



New Intercity Fleet Springwood to Lithgow Rail Corridor Modifications

Determination Report





Transport
for NSW

Springwood to Lithgow Rail Corridor Modifications Determination Report

New Intercity Fleet Program
Ref-5828290

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Glossary and abbreviations

Term	Meaning
BMCC	Blue Mountains City Council
CEMP	Construction Environmental Management Plan
CMS	Conservation Management Strategy
Contractor	The Contractor for the Proposed Activity would be appointed by TfNSW to undertake the detailed design and construction of the Proposed Activity.
Determination Report	This document – a report prepared by TfNSW to assess and address certain matters to allow for a determination of the Proposed Activity under, and in accordance with, Part 5 of the EP&A Act.
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i> (NSW)
EP&A Regulation	<i>Environmental Planning and Assessment Regulation 2000</i> (NSW)
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999</i> (Commonwealth)
Infrastructure SEPP	<i>State Environmental Planning Policy (Infrastructure) 2007</i> (NSW)
LEP	Local Environmental Plan
LGA	Local Government Area
NES	Matters of 'National Environmental Significance' under the EPBC Act
OEH	NSW Office of Environment and Heritage
Proposed Activity	The construction and operation of the Springwood to Lithgow Rail Corridor Modifications
REF	Review of Environmental Factors
Roads and Maritime	NSW Roads and Maritime Services (formerly Roads and Traffic Authority)
Section 139 Exception	Refers to an exception under Section 139 (1b) of the <i>Heritage Act 1977</i> issued for the Proposed Activity by the Heritage Council in September 2017 (included at Appendix D)
Section 60 Approvals	Refers to the Section 60 Approvals issued for the Proposed Activity under the <i>Heritage Act 1977</i> by the Heritage Council in October and November 2017 (included at Appendix C).
SHR	State Heritage Register
SoHI	Statement of Heritage Impact
TfNSW	Transport for New South Wales
TMP	Traffic Management Plan

Definitions

Term	Meaning
Carriages/cars	Individual pieces of rolling stock designed to carry passengers.
Concept design	The concept design is the preliminary design presented in this REF, which would be refined by the Contractor (should the Project proceed) to a design suitable for construction (subject to TfNSW acceptance).
Curtilage	The boundary of the relevant heritage listing (i.e. the area of land surrounding an item or area of heritage significance which is essential for retaining and interpreting its heritage significance).
Detailed design	Detailed design broadly refers to the process that the Contractor undertakes (should the Project proceed) to refine the concept design to a design suitable for construction (subject to TfNSW acceptance).
Determination	TfNSW is a determining authority for projects which require assessment under Part 5 of the EP&A Act and must undertake this role in accordance with Section 111. To make a determination, TfNSW will prepare a report to document the consideration of the relevant legislative requirements and the potential environmental impacts of the project and determine whether these impacts are likely to be significant. TfNSW may also impose conditions of approval, as part of the determination.
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.
Interchange	Transport interchange refers to the area/s where passengers transit between vehicles or between transport modes. It includes the pedestrian pathways and cycle facilities in and around an interchange.
New Intercity Fleet	The New Intercity Fleet is a new fleet of trains that will replace the existing intercity fleet and is intended to service the Central Coast and Newcastle, the Blue Mountains and the South Coast Lines.
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 and places of worship/religious facilities (e.g. churches).
NSW TrainLink	From 1 July 2013, NSW Trains (NSW TrainLink) became the new rail provider of intercity, regional and interstate rail and coach services for customers travelling longer distances.
Oscars	A class of electric passenger train that is part of the existing intercity fleet that operates beyond the Sydney suburban area to intercity destinations such as Wyong (Central Coast & Newcastle Line) and Kiama (South Coast Line).
Out of hours works	Defined as works <i>outside</i> standard construction hours (i.e. outside of 7am to 6pm Monday to Friday, 8am to 1pm Saturday and no work on Sundays/public holidays).

Term	Meaning
Platform coping	Refers to the capping/covering of station platform edges, typically with a concrete top layer.
Project site	The Rail corridor between Springwood and Lithgow railway stations, including ancillary facilities and temporary construction compounds both within and outside the existing rail corridor.
Proponent	A person or body proposing to carry out an activity under Part 5 of the EP&A Act – in this instance, TfNSW.
Routine rail possession	<p>Possession is the term used by railway building/maintenance contractors to indicate that they have taken possession of the track (usually a block of track) for a specified period, so that no trains operate for a specified time. This is necessary to ensure the safety of workers and rail users.</p> <p>Routine rail possessions are scheduled closures that would occur regardless of the Proposed Activity.</p>
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.
Sensitive receivers	Land uses which are sensitive to potential noise, air and visual impacts, such as residential dwellings, schools and hospitals.
Sydney Trains	From 1 July 2013, Sydney Trains replaced CityRail as the provider of metropolitan train services for Sydney.
Ten Tunnels Deviation	The Ten Tunnels Deviation is a section of track extending for approximately 4.5 kilometres between Newnes Junction and the Zig Zag Signal Box. It comprises ten heritage-listed tunnels ranging from 79 metres to 790 metres in length. The proposed modifications to the Ten Tunnels Deviation is subject to a separate environmental assessment, and is excluded from the scope of works for this Project.
Track slewing	Re-positioning of rail tracks.
Train sets	A series of train carriages/cars that are linked together for a particular service.
Vegetation Offset Guide	<p>The TfNSW guide that applies where there is vegetation clearing proposed, and where the impact of the proposed clearing is not deemed 'significant' for the purposes of section 111 of the EP&A Act.</p> <p>The Guide provides for planting of a minimum of eight trees for each large tree with a diameter at breast height (DBH) of more than 60 cm, four trees where the DBH is 15-60 cm, or two trees where DBH is less than 15 cm.</p>
V-sets	A class of electric passenger train that is part of the existing intercity fleet that operates on the Central Coast & Newcastle Line and Blue Mountains Line.

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 Springwood to Lithgow Rail Corridor Modifications (the 'Proposed Activity'), which is part of the New Intercity Fleet program.

The Proposed Activity would involve modifications to stations and other rail corridor upgrades extending from between Springwood Station and Faulconbridge Station up to and including Lithgow Station (but excluding the Ten Tunnels Deviation) to facilitate the introduction of the new trains which are longer and marginally wider than the existing trains.

Proposed modifications to accommodate the New Intercity Fleet through the Ten Tunnels Deviation (a section of track extending for approximately 4.5 kilometres between Newnes Junction and Zig Zag) are currently being developed by TfNSW, and will be subject to a separate environmental impact assessment process. These modifications are therefore excluded from the scope of the Proposed Activity.

AECOM on behalf of TfNSW (as the Proponent for the Proposed Activity) has prepared a Review of Environmental Factors (REF) that details the scope of works and environmental impacts associated with the Proposed Activity. The REF was prepared 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).

Modifications to the Proposed Activity

No modifications to the proposed scope of works have been made to the Proposed Activity since the REF was prepared, however modifications to the design 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 the potential significance of impacts 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 Springwood to Lithgow Rail Corridor Modifications, to comply with its obligations under Part 5 of the EP&A Act, and to determine whether or not to proceed with the Proposed Activity. TfNSW must make a determination in accordance with the provisions of Part 5 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

TfNSW is the NSW Government's lead public transport agency with responsibility for ensuring that planning and policy are fully integrated across all modes of transport in NSW. It manages a multi-billion dollar budget allocation for train, bus, ferry, light rail and taxi services and related infrastructure in NSW.

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

In May 2014, the NSW Government announced that it would deliver a New Intercity Fleet to replace the trains carrying customers from Sydney to the Central Coast, Newcastle, the Blue Mountains and the South Coast. The introduction of the New Intercity Fleet would replace the older electric train fleets currently used to provide intercity services.

The New Intercity Fleet will:

- provide a more consistent and improved level of customer service for intercity passengers
- facilitate the retirement of the two oldest electric train sets currently in operation
- reduce the costs of intercity operations..

Modifications are proposed to stations and other upgrades to the rail corridor between Springwood Station and Faulconbridge Station up to and including Lithgow Station (but excluding the Ten Tunnels Deviation) to facilitate the introduction of the new trains which are longer and marginally wider than the existing trains (see Figure 1 and Figure 2).

Proposed modifications to accommodate the New Intercity Fleet through the Ten Tunnels Deviation (a section of track extending for approximately 4.5 kilometres between Newnes Junction and Zig Zag) are currently being developed by TfNSW and will be subject to a separate environmental impact assessment process. These modifications are therefore excluded from the scope of the Proposed Activity.

TfNSW is the Proponent for the Springwood to Lithgow Rail Corridor Modifications (referred to as the 'Proposed Activity' for the purposes of this report).

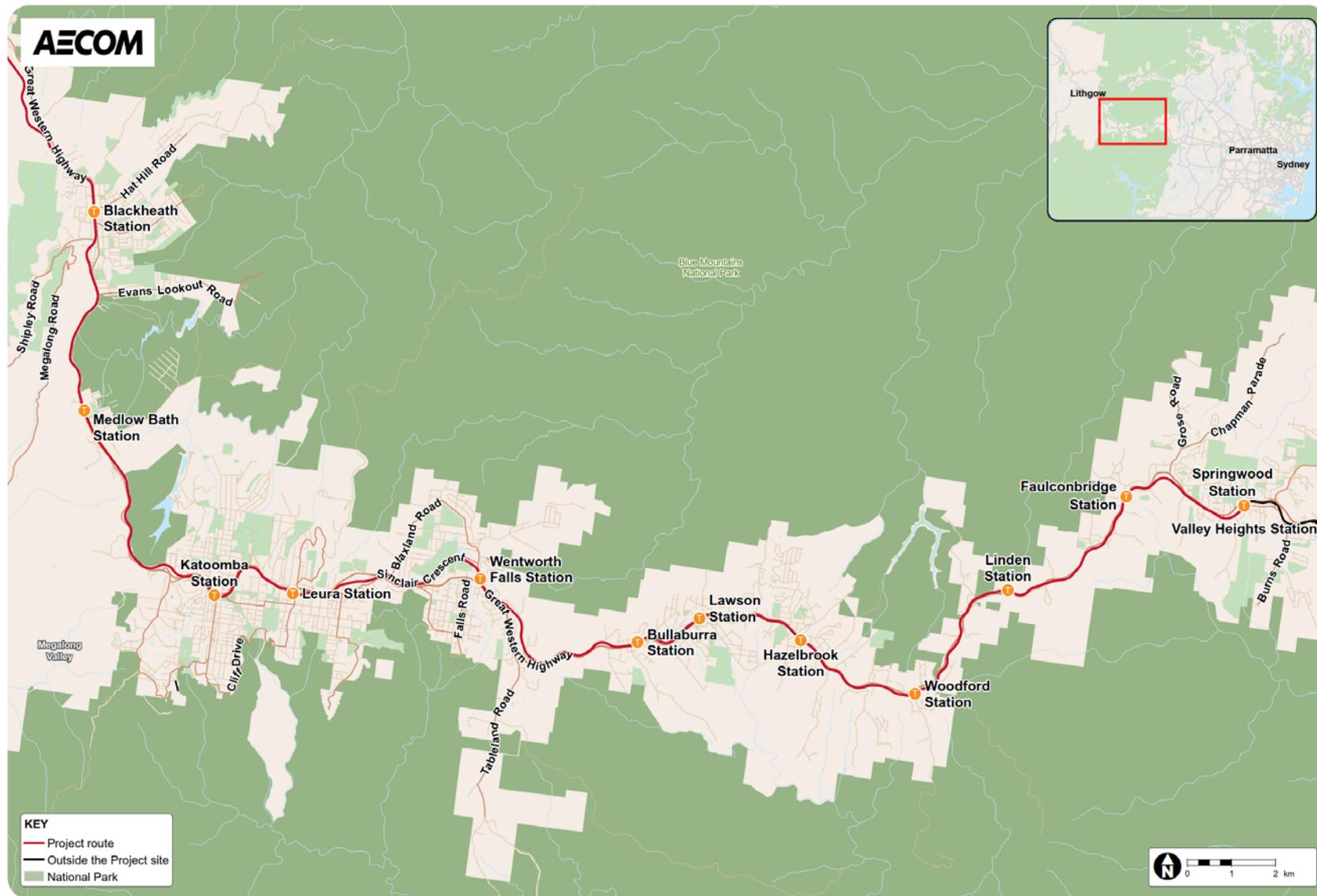


Figure 1: Overview of Proposed Activity (part 1 of 2)

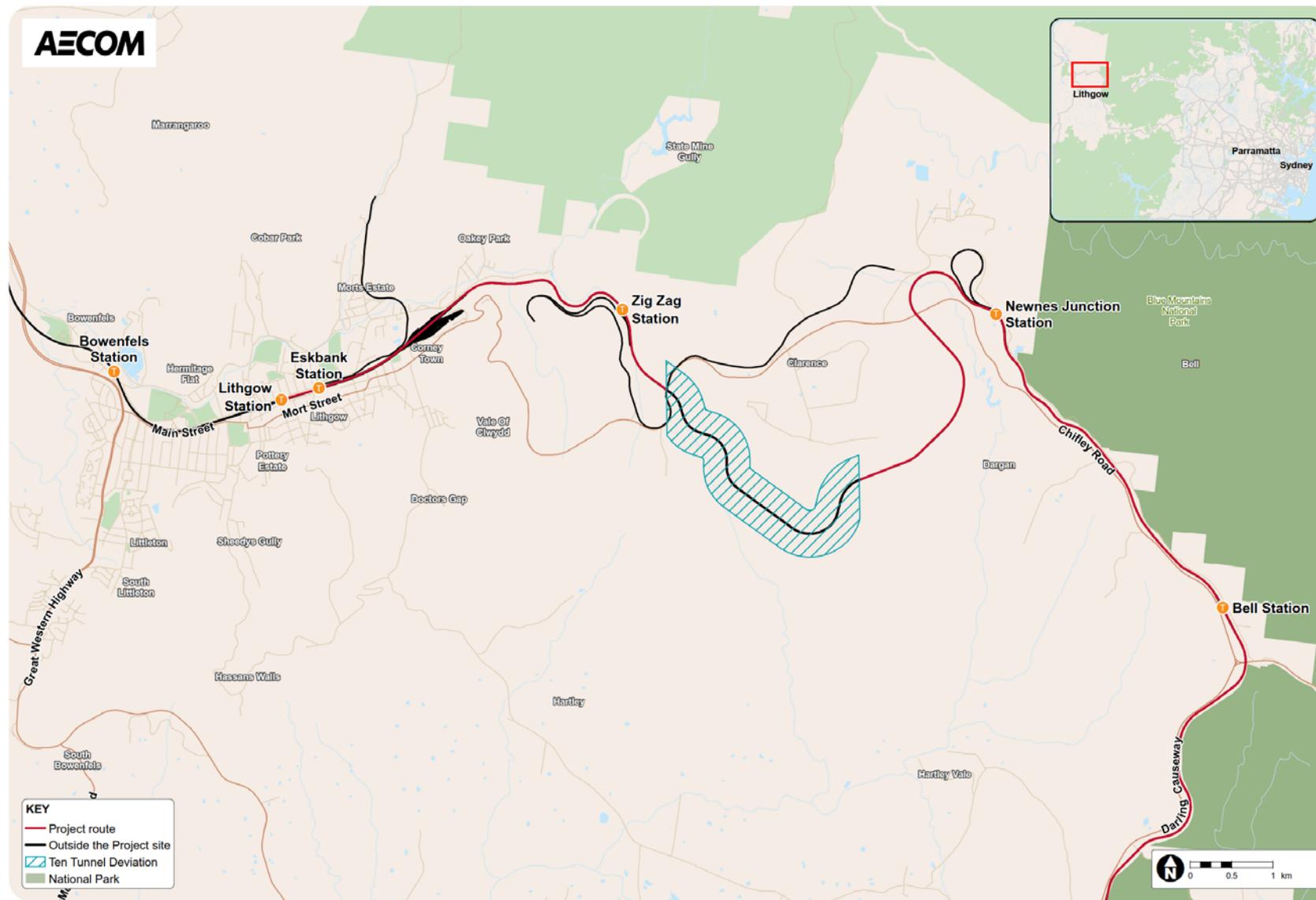


Figure 2: Overview of Proposed Activity (part 2 of 2)

