 2004).
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Lighting

32	Lighting Scheme All permanent lighting for the Project is to be developed by a suitably qualified lighting designer and prepared in accordance with AS 1158 <i>Road Lighting</i> and AS 4282 <i>Control of the Obtrusive Effect of Outdoor Lighting</i> . The lighting scheme shall address the following as relevant: <ul style="list-style-type: none">a) consideration of lighting demands of different areasb) strategic placement of lighting fixtures to maximise ground coveragec) use of LED lightingd) minimising light spill by directing lighting into the statione) control systems for lighting that dim or switch-off lights settings according to the amount of daylight the zone is receivingf) motion sensors to control low traffic areasg) allowing the lighting system to use low light or switch off light settings while meeting relevant lighting Standards requirementsh) ensuring security and warning lighting is not directed at neighbouring properties. The proposed lighting scheme is to be submitted with the design submission and accepted by TfNSW's Precincts and Urban Design team.
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Sustainability

33	Sustainability Officer The Proponent shall identify a suitably qualified and experienced sustainability officer who is responsible for implementing sustainability objectives for the Project. Details of the sustainability officer, including defined responsibilities, duration and resource allocation throughout the appointment consistent with the Proponent's sustainability objectives are to be submitted to the satisfaction of the ADSPD prior to preparation of the PCSR (if applicable).
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34 Pre-Construction Sustainability Report

Prior to commencement of construction, a Pre-Construction Sustainability Report (PCSR) shall be prepared to the satisfaction of the ADSPD. The Report shall include the following minimum components:

- a) a completed electronic checklist demonstrating compliance with TfNSW's *NSW Sustainable Design Guidelines – Version 4.0* (TTP-ST-114)
- b) a statement outlining the Proponent's own corporate sustainability obligations, goals, targets, in house tools, etc
- c) a documented process to identify and progress innovation initiatives on the Project as appropriate. Areas of innovation that have been confirmed, and those subject to ongoing evaluation for implementation on the Project, are to be identified.

A copy of the PCSR is to be submitted to the ADSPD for approval, at least 14 days prior to the commencement of construction (or within such time as otherwise agreed to by the ADSPD).

Urban Design and Landscaping**35 Urban Design Plan**

An Urban Design Plan (UDP) shall be prepared which demonstrates design excellence in the essential urban design requirements of the Project, as evident in the following matters:

- a) the appropriateness of the proposed design with respect to the existing surrounding landscape, built form, behaviours and use-patterns (including consideration of Crime Prevention Through Environmental Design principles). This is to include but not be limited to:
 - i) connectivity with surrounding local and regional movement networks including street networks, other transport modes and active transport networks. Existing and proposed paths of travel for pedestrians and bicycles should be shown
 - ii) integration with surrounding local and regional open space and or landscape networks. Existing and proposed open space infrastructure/landscape elements should be shown
 - iii) integration with surrounding streetscape including street wall height, active frontages, awnings, street trees, entries, vehicle cross overs etc
 - iv) integration with surrounding built form (existing or desired future) including building height, scale, bulk, massing and land use
- b) total water management principles to be integrated into the design where considered appropriate
- c) consideration of the design refinements listed below during design development to maximise the urban design outcomes of the Project, along with a justification if any of the below is unable to be progressed:
 - i) selection of appropriate materials and colour finishes for new elements of the Project to minimise visual impacts and enhance the overall appearance
 - ii) any other matters which the conditions require the UDP to address.

The UDP shall be:

1. prepared and submitted to TfNSW with each design submission
2. prepared in consultation with council and relevant stakeholders, where appropriate
3. prepared by a registered architect and/or landscape architect who has appropriate and relevant urban design expertise
4. endorsed by TfNSW's Precincts and Urban Design team

Traffic and Access

36 Traffic Management Plan

A construction Traffic Management Plan (TMP) shall be prepared as part of the CEMP which addresses, as a minimum, the following:

- a) ensuring adequate road signage at construction work sites to inform motorists and pedestrians of the work site ahead to ensure that the risk of road accidents and disruption to surrounding land uses is minimised
- b) maximising safety and accessibility for pedestrians and cyclists
- c) ensuring adequate sight lines to allow for safe entry and exit from the site
- d) ensuring access to Como Station and surrounding businesses and residential properties (unless affected property owners have been consulted and appropriate alternative arrangements made)
- e) managing impacts and changes to on and off street parking and requirements for any temporary replacement parking (this could include revising on-street parking regulations and to maximise opportunities for new on-street parking in the vicinity of the station during the construction period)
- f) parking locations for construction workers away from stations and busy residential areas and details of how this would be monitored for compliance
- g) routes to be used by heavy construction-related vehicles to minimise impacts on sensitive land uses and businesses
- h) details for the locations of kiss and ride, taxi rank and replacement bus stops if required including appropriate signage to direct customers, in consultation with the relevant taxi/bus operator(s). Particular provisions should also be considered for the accessibility impaired
- i) measures to manage traffic flows around the area affected by the Project, including as required regulatory and direction signposting, line marking and variable message signs and all other traffic control devices necessary for the implementation of the TMP.

The Proponent shall consult with the relevant roads authority during preparation of the TMP as required, and obtain any approvals required under the *Roads Act 1993*. The performance of all Project traffic arrangements must be monitored during construction.

37 Road Condition Reports

Prior to construction commencement, the Proponent shall prepare road condition surveys and reports on the condition of roads and footpaths affected by construction. Any damage resulting from the construction of the Project, aside from that resulting from normal wear and tear shall be repaired at the Proponent's expense.

38 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, detailed assessment of sight distances for vehicles and new kiss and ride area and identification of mitigation measures proposed.

The Road Safety Audit is to be submitted to and accepted by TfNSW. The findings of the Road Safety Audit would be provided to Sutherland Shire Council for information.

CoA number	Type
Heritage Management	
39	<p>Indigenous and Non-Indigenous Heritage</p> <p>If previously unidentified Indigenous or non-Indigenous heritage/archaeological items are uncovered during construction works, the procedures contained in the TfNSW <i>Unexpected Heritage Finds Guideline</i> (3TP-SD-115) shall be followed and all works in the vicinity of the find shall cease. The TfNSW Environment and Planning Manager shall be immediately notified to co-ordinate a response, which may include seeking appropriate advice from a suitably qualified and experienced heritage consultant (in consultation with the Heritage Division, OEH where appropriate). Works in the vicinity of the find shall not re-commence until clearance has been received from TfNSW and/or the heritage consultant.</p>
Site Specific Conditions	
SC1	<p>Preference will be given to retention of Tree 12 and removal of an over-mature *<i>Bauhinia variegata</i> growing to the south of Tree 12 for machinery access. Tree 12 will not be removed without separate approval in accordance with TfNSW's <i>Application for Removal or Trimming of Vegetation</i> (9TP-SD-078).</p>
SC2	<p>As part of the detailed design process, an option to shift the proposed stairwell from inside the commuter car park towards the Como Parade footpath is to be investigated. This option is to allow for the stairs to follow the existing ground contours, provide better passive surveillance and improve connectivity to the underpass. This design option is to be submitted to TfNSW at least 28 days prior to commencement of the stairs construction works for review and acceptance by the Program Director of the Transport Access Program.</p>
SC3	<p>As part of the detailed design process, an option to provide a kiss and ride space on the western side of the station (Como Parade) is to be investigated. The kiss and ride option is to be submitted to TfNSW for review and acceptance by the Program Director of the Transport Access Program.</p>

END OF CONDITIONS