1.2 Review of Environmental Factors (REF)

A Review of Environmental Factors (REF) has been prepared for the Proposed Activity in accordance with sections 111 and 112 of the *Environmental Planning and Assessment 1979* (EP&A Act), and clause 228 of the *Environmental Planning and Assessment Regulation 2000* (EP&A Regulation). The REF 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 in Appendix A.

The Springwood to Lithgow Rail Corridor Modifications REF was placed on public display from Tuesday 8 August to Tuesday 29 August 2017, with 126 submissions received. Issues raised in these submissions are addressed in Section 2 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 Part 5 of the EP&A Act (refer to Figure 3).

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

- 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*:

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



Figure 3: Planning approval process

1.4 Description of the Proposed Activity in the REF

The Proposed Activity involves modifications to stations and other rail corridor upgrades extending from between Springwood Station and Faulconbridge Station up to and including Lithgow Station (excluding the Ten Tunnels Deviation) to facilitate the introduction of the new trains which are longer and marginally wider than the existing trains.

An overview of the Proposed Activity, which is the subject of the Springwood to Lithgow Rail Corridor Modifications 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:

- extension of platforms at Katoomba Station and Lithgow Station
- modifications to station platform edges (also known as platform coping)
- re-positioning of rail tracks (track slewing) along the length of the rail corridor (excluding the section of the Ten Tunnels Deviation between Newnes and Zig Zag)
- modification of the existing platform canopy at Faulconbridge Station
- survey and geotechnical investigations
- signalling works to accommodate the new track position and platform modifications
- adjustment of the overhead wiring system and supporting structures as required.

Construction is expected to commence in 2018 and take around two years to complete due to the need to complete works during rail possessions.

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

1.4.1 Working hours

Where practicable, construction work would be undertaken during standard construction hours, which are as follows:

- 7am to 6pm Monday to Friday
- 8am to 1pm Saturdays
- no work on Sundays or public holidays.

Works undertaken during these hours may include minor civil works and modifications such as the installation of public announcement systems, CCTV and lighting to platform extensions at Katoomba Station and Lithgow Station.

However, a large portion of the works would need to occur outside standard hours, which would be undertaken during routine rail possessions. Routine rail possessions are scheduled closures that would occur regardless of the Project when part of the rail network is temporarily closed and trains are not operating.

Approval from TfNSW would be required for any out of hours work and the affected community would be notified as outlined in TfNSW's *Construction Noise Strategy* (TfNSW, 2017).

2 Consultation and assessment of submissions

2.1 REF public display

The Springwood to Lithgow Rail Corridor Modifications REF was placed on public display from Tuesday 8 August to Tuesday 29 August 2017 at seven locations, as well as on the [Transport for NSW website](http://www.transport.nsw.gov.au/projects/intercity-fleet)¹ and the NSW Government [Have Your Say website](http://www.haveyoursay.nsw.gov.au)².

Community consultation activities undertaken during the public display period included:

- community information sessions held on:
 - 11 and 19 August 2017 at the Blue Mountains Theatre and Community Hub, Springwood
 - 12 and 15 August 2017 at the Blue Mountains Cultural Centre, Katoomba
 - 21 and 22 August 2017 at the Lithgow Valley Plaza, Lithgow
- distribution of 8000 flyers to customers at Springwood, Hazelbrook, Wentworth Falls, Katoomba and Lithgow Stations, and to nearby residents and/or businesses along the rail corridor between Springwood and Lithgow
- installation of project signage at stations between Springwood and Lithgow
- public display of the REF at the following seven locations: Blue Mountains City Council (BMCC) in Katoomba and Springwood, Lithgow City Council, Katoomba Library, Lithgow Library and Learning Centre, the Wentworth Falls Library and at the TfNSW reception in Chatswood
- placement of advertisements in the *Blue Mountains Gazette* on 9 August and 16 August 2017 and the *Lithgow Mercury* on 11 August and 18 August 2017
- information on the TfNSW website
- a briefing to BMCC officers and councillors on 15 August 2017
- 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 BMCC, Lithgow City Council and the Office of Environment and Heritage (OEH) – National Parks and Wildlife Service as per the consultation requirements under clause 14 and 16 of the Infrastructure SEPP.

Consultation was also undertaken with Subsidence Advisory NSW (formerly the Mine Subsidence Board) during the REF/public display period as the Proposed Activity would be located within the Lithgow Mine Subsidence District.

¹ <http://www.transport.nsw.gov.au/projects/intercity-fleet>

² <http://www.haveyoursay.nsw.gov.au>

2.2 REF submissions

A total of 126 submissions were received by TfNSW, including submissions from BMCC, OEH (National Parks and Wildlife Service) and Subsidence Advisory NSW. Submissions included feedback on a range of issues in relation to the Proposed Activity. The key issues raised in submissions were:

- features of the New Intercity Fleet trains (47%), particularly:
 - seating configuration
 - comfort of seats
 - provision of a vestibule to separate seating from the train doors (for temperature regulation and noise)
- justification for the Proposed Activity / New Intercity Fleet program (21%)
- requests for improvements outside the scope of the Proposed Activity (13%)
- concern for potential travel disruptions (6%)
- safety and security concerns (6%).

2.3 Consideration and response to submissions

2.3.1 Community submissions

A summary of all issues raised and associated responses is provided in Table 1.

Table 1 Responses to community submissions

No.	Submission no.	Issue/s raised	TfNSW response
1	General		
1.1	001; 007; 013; 037; 052; 054; 056; 096; 102	Support for the Proposed Activity.	Noted.
1.2	024	Concern with the New Intercity Fleet terminating at Lithgow and not extending to destinations further west.	Lithgow represents the end of service for the intercity train network because the Blue Mountains Line is only electrified to Lithgow. Only diesel fleets such as the XPT and Endeavour can travel beyond Lithgow to destinations such as Bathurst, Orange and Dubbo. Modifications to the track and stations to the west of Lithgow are not part of the Proposed Activity.
2	Scope of work		
2.1	008; 049	Concern that the Proposed Activity did not include plans to modify Mount Victoria Station (track slewing, platform) and that no heritage assessment was undertaken for the station.	Modifications at Mount Victoria Station (platform extension, coping modifications and track slewing) are not included in the Proposed Activity as they are proposed to be undertaken by Sydney Trains as part of a separate project. A separate heritage assessment for Mount Victoria Station will be undertaken as part of that separate project.
2.2	001; 071; 108	Request for the inclusion of a passing track in the scope of the Proposed Activity.	Passing tracks are not part of the Proposed Activity as the purpose of the Proposed Activity is to allow for the safe passage of the New Intercity Fleet along the existing Blue Mountains Line.
2.3	033; 034	Concern regarding proposed modifications to the Ten Tunnels Deviation (and seeking information on the justification for these activities and consideration of alternatives).	Proposed modifications to accommodate the New Intercity Fleet through the Ten Tunnels Deviation are currently being developed and will be subject to a separate design and environmental impact assessment process. Community consultation activities will be undertaken as part of the assessment process.

No.	Submission no.	Issue/s raised	TfNSW response
2.4	035	Request for all platforms along the Blue Mountains Line to be made longer to fit the entire length of the New Intercity Fleet.	<p>The Proposed Activity only requires platform extensions at Katoomba Station and Lithgow Station which are terminating stations, and where all customers and staff must be capable of exiting the train.</p> <p>Limited opening of carriage doors would take place at other stations similar to arrangements currently in place on the existing rail network.</p>
2.5	035; 077	Request for more station name signs to be installed at station platforms and displayed on the train as announcements do not always notify customers of the current location.	<p>Improvements to stations are currently being undertaken as part of NSW Government initiatives such as the Transport Access Program, Wayfinding Program and other programs of works by TfNSW and Sydney Trains. Work to improve station amenity is outside of the scope of work included in the Proposed Activity.</p> <p>Digital screens will be provided on the New Intercity Fleet to improve information about upcoming stations to customers.</p>
2.6	066	Concern over the temporary use of the car parking spaces during construction and long-term removal of car parking spaces at Blackheath Station commuter car park.	<p>In the long-term, no operational changes to the Blackheath Station commuter car park are proposed as part of the Proposed Activity.</p> <p>As per Section 6.4.2 of the REF, about 11 of the 21 commuter spaces at the Blackheath Station commuter car park would be temporarily affected to accommodate the construction of the Proposed Activity. Disruption would be limited as much as practicable. As noted in Section 3.2.7 of the REF, not all of the identified spaces are likely to be required.</p> <p>Notification would be provided to the community and local residents to inform them in advance of changes to parking.</p> <p>Any removal of spaces proposed by Roads and Maritime or BMCC is outside the scope of the Proposed Activity and would be undertaken as part of a separate proposal.</p>
2.7	090	Request for decrease in the gradient of tracks.	Changes to the gradient of the Blue Mountains Line are outside of the scope of the Proposed Activity.
2.8	055	Request for provision of toilets at Bullaburra Station.	Station amenities and other station upgrades are outside the scope of the Proposed Activity.

No.	Submission no.	Issue/s raised	TfNSW response
2.9	055	Request for an Opal Card top-up machine at Bullaburra Station or in close vicinity.	No changes to the provision of Opal Card services are proposed as part of the Proposed Activity. Station amenity upgrades are outside the scope of the Proposed Activity.
2.10	112	Concern that there are no details on the required modifications to Glenbrook tunnel or information on a proposed solution at Glenbrook tunnel.	Modifications to the Glenbrook tunnel to allow for the operation of the New Intercity Fleet are not required.
2.11	112	Concern that track re-positioning will cause problems with the overhead wiring support structures.	<p>Adjustment of the overhead wiring system and supporting structures would occur in a few locations as a result of the track slewing, coping modifications and platform extensions.</p> <p>As per Section 2.4.1, the preferred design option for the Proposed Activity nominates an optimised combination of both track slewing and platform coping modifications to achieve the necessary width clearances while reducing the level of impact to heritage fabric and the need to relocate other structures (including overhead wiring support structures) along the rail corridor.</p> <p>Where works would interfere with the overhead wiring structures (e.g. at Katoomba Station and Eskbank Station) the structures would be relocated or replaced to ensure ongoing operation.</p>
2.12	112	Concern that the 10 car services would not improve capacity as the longer trains would not fit at all platforms on the Blue Mountains Line and that space constraints at most existing stations would prohibit future extensions.	<p>The New Intercity Fleet will operate as 8 and 10 car sets on the Blue Mountains Line.</p> <p>The Proposed Activity only requires platform extensions at Katoomba Station and Lithgow Station which are terminating stations, and where all customers and staff must be capable of exiting the train.</p> <p>Limited opening of carriage doors would occur at other stations similar to special platform access as currently utilised on the existing rail network.</p> <p>Based on current services and projected demand, on average more than 95 per cent of intercity customers will have a seat available on the New Intercity Fleet.</p>
2.13	035	Request for extension of the Penrith Station canopy.	Extension of the Penrith Station canopy is not included in the scope of the Proposed Activity.

No.	Submission no.	Issue/s raised	TfNSW response
2.14	016; 062; 074, 095	Request for accessible path of travel for all stations (e.g. lifts).	<p>Improvements to station infrastructure/layouts are not part of the Proposed Activity.</p> <p>The NSW Government's Transport Access Program is an initiative to provide a better experience for public transport customers by delivering accessible, modern, secure and integrated transport infrastructure. More information can be found at the Transport Access Program website³.</p>
2.15	071	Concern that trains may terminate at Mount Victoria and that service to Lithgow would be impacted or lost.	<p>Subject to approval, modifications will be made to the Blue Mountains Line to allow the passage of the New Intercity Fleet all the way to Lithgow as part of the Proposed Activity.</p> <p>Based on current timetables, trains may terminate at Springwood, Katoomba, Mount Victoria and Lithgow Stations depending on time of day and demand for services. The Proposed Activity involves construction works along the Blue Mountains Line, including locations beyond Mount Victoria to ensure the New Intercity Fleet can reach Lithgow.</p>
2.16	001; 048; 061; 071	Request for improvements to make the travel time along the Blue Mountains Line quicker and/or with more frequent services being made available for customers.	<p>The Proposed Activity includes modifications along the Blue Mountains Line between Springwood and Lithgow to facilitate the introduction of the New Intercity Fleet. Although the New Intercity Fleet is capable of speeds of up to 160 km/h, the maximum speed reached is dependent upon factors such as network speed limits. Large scale investment in infrastructure is required to deliver a significant reduction in journey times, and this investment is not within the scope of this Project.</p> <p>With regard to timetable service, TfNSW periodically reviews the performance of the network and where necessary, makes adjustments to the timetable to help ensure on-time performance and improve services.</p> <p>A new timetable for existing services will be delivered from 26 November 2017 – more information can be found at the More Trains More Services website⁴.</p>

³ www.transport.nsw.gov.au/projects-tap

⁴ www.transport.nsw.gov.au/projects/more-trains-more-services

No.	Submission no.	Issue/s raised	TfNSW response
2.17	001	Request to provide information regarding plans to upgrade the Auburn to Central line.	Upgrades to the track between Auburn and Central are outside of the scope of the Proposed Activity. Modifications to other parts of the network to allow for the safe operation of the New Intercity Fleet are being delivered through separate environmental assessments and delivery contracts. While there are no current specific projects aimed at upgrading the tracks between Auburn and Central, updates on a range of current TfNSW projects can be found on the Current Projects website ⁵ . These include Sydney Metro, Central Station Precinct and other projects with the objective of facilitating a more reliable transport network.
2.18	076	Request to open up Newnes Junction as a passenger train stop.	Consideration of opening Newnes Junction to passenger services is not part of the Proposed Activity.
2.19	093	Request for Bathurst Bullet to stop at Strathfield interchange.	Consideration of additional stops as part of the Bathurst Bullet service has not been considered as part of the Proposed Activity.
2.20	059	Request for a shuttle bus to be provided between Penrith and Mount Victoria to allow for a regular service within the mountains, and to allow travel later at night heading towards the city.	Additional services (bus or train) such as connections between Mount Victoria and Penrith and changes to existing timetables are part of broader transport planning by TfNSW and not specific to the Proposed Activity.
2.21	049	Enquiry as to whether a bus terminus would be provided at Mount Victoria Station to service the Indian Pacific Line.	Any changes to the service, connections or stops along the Indian Pacific route or at Mount Victoria Station are not part of the Proposed Activity.
3	Construction timing		
3.1	068; 071	Concern that the work will take longer than expected.	The final construction timing would be confirmed by the Contractor during construction planning. However, the Proposed Activity requires using approximately 10 routine rail possessions (usually restricted to Saturdays and Sundays) over a two-year period.

⁵ <https://www.transport.nsw.gov.au/projects/current-projects>

No.	Submission no.	Issue/s raised	TfNSW response
3.2	083	Enquiry if modifications / works would be undertaken prior to the New Intercity Fleet servicing the Blue Mountains Line.	Modifications to the Blue Mountains Line are required to be completed prior to the introduction of the New Intercity Fleet rolling stock. The modifications will be completed to meet the delivery schedule of the New Intercity Fleet.
3.3	082	Request for works to be undertaken at night time over weekends to avoid daytime disruption to traffic along the local roads due to loss of train services.	<p>The majority of work is planned to take place during routine rail possessions to help minimise disruptions to local users, commuters and the surrounding areas. Appropriate access routes for construction workers would be determined during detailed design to help further minimise impacts on the local road network.</p> <p>As noted in Section 6.4.2 of the REF, replacement bus services would be provided at affected stations during any routine rail possessions utilised by the Project. These replacement bus services would provide rail customers a connection to a station that would continue to be served by a Blue Mountains Line / Main Western Line service during routine rail possessions. Notification would be provided to the community, local residents and local businesses to inform them in advance of any changes services.</p>
4	Community and stakeholder consultation		
4.1	008; 053	Concern regarding the three week display period for the REF (lack of time to respond).	The public display of the REF was undertaken in accordance with TfNSW's community engagement policies.
4.2	027	Request for track work information and schedule prior to rail possessions.	Notification of routine rail possessions would be provided to the community, as per current TfNSW procedures.

No.	Submission no.	Issue/s raised	TfNSW response
5	Non-Indigenous heritage		
5.1	004; 098	Concern that no consideration has been made of the railway footbridge to Memorial Park, Woodford (WD10, previously listed on RailCorp's s.170 Heritage Register until 2010).	<p>Works associated with the Proposed Activity would not affect the Woodford Memorial Park Group including the Woodford pedestrian overbridge (footbridge).</p> <p>The footbridge to Memorial Park, Woodford is located around 370 metres from Woodford Station. The proposed works at Woodford Station would be undertaken within and around the station platform and away from the park and footbridge. Track modification works required closer to these two items would be contained within the rail corridor (generally towards the centre) and would not result in any impacts to the park or footbridge.</p>
5.2	101; 104	Concern that the Proposed Activity will impact heritage items such as trains and stations.	<p>TfNSW understands the importance of protecting heritage items. Potential impacts to heritage listed items have been assessed as part of the heritage assessments prepared in accordance with relevant legislation and guidelines. Refer to Section 6.1 of the REF for a summary of the heritage assessments. Full reports can be accessed online at the Project website⁶.</p> <p>TfNSW has obtained approvals under the <i>Heritage Act 1977</i> from the Heritage Council for works at State heritage listed stations (see Appendix C and Appendix D).</p> <p>Designs for platform extensions, coping modifications and other modifications have been, and will continue, to be developed in collaboration with qualified heritage specialists to minimise heritage impacts (see Conditions 28 to 33).</p> <p>No works are proposed that would alter the width of the existing track, therefore impacts to movable heritage items such as steam trains are not anticipated. It is noted that tourist services including the Great Zig Zag Railway operate on a different set of tracks to the Blue Mountains Line and would not be impacted as a result of the Proposed Activity.</p>

⁶ <https://www.transport.nsw.gov.au/projects/current-projects/new-intercity-fleet-program-springwood-to-lithgow-rail-corridor>

No.	Submission no.	Issue/s raised	TfNSW response
5.3	098	Request that TfNSW ensure that the assessment of impacts on heritage items that are located 'over' and 'adjacent' to the construction works are adequate given recent impacts from other projects on heritage items, including Memory Park in Hazelbrook and Woodford Academy.	<p>Individual Statement of Heritage Impacts were prepared for six State Heritage Register listed stations (Lawson, Katoomba, Medlow Bath Blackheath, Eskbank and Lithgow stations), and a Combined Heritage Assessment was prepared for the remaining nine stations which are listed on the RailCorp Section 170 Heritage and Conservation Register and local heritage schedules (Faulconbridge, Linden, Woodford, Hazelbrook, Bullaburra, Wentworth Falls, Leura, Bell and Newnes Junction stations).</p> <p>As per Section 6.1.2 of the REF, adjacent heritage items and conservation areas were considered in the assessments as appropriate, and it was determined that there would be no direct impacts on these items.</p>
6	Traffic and transport		
6.1	009; 012; 049; 068; 071; 085; 091; 101; 106; 111	Concern with disruption to travel caused by construction works and weekend closures.	<p>As described in Section 3.2.3 of the REF, disruption to travel as a result of the Proposed Activity would be largely limited to routine possession periods, where the majority of works would take place. It is anticipated that up to 10 routine rail possessions would be utilised over the two-year construction period. Replacement buses would be provided at each station location to minimise disruption for customers. Notification would be provided to the community, local residents and local businesses to inform them in advance of changes to services.</p> <p>Major impacts to vehicle and pedestrian travel as a result of the Proposed Activity are not anticipated. A construction Traffic Management Plan (TMP) would be prepared by the Contractor in consultation with TfNSW, and provided to the relevant roads authority. The construction TMP would be the primary management tool to manage any potential traffic and pedestrian impacts associated with construction. See Condition 41.</p>

No.	Submission no.	Issue/s raised	TfNSW response
6.2	008; 012; 029; 034; 066	Concern that buses are not a suitable replacement for trains during shutdown periods due to limited mobility options and general increase in travel time.	<p>As described in Section 3.2.3 of the REF, disruption to travel as a result of the Proposed Activity would be largely limited to the pre-existing weekend possession periods, when the majority of works would take place.</p> <p>Replacement bus services would be provided at affected stations during any routine rail possessions utilised by the Proposed Activity. These replacement bus services would provide rail customers with a connection to a station that would continue to be served by a Blue Mountains Line / Main Western Line service during the weekend rail possession.</p> <p>Outside of the rail possessions, access on and to the stations would be maintained during construction and any works to be undertaken within these areas would be managed and controlled at all times to ensure that there is no impact to public safety.</p> <p>Should customers require wheelchair accessible transport through areas affected by rail shutdowns, they should contact their local station beforehand to arrange a low-floor bus or other suitable vehicle.</p>
6.3	047; 049; 101	Concern that modifications to the Blue Mountains Line would impact services that travel west of Lithgow (e.g. Indian Pacific and Bathurst Bullet).	<p>The Proposed Activity would not impact on the ability of services such as the Indian Pacific and regional diesel services (Bathurst Bullet) to use the modified track.</p> <p>The Indian Pacific service does not operate along the Blue Mountains Line during weekend periods and therefore would not be impacted by routine rail possessions on weekends (of which a large majority of the construction of the Proposed Activity would take place).</p> <p>Where longer rail possessions are required, unless otherwise advised, one line would be kept open to allow for continued operation of diesel passenger services such as the Indian Pacific and Bathurst Bullet.</p>

No.	Submission no.	Issue/s raised	TfNSW response
6.4	013; 016; 020; 032; 046; 056; 058; 073; 074; 082	Safety concern about the increased gap width between the platforms and trains.	<p>As discussed in Section 6.4.2 of the REF, the modification of the station platforms would result in a larger gap being experienced by customers boarding or alighting between the different train sets at certain points along the platforms. Impacts would be temporary, lasting only until the complete replacement of the existing fleet.</p> <p>Measures including additional signage, additional station staff, physical platform gap filling solutions and communication strategies would be identified during detailed design to minimise disruptions to customers (refer to Condition 44).</p>
6.5	101	Enquiry about how freight trains will operate during closures.	<p>As noted in Section 3.2.3 of the REF, routine rail possessions (where freight trains are unable to operate) primarily over weekends would be utilised to undertake the works which would minimise the impacts to freight services.</p> <p>Where longer rail possessions are required, unless otherwise advised, one line would be kept open to allow for continued operation of freight services.</p>
6.6	092	Concern that the use of Opal Card readers on replacement buses would lead to customers getting charged for both train and replacement buses.	Replacement bus services during rail possessions are fare free. Opal Card policies and procedures would be in place upon transferring to normal services (for non-possession sections of rail).
6.7	066	Concern that the replacement buses might be affected by planned upgrades to the Great Western Highway from Katoomba to Mount Victoria (e.g. commuter access to replacement buses impacted by road works)	The operation of replacement bus services will continue to be managed by the operator in consultation with relevant road authorities (Roads and Maritime) and in light of any ongoing construction projects. It is noted that many of the sections of the Great Western Highway upgrade project have been completed or are under construction and would likely be complete when the Proposed Activity commences. Traffic flow would be maintained with local diversions as appropriate and overall impacts as a result are anticipated to be minor.

No.	Submission no.	Issue/s raised	TfNSW response
6.8	049; 050; 101	Concern whether the Bathurst Bullet service will continue to operate during construction and after works are completed.	<p>The construction and operation of the Proposed Activity would not impact the Bathurst Bullet service, except during pre-existing weekend rail possessions (where all services would be unable to operate).</p> <p>Where longer rail possessions are required, unless otherwise advised, one line would be kept open (where possible) to allow for continued operation of diesel passenger services such as the Bathurst Bullet and Dubbo XPT.</p>
7	Biodiversity		
7.1	012	Concern about impacts on biodiversity.	<p>It is not proposed to undertake any removal of trees, vegetation trimming or pruning as part of the Proposed Activity. If any biodiversity impacts are identified during the detailed design phase, further assessment would be undertaken in accordance with TfNSW's <i>Vegetation Management (Protection and Removal) Guideline</i> (TfNSW, 2015a) and TfNSW's <i>Fauna Management Guideline</i> (TfNSW, 2015b), (see Condition 34).</p> <p>Refer to Section 6.8 of the REF for more information on the potential impacts of the Proposed Activity on biodiversity.</p>
7.2	035	Request to remove noxious weeds (in particular scotch bloom).	<p>Weed control measures, consistent with TfNSW's <i>Weed Management and Disposal Guideline</i> (TfNSW, 2015c), would be developed and implemented as part of the CEMP to manage the potential dispersal and establishment of weeds in work sites (including the scotch bloom, where found) during the construction phase of the Proposed Activity. This would include the management and disposal of weeds in accordance with the <i>Noxious Weeds Act 1993</i> (see Condition 12).</p>

No.	Submission no.	Issue/s raised	TfNSW response
8	Soils and water		
8.1	012	Concern about impacts on regional geology.	<p>The Proposed Activity would not require any substantial excavation and would therefore not significantly impact on the regional geology.</p> <p>Refer to Section 6.9 of the REF for more information on the potential impacts of the Proposed Activity on geology.</p> <p>Consultation was also undertaken with Subsidence Advisory NSW (formerly the Mine Subsidence Board) during the REF/public display period as the Proposed Activity would be located within the Lithgow Mine Subsidence District. Further consultation with the Subsidence Advisory NSW would be undertaken during detailed design (refer to Condition 27).</p>
9	Air quality		
9.1	008	Concern about dust being produced from construction works.	<p>The outcome of the qualitative air quality risk assessment is provided in Section 6.9 of the REF. This indicated that the Proposed Activity is considered to pose a medium risk for nuisance dust impacts at Hazelbrook Station and Lithgow Station due to the proximity of sensitive receivers to the works, a low risk for nuisance dust impacts at all other locations, and a negligible risk of human health impacts from dust impacts at all locations.</p> <p>Dust suppression methods including watering, covering loads and progressive rehabilitation of exposed areas, would be implemented during construction.</p> <p>The full list of safeguards would be detailed in the CEMP to be prepared prior to the works commencing (see Condition 12).</p>

No.	Submission no.	Issue/s raised	TfNSW response
10	Bushfire		
10.1	068; 090	Concern with increased risk of bushfires impacting services along the length of the Blue Mountains Line during construction and concern that current mitigation measures including site inductions are not sufficient to address this concern.	As per Section 7.2 of the REF, Mitigation Measure 82 requires that safeguards to manage the risk of bushfire during construction activities are incorporated into the CEMP. These may include maintenance of an asset protection zone around the Project site, and ensuring access tracks would be maintained for use in the event of an emergency including bushfire evacuation and defence.
11	New Intercity Fleet program		
11.1	001; 002; 014; 016; 030	Support for the New Intercity Fleet program and/or the roll out of the New Intercity Fleet.	Noted.
11.2	003; 005; 009; 011; 012; 015; 018; 026; 031; 033; 041; 045; 053; 057; 060; 061; 062; 064; 069; 070; 073; 086; 087; 095; 101; 105; 106; 110; 111; 114; 121; 122; 125	Concern that the cost of purchasing the New Intercity Fleet and undertaking the Proposed Activity outweighs the benefits to customers.	<p>The current intercity fleet trains are some of the oldest trains in the electric fleet and are approaching the end of their operational life. They would need significant levels of maintenance and refurbishment to remain operational beyond 2019.</p> <p>The New Intercity Fleet will replace ageing rolling stock and address increasing patronage demand on routes to Newcastle, Central Coast, South Coast, the Blue Mountains and Lithgow.</p>
11.3	003; 012; 026; 078; 086; 087; 091; 101	Concern that the Proposed Activity is not required and that there is nothing wrong with the current intercity fleet servicing the Blue Mountains Line.	<p>The current intercity fleet trains are some of the oldest trains in the electric fleet and are approaching the end of their operational life. They would need significant levels of maintenance and refurbishment to remain operational beyond 2019.</p> <p>The New Intercity Fleet will replace ageing rolling stock and address increasing patronage demand on routes to Newcastle, Central Coast, South Coast, the Blue Mountains and Lithgow.</p> <p>The Proposed Activity is part of the overall program to deliver the New Intercity Fleet.</p>

No.	Submission no.	Issue/s raised	TfNSW response
11.4	005; 012; 015; 018; 020; 029; 031; 045; 047; 053; 056; 057; 064; 072; 073; 081; 083; 085; 095; 103; 104; 105; 106; 110; 111; 112; 113; 114; 121; 125	Concern with not using local manufacturers and workers for the fleet.	<p>TfNSW worked with Australian and overseas train manufacturers to identify the most suitable train design. The tender evaluation selected an international consortium as the preferred supplier (all four tenderers proposed international design, manufacture and delivery). The successful consortium, which includes the Australian company UGL Rail, offered the best value for money. UGL Rail will be responsible for the maintenance of the fleet for the first 15 years of the project.</p> <p>Overseas manufacturing ensures the best value, best possible service and having the new trains on the tracks faster. Designing, building and fitting out the New Intercity Fleet overseas represents a saving of around 25 per cent. These savings will be invested in other infrastructure and services.</p>
11.5	025; 027	Request for additional information on any new freight train timetabling (including whether freight will still have priority) and new timetables as a result of operation of the New Intercity Fleet.	<p>TfNSW periodically reviews the performance of the network and where necessary, makes adjustments to intercity and freight timetables to help ensure on-time performance and as far as practical improve services.</p> <p>A new timetable for existing services will be delivered from 26 November 2017 – more information can be found at the TfNSW Freight Rail Timetable website⁷.</p>
11.6	046, 061,103	Concern that the modifications would allow existing suburban trains (e.g. Oscars) to service the Blue Mountains Line and that these trains do not have the comforts that the current intercity (V-set) trains have.	<p>The existing intercity fleet (V-sets) trains would continue to operate on the Blue Mountains Line until the New Intercity Fleet is progressively introduced.</p> <p>The Proposed Activity will ensure the New Intercity Fleet can travel all the way to Lithgow.</p>

⁷ <https://www.transport.nsw.gov.au/operations/freight-operators/freight-rail-timetable>

No.	Submission no.	Issue/s raised	TfNSW response
11.7	055	Request for the provision of additional carriages or dedicated carriages for Blue Mountains Line for use by customers.	<p>The New Intercity Fleet will operate as 8 and 10 car sets. The 10 car set will have the same capacity as the current V-sets servicing the Blue Mountains Line.</p> <p>Based on current services and projected demand, on average more than 95 per cent of intercity customers will have a seat available on the New Intercity Fleet.</p>
11.8	056	Request for increase of staff at Leura Station to assist customers due to increasing numbers of customers travelling through the station with no staffing currently during evenings or on weekends.	<p>The safety of customers and staff is the number one priority and no changes to the staffing of services will be made unless it is safe to do so.</p> <p>At this time, no increase in staff at Leura Station is proposed. Station staff will continue to assist customers with their needs. NSW TrainLink periodically review staffing requirements at stations across the Sydney Rail Network and make changes as required based on need and demand.</p>
11.9	007; 039; 046; 060; 061; 065; 070; 072; 073; 074; 075; 082; 083; 103; 111	Concern about safety with removal of guards on trains given driver-only operation and safety at stations without staff.	<p>The safety of our customers and staff is at the centre of the design of the New Intercity Fleet and plans for how it will operate. NSW TrainLink has proposed to operate the New Intercity Fleet as driver only, where it is safe and appropriate to do so.</p> <p>The New Intercity Fleet features new and better on-board technology that improves safety, such as CCTV cameras, customer help points, alarms, auto selective door operation (to ensure that doors open only when adjacent to the platform), emergency door release, robust structure, fire detection technology, fire resistance materials, fault diagnosis and access to real time information.</p> <p>NSW TrainLink has staff at stations at locations and times where they are most needed.</p>
11.10	027; 069; 122	Concern regarding the lack of public consultation during the purchase of the New Intercity Fleet.	<p>TfNSW consulted and worked with Australian and overseas train manufacturers to identify the most suitable train design. The tender evaluation process resulted in the selection of an international consortium as the preferred supplier (all four tenderers proposed international design, manufacture and delivery). The successful consortium, which includes the Australian company UGL Rail, offered the best value for money. UGL Rail will be responsible for the maintenance of the fleet for the first 15 years of the project.</p>

No.	Submission no.	Issue/s raised	TfNSW response
11.11	027; 028	Concern over the lack of consultation undertaken during the design of the New Intercity Fleet.	<p>The New Intercity Fleet is being designed with the comfort of the customer in mind. Qualitative customer research conducted in 2015 was undertaken to help identify preferred seating arrangements, key cabin features including more comfortable seats, charging stations for mobile devices and dedicated space for wheelchairs, prams, bicycles and luggage.</p> <p>TfNSW will continue to work with customers and stakeholders to finalise the design of the New Intercity Fleet.</p>
11.12	004; 008; 009; 011; 012; 018; 020; 021; 029; 042; 045; 053; 060; 061; 062; 064; 069; 072; 073; 082; 085; 095; 100; 103; 105; 106; 112; 113; 114; 118; 122	Concern that wider trains have been selected, which require modifications to the Blue Mountains Line, over trains that already fit the current rail network.	<p>TfNSW worked with Australian and overseas train manufacturers to identify the most suitable train design. This design is based on a proven platform and technology. The New Intercity Fleet will deliver increased comfort and include features never before seen on intercity services by offering two by two seating; wider, high-backed, fabric covered seats with arm rests and more space; charging stations for mobile devices; dedicated space for luggage, prams, bicycles; accessible toilets, baby changing facilities and space for customers in wheelchairs; CCTV and digital screens; cup holders and tray tables. This will ensure the best value, best possible service and enable the delivery of the New Intercity Fleet onto the tracks faster.</p> <p>The Proposed Activity would allow the Blue Mountains Line to be compatible with the existing electrified network.</p>
11.13	014	Request that train performance be linked to ticket costs for the customer (e.g. a train running behind schedule should result in a reduced fare for the customer).	<p>While every effort is made to ensure on time performance of the train network, disruptions can and do occur. Disruptions to services and ultimately customers are minimised where possible.</p> <p>The New Intercity Fleet program will deliver a new fleet of modern trains that will replace the ageing train sets and help to improve reliability of the service, while the added amenities will help improve the quality of the service and customer experience to help reflect the cost of travel.</p>

No.	Submission no.	Issue/s raised	TfNSW response
11.14	032; 048; 055; 059; 077; 084; 091; 099; 101; 119	Request for more services to stations and improved timetable, including weekends.	Should it be determined that the timetable for intercity trains on the Blue Mountains Line needs to change as a result of the New Intercity Fleet roll out, this would be included in the information provided to the community. A new timetable for existing services will be delivered from 26 November 2017 – more information can be found at the More Trains More Services website ⁸ .
11.15	024; 071	Consideration of any future plans to run the new electric fleet to Bathurst.	The New Intercity Fleet will be rolled out across the existing electrified network and therefore it will not be able to travel past Lithgow.
12	New Intercity Fleet features		
12.1	119	Request to further clarify the definition of "new level of... convenience" referred to in the brochure.	Customers have been engaged to help identify key cabin features. The New Intercity Fleet will deliver increased comfort and include features never before seen on intercity services, by offering two by two seating on upper and lower levels; wider, high-backed, fabric covered seats with arm rests and more space; charging stations for mobile devices; dedicated space for luggage, prams, bicycles; accessible toilets, baby changing facilities and space for customers in wheelchairs; CCTV and digital screens; cup holders and tray tables.
12.2	025	Request for glass partitions to not be used due to possible vandalism and graffiti.	The use of glass partitions is being minimised in the New Intercity Fleet to help provide for additional space for luggage, prams and wheelchairs. The design of the New Intercity Fleet will also include a number of key features to address anti-social behaviours including external and internal CCTV cameras, alarms, better lighting and vandal resistant equipment and surfaces.

⁸ www.transport.nsw.gov.au/projects/more-trains-more-services

No.	Submission no.	Issue/s raised	TfNSW response
12.3	002; 009; 010; 012; 013; 014; 015; 018; 019; 020; 022; 023; 026; 028; 032; 034; 037; 039; 040; 041; 043; 044; 046; 047; 051; 053; 054; 057; 058; 062; 064; 065; 069; 070; 074; 075; 078; 079; 080; 081; 082; 083; 088; 089; 094; 096; 097; 099; 101; 102; 103; 104; 105; 106; 109; 110; 111; 114; 116; 117; 120; 122	Issue with the fixed direction of train seats and/or the face to face seating arrangement.	<p>The New Intercity Fleet is being designed with the comfort of the customer in mind. Qualitative customer research conducted in 2015 included questions about customers preferred seating configurations, which has resulted in a design with the majority of seating not facing other passengers. Some facing seats will be provided as an option for customers who may require it, including the elderly, families and mobility impaired customers.</p> <p>The New Intercity Fleet will have a two by two configuration with half the seats facing one direction, and half facing the other, with a group of four seats facing inwards only at the ends of the carriages. This arrangement represents a higher level of comfort for customers, allowing each seat to incorporate a tray table, cup holder and a charging station. As a result, reversible seating could only have been accommodated by significantly compromising on comfort and amenities.</p>
12.4	006; 014; 018; 020; 022; 046; 059; 060; 061; 079; 108	Request for reliable Wi-Fi on trains.	The New Intercity Fleet will be Wi-Fi enabled so that this feature could be made operational in the future.
12.5	006; 101; 114	Concern over lack of adequate bicycle storage on trains for commuters.	The New Intercity Fleet is being designed through a consultation process with customers. As a result of this consultation, dedicated space for bicycles will be provided. The internal layout of the trains including the layout and number of bicycle spots per train set is yet to be finalised. TfNSW will continue to work with customers and stakeholders to refine the design of the trains.
12.6	013; 023; 038; 046; 050; 051; 053; 067; 077; 084; 088; 097; 101; 107; 114	Request for improved and/or additional luggage space on trains.	<p>The New Intercity Fleet is being designed through a consultation process with customers. As a result of this consultation, dedicated space for luggage will be provided.</p> <p>The internal layout of the trains including the positioning of baggage storage is yet to be finalised. TfNSW will continue to work with customers and stakeholders to refine the design of the trains.</p> <p>It is anticipated that small items could be stored under the seats.</p>

No.	Submission no.	Issue/s raised	TfNSW response
12.7	012; 014; 020; 021; 023; 032; 037; 038; 039; 042; 044; 045; 053; 056; 057; 058; 060; 061; 062; 065; 064; 065; 074; 078; 079; 080; 082; 096; 112; 114; 121	Request for a vestibule to separate the main carriage from train doors (for temperature regulation and noise).	<p>The vestibules on the current V-set trains do not meet accessibility requirements.</p> <p>The New Intercity Fleet is being designed to meet accessibility requirements and for this reason will not have vestibules. The New Intercity Fleet will have modern air conditioning to ensure a regulated temperature in all parts of the train.</p>
12.8	014; 060; 061	Request for food and beverages to be sold on the train.	The New Intercity Fleet will provide a new level of comfort for customers including wider seats, dedicated space for luggage, prams, bicycles and wheelchairs and features such as mobile charging stations, which was determined based on customer feedback. Customers have been engaged to help identify key cabin features and a refreshments service was determined not to be a priority for most customers.
12.9	016; 036; 053; 121	Request for improved wheelchair/walker accessibility, including accessible toilets (appropriately signed) onto trains.	<p>The New Intercity Fleet is being designed to meet accessibility requirements with wheelchair and accessible seating provided. Furthermore, there will be at least two accessible toilets on each train that meet Disability Standards for Accessible Public Transport. External passenger indicators will show customers where these are located.</p> <p>New procedures and training for staff are being undertaken to provide greater support for customers who need extra assistance including those needing wheelchair / walker support.</p>
12.10	017	Request for USB charger ports to be on the trains.	The New Intercity Fleet includes charging stations for mobile devices on each seat.
12.11	017	Request for hearing impaired provisions on trains (e.g. digital screens).	The New Intercity Fleet is being designed to meet Disability Standards for Accessible Public Transport. Features will include help points and digital announcements (via digital screens).

No.	Submission no.	Issue/s raised	TfNSW response
12.12	018; 019; 020; 043; 046; 063; 064; 070; 072; 073; 085; 097; 111	Request for seats to be cushioned and comfortable due to long duration of train rides.	The New Intercity Fleet is being designed with the comfort of the customer in mind. The wider seating will provide a more comfortable journey for the customer through the use of fabric-covered, high-backed cushioned seats with arm rests and more space. TfNSW will continue to work with customers and stakeholders to finalise the seat design of the New Intercity Fleet.
12.13	025; 036	Request for signage for wheelchair/pram/luggage on train.	The New Intercity Fleet will feature appropriate internal and external signage denoting the location of key features (including accessibility features) and amenities on the train.
12.14	030; 116	Concern that the New Intercity Fleet would be vandalised.	The New Intercity Fleet will include new and improved on-board safety technology such as CCTV cameras, alarms, better lighting and vandal resistant equipment and surfaces, and customer help points to provide additional security and deter vandalism.
12.15	025; 032; 038; 045; 047; 111	Request for quiet carriages with more visible signage in different languages (so that tourists can read the signs) outside and inside trains.	Quiet carriages will be provided on the New Intercity Fleet and indicated by appropriate internal and external indicators. The New Intercity Fleet is being designed with the comfort of the customer in mind including the provision of signage in different languages. TfNSW will continue to work with customers and stakeholders to finalise the design of the New Intercity Fleet.
12.16	018; 020; 035; 055; 088; 094; 101; 112	Enquiry as to the capacity of the New Intercity Fleet.	The New Intercity Fleet will operate as 8 and 10 car trains on the Blue Mountains Line, although the specific configurations for each timetabled service is yet to be determined. The 8 car train will have 650 seats. The 10 car trains will have 820 seats, which is the same capacity as the current V-sets servicing the Blue Mountains and Newcastle.
12.17	035	Request that toilet access buttons are not placed next to train door access buttons.	The toilet access buttons on the New Intercity Fleet will be located away from other access buttons.
12.18	038; 056; 074; 111	Request for air conditioning on trains.	The New Intercity Fleet will have modern air conditioning.

No.	Submission no.	Issue/s raised	TfNSW response
12.19	035	Request for an emergency broadcast facility using screens and/or station guards.	Emergency evacuation procedures will be consistent with current procedures. These procedures will be reviewed as part of entry into service preparation.
12.20	067; 107	Request for coat hooks on seats.	The New Intercity Fleet is being designed with the comfort of the customer in mind. The internal layout of the trains including the provision of coat hooks is yet to be finalised. TfNSW will continue to work with customers and stakeholders to finalise the design of the trains.
12.21	018; 020; 023; 026; 051; 067; 072; 073; 121; 122	Concern that cup holders, chargers and/or tray tables are unnecessary as seat direction and comfort is more important.	Comfortable two by two seating has been designed including wider, high-back, fabric covered seats with arm rests and more space. Customer feedback identified other features to help deliver increased comfort including charging stations for mobile devices, tray tables and cup holders, dedicated luggage, pram and bicycle space, accessible toilets, baby-changing stations and space for wheelchairs.
12.22	067	Request for separate gender toilets.	The New Intercity Fleet will provide at least two accessible toilets on each train. However to meet the need of a wide-range of customers, unisex toilets have been provided on each train. Toilets will be unisex to maximise their availability for all customers.
12.23	074	Request for provision of foot rests on trains.	The New Intercity Fleet is being designed with the comfort of the customer in mind. The internal layout of the trains including the provision of foot rests is yet to be finalised. TfNSW will continue to work with customers and stakeholders to finalise the design of the trains.
12.24	022; 074; 085	Request of reclining high back seats on train.	Comfortable two by two seating has been designed including wider, high-back, fabric covered seats with arm rests and more space. The seating will have a greater degree of recline than the existing trains which would in turn increase comfort, particularly during longer journeys.
12.25	074	Request for improved seat stability to prevent unnecessary movement when customers are getting in and out of seats.	The introduction of fixed wider seating has been designed with the customer comfort in mind. Fixed seating means seat movement when customers are getting in and out of seats will not be an issue.

No.	Submission no.	Issue/s raised	TfNSW response
12.26	078	Request for carpet on trains.	Carpet will not be provided on the New Intercity Fleet due to increased maintenance requirements.
12.27	023; 044; 058; 065; 078; 088; 111; 114; 116; 121	Request for additional toilets on carriages and for regular cleaning and maintenance.	The New Intercity Fleet will provide at least two accessible toilets on each train that meet Disability Standards for Accessible Public Transport. Toilets will be routinely cleaned and maintained as per current NSW TrainLink policy.
12.28	023; 107	Request for wider seats on trains.	Comfortable two by two seating will be provided on the New Intercity Fleet with wider, fabric covered seats with arm rests and more space.
12.29	045	Request to stop intercom announcing names of stations at each stop and issue with announcements in multiple languages being an additional disruption to local users.	Announcements will continue to be made in English. The New Intercity Fleet will include passenger information displays and digital announcements to provide additional information, including the names of stations at stops.
12.30	059	Request that dogs are allowed to travel on board trains.	Animals are only permitted to travel if they are assistance animals trained to help customers with disability or assistance dogs in training. Animals must be under the control of a registered handler and be registered with TfNSW.
12.31	060; 061	Request for a business class carriage with two by one seating with power points and tables with at-seat refreshment service.	The New Intercity Fleet will include tray tables with cup holders and charging stations for mobile devices. An option to include a premium class was previously considered, however based on customer feedback, the extra cost was not considered as a popular customer benefit.
12.32	103	Concern that carriages are not separated and the subsequent risk of fire.	Emergency evacuation procedures for the New Intercity Fleet will be consistent with current procedures. TfNSW will also work with key stakeholders including unions, safety regulators and emergency services on the most effective procedures for evacuating the trains under a variety of circumstances. Other safety features include a more robust train structure, fire detection technology, fire resistant materials and better lighting.

No.	Submission no.	Issue/s raised	TfNSW response
12.33	034	Concern that train couplings on the New Intercity Fleet would not be to a common standard (i.e. compatible) for recovery by other existing units.	The train couplings used on the New Intercity Fleet would be compatible with the existing fleet and maintenance vehicles.
12.34	020	Concern regarding the reliability of the New Intercity Fleet.	The New Intercity Fleet will require less maintenance which means more trains on the tracks and improved reliability for customers. The New Intercity Fleet will undergo a rigorous validation and verification process, including on and off track testing, before it enters service.

3 Other stakeholder submissions

Issues raised by other stakeholders are provided below in Table 2 for BMCC, in Table 3 for the OEH (National Parks and Wildlife Service) submission and in Table 4 for the Subsidence Advisory NSW submission.

Table 2 Responses to Blue Mountains City Council's submission

Issue no.	Issue/s raised	TfNSW response
1	General	
1.1	Asset ownership to be consistent with the BMCC / Sydney Trains Safety Interface Agreement.	TfNSW would ensure asset ownership is in line with the existing BMCC / Sydney Trains Safety Interface Agreement.
1.2	The Council requires an application under the Roads Act for any temporary occupation or work that takes place in, from or over Council's road reserve.	A construction Traffic Management Plan (TMP) will be prepared in consultation with the relevant roads authority and any approvals under the <i>Roads Act 1993</i> will be obtained (see Section 6.4.3 and Mitigation Measure 29 of the REF and Condition 41).
1.3	Measures to provide deterrents to minimise graffiti on the proposed infrastructure should be identified.	During construction, graffiti would be removed (see Condition 45). Transport Officers and NSW police officers will be responsible for issuing penalty notices for vandalism to new and existing infrastructure.
1.4	Construction workers are to be instructed not to park in commuter parking spaces or villages parking areas.	Prior to the commencement of construction, a construction TMP (refer Section 6.4.3 of the REF and Condition 41) would be prepared which would include measures to manage staff travel to and from the site, including ensuring parking locations for construction workers are away from stations during normal access, and busy residential areas during rail possession / closure and details of how this will be monitored for compliance.

Issue no.	Issue/s raised	TfNSW response
1.5	Events calendar - a number of events throughout the year that need to be considered. Construction work should cease during these events and also consider crowds which attend on these days.	<p>As per Section 3.2.3 of the REF, the majority of work would be undertaken during routine rail possessions, largely over weekends to minimise impacts to the local community and businesses, and to ensure the safety of customers and staff. Rail possession calendars are developed by Sydney Trains and planned for up to two years in advance on traditionally low-use or non-public holiday weekends to help minimise impacts to the community.</p> <p>Replacement buses would replace trains when construction activity occurs on the tracks and within the rail corridor to ensure that customers can travel to events. Notification would be provided to the community, local residents and local businesses to inform them in advance of any changes to services.</p>
1.6	A precondition survey should be undertaken of all infrastructure likely to be used and/or impacted by the Proposed Activity.	<p>A CEMP would be prepared by the Contractor in accordance with the relevant requirements of <i>Guideline for Preparation of Environmental Management Plans</i> (Department of Infrastructure, Planning and Natural Resources, 2004) for approval by TfNSW, prior to the commencement of construction and following any revisions made throughout construction (see Condition 12).</p> <p>As part of pre-construction activities, property condition surveys would be undertaken (refer sections 6.1.3, 6.8.3 and 7.2 of the REF and Condition 38).</p>
1.7	Any impacts by construction activities on Council assets in the road reserve, such as unformed or formed footpaths, kerb & gutter, road shoulder or road pavements, will be the responsibility of TfNSW to make good. All related approvals to work on or access Council land must be obtained prior to work commencing.	<p>Impacts to BMCC assets in the road reserve are not anticipated as part of the Proposed Activity. However, should any BMCC owned assets be impacted by construction activities, these items would be repaired or reinstated to an equivalent or an improved condition.</p> <p>Should access to BMCC owned land be required as part of the Proposed Activity, TfNSW and its contractors would provide adequate notice in line with TMP prepared for the Proposed Activity (see Section 6.4.3 of the REF and Condition 41).</p>
1.8	Council supports the proposed minimisation of impact to the local area around the proposed works including impacts to traffic, amenity, noise etc. This includes siting any necessary compounds, storage areas, staff car parking etc. away from residential properties where possible.	<p>Mitigation measures to reduce the impact of the Proposed Activity, where possible, are included in Chapter 7 of the REF. Measures to mitigate potential impacts during construction would be further developed as part of the CEMP and implemented during construction (see Condition 12).</p>

Issue no.	Issue/s raised	TfNSW response
2	General construction	
2.1	Council notes that areas used for site compounds would be selected using the criteria outlined in Section 3.2.7 and would be rehabilitated at the end of construction (p.96).	As per Section 3.2.7 of the REF, TfNSW has selected sites for compound locations to be within land owned by RailCorp to minimise surrounding disturbances and are largely on areas of hardstand. Ground disturbance activities are not anticipated and where necessary, compound locations would be rehabilitated at the end of construction.
2.2	UD/Landscaping Plans – Council request to review any draft plans to more fully assess the impacts and mitigation measures.	Urban design plans and landscaping plans are not required for the Proposed Activity.
2.3	Reference should be made to Council’s Public Domain Technical Manual which is available at www.bmcc.nsw.gov.au .	Reference will be made to BMCC’s Public Domain Technical Manual during the development of the Proposed Activity where relevant.
2.4	Council expects that rigorous site/environmental management processes throughout the Proposed Activity and associated works will be employed and clearly conveyed to the construction and maintenance teams due to proximity to Blue Mountains World Heritage Area, National Park and water supply catchment.	<p>The Greater Blue Mountains World Heritage Area is located immediately adjacent to the site of the Proposed Activity at various locations, but is not within the Proposed Activity site (see Condition 36). While the Proposed Activity is located adjacent to the Greater Blue Mountains World Heritage area, no impacts would result from the Proposed Activity, as the activities are of a nature and scale that it is unlikely to impact the adjacent environment. In addition, as per Section 6.7.2 of the REF, no vegetation removal is required as a result of the Proposed Activity.</p> <p>As per Mitigation Measures 55 in the REF and Condition 26, erosion and sediment control measures would be established prior to any clearing, grubbing and site establishment activities and would be maintained and regularly inspected (particularly following rainfall events) to ensure their ongoing functionality.</p>

Issue no.	Issue/s raised	TfNSW response
3	Heritage and landscape character	
3.1	<p>The REF notes a large number of non-indigenous heritage items and conservation areas within the Proposed Activity footprint, including:</p> <ul style="list-style-type: none"> • 14 State Heritage Register listed items (including six stations) • 14 items listed under Blue Mountains LEP or Lithgow LEP as being State significant • 24 items listed on the RailCorp Section 170 Heritage and Conservation Register • 77 locally listed heritage items under Blue Mountains LEP and Lithgow LEP • 4 local heritage conservation areas. <p>Confirmation is required that the Council managed heritage items will not be affected and that the mitigation measures be applied, as appropriate.</p>	<p>As noted in the REF (and supporting Statement of Heritage Impacts), significant impacts to heritage items are not anticipated. Mitigation measures will be applied as appropriate for the duration of the works as detailed in Sections 6.1.3 and 7.2 of the REF (and the recommendations of the Statement of Heritage Impacts), and as required by the applicable approvals under Section 60 of the <i>Heritage Act 1977</i> .</p>
3.2	<p>Council needs to see more detailed information on proposed finishes and materials of platform coping modification before it can comment in detail on visual impacts, especially for the proposed extension works in Katoomba Station.</p>	<p>As per Section 6.1.2 of the REF, materials proposed, including those for the platform extensions at Katoomba Station and Lithgow Station, have been selected to minimise visual impact and to blend with the existing brick face of the heritage platforms. The platform extensions would comprise brick faces of similar colour to the adjacent materials on existing platforms. New gates and fences (where required) would also be designed to match the existing design and colour.</p> <p>Specific information related to the finishes and materials can be found within each respective Statement of Heritage Impact with recommendations for each station resulting from input from the <i>Sydney Trains Conservation Management Strategy (CMS) (AMBS 2015)</i> for heritage platforms.</p> <p>In addition, as per Condition 31, a suitability qualified and experienced heritage consultant would be engaged by the Contractor to provide ongoing heritage and conservation advice and ensure the final design adheres to the CMS for the platform.</p>

Issue no.	Issue/s raised	TfNSW response
3.3	Council notices that in the REF the canopy modification of Faulconbridge is indicated to be reduced by around 11 centimetres on Platform 1 (p.59), but in page 28 the REF indicates that it is the canopy on Platform 2 will be reduced (p.28). Council requests clarification on this proposed work.	The Proposed Activity would involve the cutback of the platform 2 canopy by 11 centimetres (and not the platform 1 canopy as incorrectly stated in the REF) in order to achieve the necessary clearances.
3.4	Council needs to see the architectural drawings for the canopy modification at Faulconbridge Station. It's difficult to provide detailed informed comments on the heritage impacts of the works without this.	<p>The methodology for the proposed canopy modifications at Faulconbridge Station is provided in Section 7.1.4 of the Combined Heritage Assessment (for the Section 170 listed stations). It is noted that the Proposed Activity would remove a section of roof adjacent to the station building to minimise visible impacts to the canopy.</p> <p>The Proposed Activity would not impact on the station building, which is identified as the primary component holding representative significance.</p>
3.5	Council notes that it is stated in the REF that the Proposal as illustrated "it is not anticipated that there would be any major impacts on listed heritage items or conservation areas located within and outside the broader rail corridor" (p.57).	Individual Statement of Heritage Impacts were prepared for six State Heritage Register listed stations, and a Combined Heritage Assessment was prepared for the remaining nine stations which are listed on the RailCorp Section 170 Heritage and Conservation Register and local heritage schedules. Adjacent heritage items and conservation areas were considered in these assessments as appropriate, and it was determined that would be no major impacts due to the distance of the items and scale of the works.

Issue no.	Issue/s raised	TfNSW response
3.6	<p>In relation to Section 6.1 Non Indigenous heritage, it must be considered that Council is currently finalising a September 2017 Planning Proposal (Draft Amendment 5 Heritage) to amend Schedule 5 of Blue Mountains LEP 2015 to incorporate a number of new and modified heritage listings. This Planning Proposal will be on public exhibition later this year and, as a land owner of sites included in the Planning Proposal, Sydney Trains will be notified of the formal exhibition period.</p> <p>Council is concerned that the REF makes no mention of the draft material or modifications proposed as Sydney Trains has been advised of this upcoming Planning Proposal. In particular, Sydney Trains was notified in December 2016 of the commencement of a non-statutory exhibition for what has become the formal Planning Proposal. Indeed, Sydney Trains provided a submission to Council that has been considered in the preparation of the Planning Proposal.</p> <p>As noted above, the Planning Proposal will be on public exhibition this year and, as the finalisation of the REF is likely to be after this period, the modified listings will need to be formally considered and assessed in relation to the proposed works. At that time it is suggested the modified and/or new listings within the rail corridor or adjacent land be considered in the REF and discussions held with Council.</p> <p>As an example, Heritage Item WD010 (Memorial Park) has been correctly included as listed within Blue Mountains LEP 2015, however the listing and associated mapping will be modified as part of the upcoming Planning Proposal to expressly consider the pedestrian footbridge.</p>	<p>It is noted that the REF and Statement of Heritage Impacts have evaluated and assessed statutory listed heritage items within the vicinity of the Proposed Activity that would be impacted by the Proposed Activity.</p> <p>As noted in the relevant documentation, impacts to adjacent items are not anticipated as a result of the Proposed Activity and therefore further consideration was not warranted.</p> <p>Should the listings of any heritage items potentially impacted by the Proposed Activity change between the determination of the REF and construction, TfNSW would re-evaluate based on the final design and provide an updated assessment, where necessary.</p>

Issue no.	Issue/s raised	TfNSW response
3.7	<p>Memorial Park footbridge was listed on the Sydney Trains s.170 Heritage Register until 2010. BMCC's updated Draft Heritage Data Form for WD010 – Woodford Memorial Park Group included the railway footbridge as part of the 'Memorial Park Group ' and recommends ' the retention of the railway footbridge and funding made available for its ongoing maintenance to the retain the interconnectedness of the Park and the Reserve to the south.' If the footbridge is included as part of the local heritage list for 'WD010 - Memorial Park Group' then it will also be required to be relisted on the Sydney Trains s.170 Heritage Register.</p> <p>Council is concerned that as the heritage status of the footbridge is still 'under review' that any heritage impacts on Memorial Park & the footbridge arising from the proposed works may well have been overlooked in 'New Intercity Fleet Springwood to Lithgow Rail Corridor Modifications Review of Environmental Factors' currently on exhibition.</p> <p>The footbridge provides a vital pedestrian link to Memorial Park and the Reserve to the south, as well as to Woodford train station due to the lack of safe pedestrian access along Railway Parade. As such any negative impacts on the pedestrian connectivity that the footbridge provides would be of great concern to the local community for heritage, amenity and pedestrian connectivity reasons.</p> <p>Currently there is no mention of the pedestrian footbridge as part of Heritage Item WD010 (neither in Table 7 or 8) or in Figures 18 and 25.</p>	<p>It is noted that the REF and Statement of Heritage Impacts have evaluated and assessed statutory listed heritage items within the vicinity of the Proposed Activity that would be impacted by the Proposed Activity. Table 7 and Table 8 relate to listings and significant elements related to the stations themselves. The pedestrian footbridge has not been identified as being a significant item in relation to Woodford Station.</p> <p>The footbridge is noted on Figure 18 and within Appendix E of the REF.</p> <p>As further noted in the relevant documentation, impacts to adjacent items are not anticipated as a result of the Proposed Activity and therefore further consideration was not warranted.</p> <p>Should the listings of any heritage items potentially impacted by the Proposed Activity change between the determination of the REF and construction, TfNSW would re-evaluate based on the final design and provide an updated assessment, where necessary.</p>

Issue no.	Issue/s raised	TfNSW response
3.8	<p>Individual Statements of Heritage Impact (SOHI) - The current REF notes that no assessments are likely along the rail corridor and only 4 railway stations appear to warrant individual SOHI's. It is recommended that individual SOHI's be prepared for each station. In particular Faulconbridge, which appears to have the most invasive work proposed to the platform awning.</p> <p>Additionally:</p> <ul style="list-style-type: none"> • Wentworth Falls Station HIS to include impacts on the <ul style="list-style-type: none"> - Weatherboard Inn site - Stone culverts within the railway corridor - 1860 Headstone within the railway corridor - Archaeological review of affected corridor area. - Coronation park • Blackheath Station HIS to include impacts on <ul style="list-style-type: none"> - Blackheath railway shop – BH173 - Rotary Pavilion – BH174 - Bus shelter – BH172 (Not picked up on general list) • Slewing and general track work HIS to include an assessment of impact on <ul style="list-style-type: none"> - Cox's Road deviations and early cuttings etc. Linden to Woodford - Banool / Numantia Railway Station remain if any – Linden - FMR Weemala Euramma railway station / stone ruin adjacent to railway line - Water Lily pond Woodford / Faulconbridge FB011 - Toll Bar House sites Linden - Railway culverts Lawson - Sydney Rock Lawson - Gate Keepers Cottages – MB and MV - Toll house Mt V (not included in list) • Katoomba HIS to include impact on Stone Kerbing 	<p>Individual Statement of Heritage Impact assessments were prepared for the six State Heritage Register listed stations; while a Combined Heritage Assessment was prepared for the remaining nine stations (including Faulconbridge Station). It is noted that adjacent heritage items and conservation areas were considered relative to the Proposed Activity within the Statement of Heritage Impacts as appropriate and that no significant impacts were identified as part of the assessments.</p> <p>As noted in Section 6.1 of the REF, minor to negligible impacts are expected along the length of the rail line including at stations and crossovers as a result of track slewing. The works would largely be unnoticeable, particularly between stations, and it is considered likely that the tracks have been slewed or sections replaced during previous modifications and routine track maintenance activities. Therefore additional assessment was not considered to be warranted along the rail corridor between stations. Other general track works have been identified in the REF and assessed as required.</p>

Issue no.	Issue/s raised	TfNSW response
3.9	Adequate Mapping and Detail - The REF must include adequately detailed mapping of each area of work, particularly at the 12 railway stations that will be affected.	Detailed drawings of the proposed site works and individual listings have been included in the Appendices of both the REF (Appendix E) and the Statement of Heritage Impacts for each of the railway stations that may be impacted by the Proposed Activity.
3.10	Incomplete Proposals - The REF notes that the Ten Tunnels Deviation work is still being developed and therefore not included in the current REF. It is assumed that the second stage assessment and approval process noted above will require further consultation with the Community and Council for elements such as this. BMCC is uncertain as to the curtilage of this element and whether it encroaches into north-eastern section of the LGA. This should be clarified with TfNSW.	TfNSW is co-ordinating a separate environmental impact assessment process for the Ten Tunnels Deviation modifications. Consultation with BMCC would be undertaken as part of this process with details such as curtilage location relative to the Local Government Area being discussed in the REF/ Statement of Heritage Impact and any potential impacts resulting from the proposed works.
3.11	<p>Background Documents - The REF refers to a number of background documents which Council does not have copies. It is requested that they be made available for reference as part of this first and second stage assessment, as well as in the future management of these heritage items in the LGA. The documents are:</p> <ul style="list-style-type: none"> <li data-bbox="360 954 1010 1018">(i) <i>Heritage Platforms Conservation Management Strategy</i> (AMBS, 2015) <li data-bbox="360 1026 1039 1090">(ii) <i>Conservation Guide: Railway Platforms</i> (Office of Rail Heritage, 2013) <li data-bbox="360 1098 1025 1161">(iii) <i>Lawson Railway Station and Yard Conservation Management Plan</i> (AMBS, 2013) <li data-bbox="360 1169 1039 1300">(iv) any other CMP or CMS for the railway stations from Lapstone to Bell. The REF p63 refers to a 'CEMP' but it is uncertain what this refers to. This should be clarified with TfNSW. 	<p>TfNSW will provide BMCC with the relevant background documents including the <i>Heritage Platforms Conservation Management Strategy</i> (AMBS, 2015), <i>Conservation Guide: Railway Platforms</i> (Office of Rail Heritage, 2013), and <i>Lawson Railway Station and Yard Conservation Management Plan</i> (AMBS, 2013).</p> <p>The reference to 'CEMP' on page 63 of the REF refers to the Construction Environmental Management Plan that would be prepared by the Contractor as part of the Proposed Activity (see Condition 12).</p>

Issue no.	Issue/s raised	TfNSW response
3.12	<p>State Heritage Register Items - The REF (p62 and 63) refers to limiting assessment and follow up archival recording only to SHR listed railway stations. It is recommended that all the railway stations be addressed in a similar manner with detailed documentation, individual SOHIs, and follow up archival recording.</p> <p>Council request that copies of all these documents be supplied to Council for future record.</p>	<p>Based on the anticipated level of impacts to heritage items as a result of the Proposed Activity, archival recording was recommended by specialist heritage consultants only to be undertaken at State Heritage Register listed stations.</p> <p>TfNSW would provide a copy of any archival recordings to BMCC for future record.</p>
3.13	<p>S60 Application(s) - It is unclear from the REF whether TfNSW is considering a combined s60 Application to OEH or a number of individual applications. Either way it is recommended that the documentation be copied to Council for information at the time of lodging to OEH.</p>	<p>TfNSW lodged six separate Section 60 applications (with accompanying Statement of Heritage Impacts) for the State Heritage Register listed stations in advance of the public display of the REF to the Heritage Division of the Office of Environment and Heritage. The Statement of Heritage Impacts were publically displayed at the same time and for the same duration as the REF, and copies of the Statement of Heritage Impacts can be found on the TfNSW New Intercity Fleet website⁹.</p>
3.14	<p>Appropriate Conservation Advice - The REF correctly states (p62) that appropriately qualified and experienced conservation architect input occur throughout the process from development of sketch solutions, scope of work, detailed documentation and site works. In view of the significance and likely speed of the proposed works this is critical to avoid unnecessary impact. This is considered to be high importance as part of this Proposed Activity.</p>	<p>TfNSW acknowledge the level of importance and BMCC's concern in having appropriately qualified and experienced conservation input into the Proposed Activity.</p> <p>TfNSW engaged a heritage architect to provide advice during the development of the concept design and a heritage consultant will required to be involved during detailed design and into construction (see Condition 31).</p>

⁹ <https://www.transport.nsw.gov.au/projects/current-projects/new-intercity-fleet-program-springwood-to-lithgow-rail-corridor>

Issue no.	Issue/s raised	TfNSW response
3.15	Development of 'Options' - A key element of the SOHI process, as recommended by OEH, is the development and assessment of options when considering change to significant places. It is not clear from the REF whether this has played a part in the preliminary scope, for instance, the proposed works to Faulconbridge awning. This must be confirmed with TfNSW and integrated into the second stage assessment process.	Section 2.4 of the REF describes the options considered to achieve the safe and efficient operation of the New Intercity Fleet. The Statements of Heritage Impacts discuss the various options that were considered as part of the Proposed Activity with respect to the heritage values of each station. The early design development considered four options to achieve the necessary width clearances for the Proposed Activity - this involved moving the rail only, coping only modifications, a combination option as well as a 'do-nothing' option. The combination option was carried forward as the preferred option as it would minimise impacts to greater proportion of rail corridor infrastructure (overhead wiring system, platform canopies, signalling, etc.) when compared to the other three options.
3.16	Heritage Conservation Areas - The REF notes (p50) that there are 4 conservation areas likely to be impacted but (i) does not identify those precincts and (ii) suggests that they are only of local significance. One of the precincts may lie in Lithgow LGA. It is recommended that the REF acknowledge that Katoomba, Leura and Mount Victoria Heritage Conservation Areas are noted as being of state level assessed significance in their SHI inventory sheets. Wentworth Falls Heritage Conservation Areas (Station Street Precinct) is of local level assessed significance.	The conservation areas with a potential to be impacted are listed with potential impacts described within the relevant Statement of Heritage Impacts as well as summarised in Section 6.1.2 of the REF. It is acknowledged that the Heritage Conservation Areas are being of state level assessed significance, however have been assessed as per their local listing.
3.17	Mitigating recommendations to include recommendations for restriction of construction compounds and access and protection of adjacent heritage items, such as stone kerbing at Katoomba, and Cox's road at Linden to Woodford.	Construction compounds have been selected to avoid impacts to known items of heritage. As noted in Section 7.2 of the REF, mitigation measures have been included including the implementation of Unexpected Heritage Finds procedures, heritage inductions, and delineation of heritage items requiring protection where relevant.
3.18	Council should be informed following completion of works so that relevant state heritage inventory data sheets may be updated to reflect modifications by the Council's Development and Planning Services team.	TfNSW would notify BMCC following the completion of works.

Issue no.	Issue/s raised	TfNSW response
4	Traffic and access	
4.1	There should be no adverse impacts on local business, taxis services and private property or access during the construction phases.	<p>It is not anticipated that local businesses would experience more than a minor disruption during construction as the works would largely be concentrated in routine rail possessions across a two year period undertaken entirely within the existing rail corridor (refer Section 6.6 of the REF).</p> <p>As per Section 6.4.2 of the REF, the Proposed Activity would not result in impacts to interchange facilities during construction. Access for taxi ranks would be maintained during construction.</p> <p>Should TfNSW determine to proceed with the Proposed Activity, the project team would keep the community, Councils, local businesses and other key stakeholders informed of the process, identify any further issues as they arise, and develop additional mitigation measures to minimise the impacts of the Project. The interaction with the community would be undertaken in accordance with a Community Liaison Plan to be developed prior to the commencement of construction.</p>
4.2	If during the construction phases there will be a loss of parking then the contractors need to assess this loss and provide additional space within the near vicinity. Council must be consulted on this matter.	<p>Prior to the commencement of construction, a construction Traffic Management Plan (TMP) would be prepared as part of the CEMP and would include measures to manage impacts and changes to on and off street parking and requirements for any temporary replacement provision (see Condition 41). The construction TMP would be prepared in consultation with the relevant roads authority.</p>
4.3	TfNSW advised that construction would involve the installation of some temporary facilities. This should be further discussed with Council if proceeding.	<p>TfNSW would continue to consult with BMCC including details regarding the installation of temporary facilities which may impact on council owned land/assets.</p> <p>TfNSW would continue to consult with BMCC regarding the location of construction compounds and any temporary impacts to commuter car parking.</p>

Issue no.	Issue/s raised	TfNSW response
4.4	The locations of construction compounds as shown in Appendix C (of the REF) need to be discussed with Council before commencement. Concern over loss of commuter car parking is high priority.	As per Section 6.4.2 of the REF, during operation of the Proposed Activity, there would be no parking impacts. Only temporary impacts during construction are anticipated at Woodford Station, Blackheath Station, or Katoomba Station as a result of the need for temporary construction compounds; however these would be reinstated after each possession period.
4.5	Council notes that “Subject to approval, construction is expected to commence in 2018 and take around two years to complete” (p.32). Council and community should be given advance notice of commencement dates.	TfNSW will keep BMCC, community and customers informed prior to any activities taking place as well as continued updates during the course of construction works.
4.6	Council requests further details are provided once specifics of construction activities, such as compound locations and storage, construction staff parking and vehicle access have been detailed, so that potential impacts on local traffic and residents can be assessed.	It is expected that a number of temporary construction compounds would be required to accommodate a site office(s), amenities, laydown and storage areas for materials. The locations of the compounds proposed in the REF would be finalised during detailed design. Traffic generated by construction vehicles, including staff vehicles is likely to be minimal. Between 5 to 10 heavy vehicles and a number of light vehicles would be generated during each routine rail possession at each works site. A construction TMP would be prepared by the contractor to manage potential traffic and pedestrian impacts associated with construction (see Condition 41).
4.7	The operational impact on commuter car parking at Woodford Station, Blackheath Station, and Katoomba Station (p. 91) is not supported. Council requests clear information of timeframes, normal controls and condition reports etc.	During operation of the Proposed Activity, there would be no parking impacts as a result at Woodford Station, Blackheath Station, or Katoomba Station. Only temporary impacts during construction are anticipated as a result of the need for temporary construction compounds; however these would be reinstated after each possession period.
4.8	Traffic management plans need to be completed for Council review.	The construction TMP would be prepared in consultation with the relevant roads authority (see Section 6.4.3 and Mitigation Measure 29 of the REF and Condition 41).
4.9	Condition reports are required for all local roads that will be used by construction and other project vehicles.	Road condition reports would be prepared prior to commencement of the works (see Condition 42).

Issue no.	Issue/s raised	TfNSW response
5	Stormwater drainage	
5.1	The REF indicated that no drainage works are proposed. The capacity of the existing drainage network is not expected to be impacted by the Proposed Activity (p.115). However if any drainage works are to be proposed in the future, Council requests to review the drainage plans to ensure that works do not impact Council assets.	As discussed in section 3.2.8 of the REF, the Proposed Activity has been designed to avoid the relocation of services where feasible. In the event that additional utility relocations are required outside the site of the Proposed Activity, further assessment would be undertaken and the relevant utility providers consulted.
5.2	All drainage assets should be contained within Sydney Trains' boundary including onsite detention.	Noted.

Table 3 Responses to Office of Environment and Heritage (National Parks and Wildlife Services) submission

Issue no.	Issue/s raised	TfNSW response
1	General	
1.1	Request to detail specific weed dispersal mitigation due to noxious and other weeds present in the Proposed Activity area.	The CEMP would detail specific weed dispersal mitigation and the following measures from the REF would be implemented: <ul style="list-style-type: none"> • control and maintain vehicle hygiene to reduce the likelihood of introducing or spreading weed or disease infestations within the Proposed Activity site • minimise the overall disturbance of soils to avoid providing further disturbed ground for colonisation by weeds • minimise the import or export of soil material from the site wherever possible.
1.2	Request to consider the document "Guidelines for developing adjoining land and water managed by the DECCW".	The Proposed Activity would not result in any impacts to adjoining land or water as a result of the works. Relevant provisions from the Guidelines would be included where necessary.

Table 4 Responses to Subsidence Advisory NSW submission

Issue no.	Issue/s raised	TfNSW response
1	General	
1.1	Subsidence Advisory NSW (SA NSW) requires the provision of desktop geotechnical information and detailed design drawings when the development application is submitted. The desktop geotechnical investigation is to be carried out by a consultant experienced in mine subsidence studies. SA NSW would be pleased to provide a list of suitably qualified consultants should you wish.	TfNSW would provide desktop geotechnical information as well as detailed design drawings prior to undertaking the works (see Condition 27). The desktop assessment would be undertaken by a qualified consultant with experience in mine subsidence studies.
1.2	SA NSW will require the desktop study to provide credible worst case subsidence parameters for the site.	TfNSW would provide a desktop study considering the worst case subsidence parameters for the site (see Condition 27).
1.3	Request to provide comment of the confidence in the information used and recommended on whether further investigation should be carried out.	TfNSW would provide comment regarding the confidence in the information used as well as provide recommendations as to whether the investigation should be carried out.

3.1 Future consultation

Should TfNSW proceed with the Proposed Activity, consultation activities would continue, including consultation with BMCC, Lithgow City Council, Subsidence Advisory NSW and OEH (National Parks and Wildlife Service). 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 stakeholders 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 [Transport for NSW email address](mailto:projects@transport.nsw.gov.au)¹⁰ and Infoline (1800 684 490) would continue to be available during the construction phase, along with a 24-hour construction complaints number. Targeted consultation methods, such as use of letters, notifications, signage and verbal communications, would continue to occur. The [Transport for NSW website](http://www.transport.nsw.gov.au/projects/intercity-fleet)¹¹ would also include updates on the progress of construction.

¹⁰ projects@transport.nsw.gov.au

¹¹ <http://www.transport.nsw.gov.au/projects/intercity-fleet>

4 Consideration of the environmental impacts

Environmental Planning and Assessment Act 1979

The REF addresses the requirements of section 111 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 112 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?*¹² 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 Part 5.1 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.

Heritage Act NSW 1977

All 15 stations subject to the Proposed Activity are listed on the RailCorp Section 170 Heritage and Conservation Register and the heritage schedules of the *Blue Mountains Local Environmental Plan 2014* and the *Lithgow Local Environmental Plan 2015*, with six of these stations (Lawson Station, Katoomba Station, Blackheath Station, Medlow Bath Station, Eskbank Station and Lithgow Station) also listed on the State Heritage Register.

The potential heritage impacts of the Proposed Activity have been assessed in Statements of Heritage Impact, and are summarised in Section 6.1 of the REF. The works would be undertaken in accordance with the approvals and associated conditions issued by the Office of Environment and Heritage (Heritage Council) under Section 60 (dated between October to November 2017) and a Section 139 exception (dated 25 September 2017) of the *Heritage Act 1977* (refer Appendix C and Appendix D).

¹² Refer to the National Library of Australia's 'Trove' website
<http://trove.nla.gov.au/work/7003034?selectedversion=NBD11474648>

5 Conditions of Approval

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

6 Conclusion

Having regard to the assessment in the REF, 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 Part 5.1 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 Appendix B).

References

Australian Museum Business Services. (2013). *Lawson Railway Station and Yard Precinct: Conservation Management Plan*.

Australian Museum Business Services, (2015), *Heritage Platforms Conservation Management Strategy*.

NSW Department of Infrastructure, Planning and Natural Resources, (2004) *Guideline for Preparation of Environmental Management Plans*.

NSW Office of Rail Heritage, (2013). *Conservation Guide: Railway Platforms*.

TfNSW, (2015a), *Vegetation Management (Protection and Removal) Guideline*, Sydney.

TfNSW, (2015b), *Fauna Management Guideline*, Sydney.

TfNSW, (2015c), *Weed Management and Disposal Guideline*, Sydney.

Environmental Impact Assessment Determination

New Intercity Fleet Springwood to Lithgow Rail Corridor Modifications

APPROVAL

I, LOUISE SUREDA, as delegate of the Secretary, TfNSW:

1. Have examined and considered the Proposed Activity in the New Intercity Fleet Springwood to Lithgow Rail Corridor Modifications Review of Environmental Factors (August, 2017) and the New Intercity Fleet Springwood to Lithgow Rail Corridor Modifications Determination Report (November, 2017) in accordance with section 111 of the *Environmental Planning and Assessment Act 1979*.
2. Determine on behalf of TfNSW (the Proponent) that the Proposed Activity may be carried out in accordance with the Conditions of Approval in this Determination Report, consistent with the Proposed Activity described in the Review of Environmental Factors as amended by this Determination Report.



Louise Sureda
Director, Planning and Environment Services
Infrastructure and Services Division
Transport for NSW

Date: 17.11.17

Appendix A Review of Environmental Factors

Please refer to the TfNSW website to access the New Intercity Fleet Springwood to Lithgow Rail Corridor Modifications REF:

<https://www.transport.nsw.gov.au/projects/current-projects/new-intercity-fleet-program-springwood-to-lithgow-rail-corridor>

Appendix B Conditions of Approval

CONDITIONS OF APPROVAL

Springwood to Lithgow Rail Corridor Modifications

Note: these conditions of approval must be read in conjunction with the final mitigation measures in the Springwood to Lithgow Rail Corridor Modifications Review of Environmental Factors.

Schedule of acronyms and definitions used:

Acronym	Definition
ADEIA	Associate Director Environmental Impact Assessment (or nominated delegate)
ADEM	TfNSW Associate Director Environmental Management (or nominated delegate)
ADSPD	TfNSW Associate Director Sustainability, Planning and Development (or nominated delegate)
AS	Australian Standard
CECR	Construction Environmental Compliance Report
CEMP	Construction Environmental Management Plan
CIR	Contamination Investigation Report
CLP	Community Liaison Plan
CMP	Contamination Management Plan
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
ICNG	<i>Interim Construction Noise Guidelines</i> (Department of Environment and Climate Change, 2009)
INP	<i>NSW Industrial Noise Policy</i> (EPA, 2000)
ISO	International Standards Organisation
OEH	NSW Office of Environment and Heritage
ONVMP	Operational Noise and Vibration Management Plan
OOHWP	Out of Hours Works Protocol

Acronym	Definition
PCSR	Pre-Construction Sustainability Report
PECM	Pre-Construction Environmental Compliance Matrix
POCR	Pre-Operational Compliance Report
RAP	Remedial Action Plan
RBL	Rating Background Level
REF	Review of Environmental Factors
RING	<i>Rail Infrastructure Noise Guideline</i> (EPA, 2013)
RNP	<i>NSW Road Noise Policy</i> (Department of Environmental, Climate Change and Water, 2011)
Roads and Maritime	NSW Roads and Maritime Service (formerly Roads and Traffic Authority)
TfNSW	Transport for NSW
TMP	Traffic Management Plan

Term	Definition
Construction	Includes all work in respect of the Proposed Activity, 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 Proposed Activity 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.
Proposed Activity	The construction and operation of the Springwood to Lithgow Rail Corridor Modifications as described in the Environmental Impact Assessment.
Proponent	A person or body proposing to carry out an activity under Part 5 of the EP&A Act – in the case of the Proposed Activity, TfNSW.
Reasonable and feasible	Consideration of best practice taking into account the benefit of proposed measures and their technological and associated operational application in the NSW and Australian context. Feasible relates to engineering considerations and what is practical to build. Reasonable relates to the application of judgement in arriving at a decision, taking into account: mitigation benefits, cost of mitigation versus benefits provided, community views and nature and extent of potential improvements.

Condition Number	Type
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>Springwood to Lithgow Rail Corridor Modifications – Review of Environmental Factors</i>, (AECOM, August 2017) b) <i>Springwood to Lithgow Rail Corridor Modifications – Determination Report</i>, (AECOM, October 2017). <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>

**Condition
Number****Type****5****Construction Environmental Compliance Report**

A Construction Environmental Compliance Report (CECR) for the Project shall be prepared which addresses the following matters:

- a) compliance with the construction environmental management plan (CEMP) and these conditions
- b) compliance with TfNSW's *NSW Sustainable Design Guidelines - Version 3.0* 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
- 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.

A copy of each CECR shall be submitted to the ADEM for approval. 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.

A copy of the POCR shall be submitted to the ADEM for approval at least one month prior to the scheduled operation of the Project (or such time as otherwise agreed to by the ADEM).

**Condition
Number****Type****Site-specific General****7****Selection of Final Location for Temporary Construction Compound(s)**

The final location of the temporary construction compound(s) is to be selected in accordance with the following criteria where reasonably practicable to ensure environmental impacts are minimised:

- a) safe access to the local road and pedestrian network is provided
- b) no excavation works required (unless approved by the ADEM)
- c) the site is relatively level
- d) use of the site does not adversely impact on watercourses
- e) minimal tree removal required
- f) minimal impacts on adjacent land uses.

In accordance with the requirements of Condition 2, any works for the establishment of the temporary construction site compound(s) must not commence until the environmental impacts of the proposed works have been assessed and approved by the ADEIA.

Communications**8****Community Liaison Plan**

A Community Liaison Plan (CLP) shall be prepared and implemented. The purpose of the CLP is 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 CLP shall comply with the obligations of these conditions and should include, but not necessarily be limited to:

- 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
- c) stakeholder and issues identification and analysis
- d) procedures for dealing with complaints or disputes and response requirements, including advertising the 24 hour construction response line number
- e) details (including a program) of training for all employees, contractors and sub-contractors on the requirements of the CLP.

The CLP shall be prepared to the satisfaction of the Director Community Engagement (or nominated delegate) prior to the commencement of construction and implemented, reviewed and revised as appropriate during construction of the Project.

Condition Number	Type
9	<p>Community Notification and Liaison</p> <p>The local community shall be advised of any activities related to the Project with the potential to impact upon them.</p> <p>Prior to any site activities commencing and throughout the Project duration, the community is to be notified of works to be undertaken, the estimated hours of construction and details of how further information can be obtained (i.e. contact telephone number/email, website, newsletters etc.) including the 24 hour construction response line number.</p> <p>Construction-specific impacts including information on traffic changes, 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 nominated delegate) or as required by the Environment Protection Authority (EPA) (where an Environment Protection Licence (EPL) is in effect).</p>
10	<p>Website</p> <p>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:</p> <ul style="list-style-type: none"> 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. <p>All documents uploaded to the website must be compliant with the Web Content Accessibility Guidelines 2.0.</p>
11	<p>Complaints Management</p> <p>The Proponent shall set up a 24 hour construction response line number.</p> <p>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.</p> <p>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.</p>

**Condition
Number****Type****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) bushfire risk
- l) sustainability
- m) environmental incident reporting and management procedures
- n) non-compliance and corrective/preventative action procedures.

The CEMP shall:

- i) 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
- ii) comply with the relevant requirements of *Guideline for Preparation of Environmental Management Plans* (Department of Infrastructure, Planning and Natural Resources, 2004)
- iii) include an Environmental Policy.

The Proponent shall:

1. consult with government agencies and relevant service/utility providers as part of the preparation of the CEMP
2. 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)
3. review and update the CEMP at regular intervals, and in response to any actions identified as part of Project audits
4. 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.

Condition Number	Type
13	<p data-bbox="392 320 699 342">Environment Personnel</p> <p data-bbox="392 356 1417 510">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).</p> <p data-bbox="392 519 1374 669">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 commencement of construction of the Project (or within such time as otherwise agreed to by the ADEM).</p> <p data-bbox="392 678 1382 741">Any adjustments to environmental resource allocations (on-site or off-site) are to be approved by the ADEM.</p>
14	<p data-bbox="392 775 762 797">Environmental Controls Map</p> <p data-bbox="392 810 1374 931">An environmental controls map (ECM) shall be prepared in accordance with the TfNSW <i>Guide to Environmental Controls Map</i> (3TP-SD-015) prior to the commencement of construction for implementation for the duration of construction, and may be prepared in stages as set out in the CEMP.</p> <p data-bbox="392 940 1422 1032">A copy of the ECM must 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 by the ADEM).</p> <p data-bbox="392 1041 1390 1133">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.</p> <p data-bbox="392 1142 1401 1232">Updates to the ECM shall be made within seven days of the completion of the review or receipt of actions identified by any audit of the document, and submitted to the ADEM for approval.</p>

Condition Number	Type
Hours of Work	
15	<p>Standard Construction Hours</p> <p>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:</p> <ul style="list-style-type: none"> 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 (Emergency Work will require valid justification in writing which is to be endorsed by the ADEM) 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).
16	<p>High Noise Generating Activities</p> <p>Rock breaking or hammering, jack hammering, pile driving, vibratory rolling, cutting of pavement, concrete or steel and any other activities which result in impulsive or tonal noise generation shall not be undertaken for more than three 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).</p>

Condition Number	Type
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Noise and Vibration	
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- 17 Construction Noise and Vibration**
- Construction noise and vibration mitigation measures shall be implemented through the CEMP, in accordance with TfNSW's *Construction Noise 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 15 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 Strategy* (7TP-ST-157)
 - 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.

- 18 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.

- 19 Noise Impacts on Educational Facilities**
- Potentially affected pre-schools, schools, universities and any other permanent educational institutions shall be consulted in relation to noise mitigation measures to identify any noise sensitive periods (e.g. exam periods). As much as reasonably practicable noise intensive construction works in the vicinity of affected educational buildings are to be minimised.

Condition Number	Type
20	<p>Piling</p> <p>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.</p>
21	<p>Non-Tonal Reversing Beepers</p> <p>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.</p>
Contamination and Hazardous Materials	
22	<p>Unidentified Contamination (other than asbestos)</p> <p>If previously unidentified contamination (excluding asbestos) is discovered during construction, work in the affected area must cease immediately, and an investigation must be undertaken and 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 <i>Guidelines for Consultants Reporting on Contaminated Sites</i> (OEH, 2011).</p> <p>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.</p> <p>Note: <i>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 22 and Condition 23.</i></p>
23	<p>Asbestos Management</p> <p>If previously unidentified asbestos contamination is discovered during construction, work in the affected area must cease immediately, and an investigation must be undertaken and a report prepared to determine the nature, extent and degree of the asbestos contamination. The level of reporting must be appropriate for the identified contamination in accordance with relevant EPA 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.</p> <p>Note: <i>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 22 and Condition 23.</i></p>

Condition Number	Type
24	<p>Storage and Use of Hazardous Materials</p> <p>Construction hazard and risk issues associated with the use and storage of hazardous materials shall be addressed through risk management measures, which shall be developed prior to construction as part of the overall CEMP, in accordance with relevant EPA guidelines, TfNSW's <i>Chemical Storage and Spill Response Guidelines</i> (9TP-SD-066) and Australian and ISO standards. These measures shall include:</p> <ul style="list-style-type: none"> 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 d) training in the use of spill kits to be given to all personnel involved in the storage, distribution or use of hazardous materials.
25	<p>Hazardous Materials Survey</p> <p>A hazardous materials survey in accordance with AS 2601 (2001) <i>Demolition of Structures</i> shall be undertaken by an appropriately qualified environmental scientist prior to the demolition of the platform ends at Katoomba Station and Lithgow Station. Subsequent removal of any hazardous material is to be undertaken in accordance with applicable EPA and WorkCover guidelines.</p>
Soils and Water	
26	<p>Erosion and Sediment Control</p> <p>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</i>, 4th Edition (Landcom, 2004).</p>
Site-specific Soils and Water	
27	<p>Subsidence Advisory NSW</p> <p>An application is to be submitted to, and approved by Subsidence Advisory NSW under section 15 of the <i>Mine Subsidence Compensation Act 1961</i> prior to the commencement of works within the Lithgow Mine Subsidence District.</p> <p>The application is to include all information required by Subsidence Advisory NSW, including desktop geotechnical information and detailed design drawings.</p> <p>The desktop geotechnical investigation is to be carried out by a consultant experienced in mine subsidence studies.</p>

Condition Number	Type
Heritage Management	
28	<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>
29	<p>Protection of State Heritage Items</p> <p>Design and construction of the Project within the State Heritage Register curtilages of Lawson Station, Katoomba Station, Medlow Bath Station, Blackheath Station, Eskbank Station and Lithgow Station must be undertaken in accordance with the conditions of approval/endorsement/exception granted under Section 60 (issued in October and November 2017) and/or Section 139 (issued September 2017) of the <i>NSW Heritage Act 1977</i> (refer Appendix C and Appendix D) and recommendations made in the Statement of Heritage Impacts (New Intercity Fleet project website¹³). In the event of any inconsistency between the conditions of the Section 60 approval, Section 139 exception and the Statement of Heritage Impacts, the Section 60 approval and Section 139 exception will prevail to the extent of the inconsistency.</p>
30	<p>Archival Recording</p> <p>Archival recording of Lawson Station, Katoomba Station, Medlow Bath Station, Blackheath Station, Eskbank Station and Lithgow Station shall be undertaken in accordance with the following guidelines prior to its disturbance or removal:</p> <ul style="list-style-type: none"> (a) <i>How to prepare archival records of heritage items</i> (NSW Heritage Office 1998) (b) <i>Photographic recording of heritage items using film or digital capture</i> (NSW Heritage Office 2006) <p>A copy of the archival recording shall be provided to Katoomba Library (Blue Mountains Cultural Centre, 30 Parkes Street, Katoomba) and Lithgow Library (157 Main Street, Lithgow New South Wales 2790) so that a complete record of the original platform coping is available for public access. A copy is also to be provided to the Sydney Trains Heritage Team and the relevant council.</p>

¹³ <https://www.transport.nsw.gov.au/projects/current-projects/new-intercity-fleet-program-springwood-to-lithgow-rail-corridor>

Condition Number	Type
Site-specific Heritage	
31	<p>Heritage Consultant</p> <p>A suitably qualified and experienced Heritage Consultant shall be engaged by the Contractor, to the satisfaction of the ADEIA. The Heritage Consultant will provide ongoing heritage, design and conservation advice throughout detailed design and any subsequent relevant design modifications.</p> <p>In particular, the Heritage Consultant is required to provide specialist advice throughout the detailed design phase to ensure that the final design adheres to the <i>Sydney Trains Heritage Platforms Conservation Management Strategy</i> (Australian Museum Business Services, 2015), relevant requirements of the Section 60 approvals and Section 139 exception (as applicable) and the recommendations of the heritage assessments. The Heritage Consultant must also provide evidence as to their involvement in the design process, and how the heritage requirements listed above have been addressed in the final design.</p> <p>In addition to providing specialist advice with respect to design, the Heritage Consultant will also have responsibility for:</p> <ol style="list-style-type: none"> a) providing input into site heritage inductions; and b) inspecting the works to ensure the design and construction impacts on heritage fabric are consistent with the provisions of these Conditions of Approval, heritage approvals under the <i>Heritage Act 1977</i>, and the CEMP.
32	<p>Management of Heritage during Detailed Design and Construction</p> <p>In addition to Condition 29, the design and construction of the Project shall be undertaken with regard to the recommendations of the heritage assessments prepared for all stations and the mitigation measures in the REF.</p> <p>Detailed design shall also be undertaken in consultation with Sydney Trains Heritage and the Contractor must demonstrate how the comments have been considered in the design.</p>
33	<p>Vibration Impacts to Heritage Listed Structures at Stations</p> <p>For vibration-intensive activities which occur within the safe working distance for cosmetic damage for heritage station platforms, platform buildings and other station infrastructure, management methods to mitigate these impacts would include, as a minimum:</p> <ol style="list-style-type: none"> (a) the use of less vibration-intensive methods of construction or equipment would be used where possible to reduce annoyance and potential for cosmetic damage. All equipment would be maintained and operated in an efficient manner, in accordance with manufacturer's specifications, to reduce the potential for adverse vibration impacts. (b) attended vibration measurements would be undertaken when work commences, to determine site-specific safe working distances. Vibration intensive work would not proceed within the safe working distances unless a vibration monitoring system is installed around one metre from the building footprint, to warn operators (e.g. via flashing light, audible alarm, SMS) when vibration levels are approaching the peak particle velocity objective. Condition surveys of sensitive heritage structures would also be carried out before construction works commence.

Condition Number	Type
Flora and Fauna	
34	<p>Removal of Trees or Vegetation</p> <p>Separate approval, in accordance with TfNSW's <i>Removal or Trimming of Vegetation Application</i> (9TP-FT-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.</p>
35	<p>Replanting Program</p> <p>All cleared vegetation shall be offset in accordance with TfNSW's <i>Vegetation Offset Guide</i> (9TP-ST-149). 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.</p>
Site-specific Flora and Fauna	
36	<p>Blue Mountains National Park</p> <p>No works are to be undertaken within the boundary of the Blue Mountains National Park.</p>
Lighting	
37	<p>Lighting Scheme</p> <p>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:</p> <ol style="list-style-type: none"> a) consideration of lighting demands of different areas b) strategic placement of lighting fixtures to maximise ground coverage c) use of LED lighting d) minimising light spill by directing lighting into the rail corridor e) control systems for lighting that dim or switch-off lights settings according to the amount of daylight the zone is receiving f) motion sensors to control low traffic areas g) allowing the lighting system to use low light or switch off light settings while meeting relevant lighting Standards requirements, and h) ensuring security and warning lighting is not directed at neighbouring properties. <p>The proposed lighting scheme is to be submitted prior to the first design submission (System Definition Review) and accepted by TfNSW's Precincts and Urban Design team.</p>

Condition Number	Type
Property	
<p>38</p>	<p>Property Condition Surveys</p> <p>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:</p> <ul style="list-style-type: none"> a) all buildings/structures/roads within a plan distance of 20 metres from the edge of the Designated Works b) all heritage listed buildings and other sensitive structures within 50 metres from the edge of the Designated Works. <p>Property condition surveys need not be undertaken if a risk assessment indicates that selected buildings/structures/roads identified in (a) and (b) will not be affected as determined by a qualified geotechnical and construction engineering expert with appropriate registration on the National Professional Engineers Register prior to commencement of Designated Works.</p> <p>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.</p> <p>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 potential property damage.</p> <p>A copy of the survey(s) shall be provided to TfNSW and to each affected owner. A register of all properties surveyed shall be maintained.</p> <p>Any damage to buildings, structures, lawns, trees, sheds, gardens, etc. as a result of construction activity associated with the Proposed Activity - both direct and indirect (i.e. including vibration and groundwater changes), shall be rectified at no cost to the owner(s).</p>
Sustainability	
<p>39</p>	<p>Sustainability Officer</p> <p>A suitably qualified and experienced Sustainability Officer shall be appointed, who is responsible for implementing sustainability objectives for the Project.</p> <p>Details of the sustainability officer, including defined responsibilities, duration and resource allocation throughout the appointment, are to be submitted to for the approval of the Associate Director Sustainability, Planning and Development (ADSPD) prior to preparation of the Pre-construction Sustainability Report (PCSR) (or within such time as otherwise agreed to by the ADSPD). Any adjustments to sustainability resource allocations are to be approved by the ADSPD.</p>

Condition Number**Type****40****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 3.0* (7TP-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.

The Proponent shall submit a copy of the PCSR 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).

Traffic and Access**41****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 railway stations, businesses, entertainment premises 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
- f) parking locations for construction workers away from stations and busy residential areas, and details of how this will 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 relocating kiss and ride, taxi ranks bus stops (and rail replacement bus stops if required), including appropriate signage to direct customers, in consultation with the relevant taxi/bus operator. 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 construction TMP.

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

42**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.

Condition Number**Type****43****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 would include specific assessment of:

- a) sight distances for vehicles and mitigation measures proposed
- b) assessment of the relevant intersections and mitigation measures proposed

The Road Safety Audit is to be submitted to and accepted by TfNSW.

Site-specific Traffic and Access**44****Temporary Larger Gap Between the Platform and Train**

Temporary measures informing customers of the extra gap between the train and station platforms would be determined during detailed design and implemented during operation to minimise disruptions to customers while both the existing and new fleet are operating on the Blue Mountains Line. These may include a combination of additional signage, additional station staff, physical platform gap filling solutions and communication strategies.

Additional Conditions**45****Graffiti and Advertising**

Hoardings, site sheds and offices, fencing, acoustic walls around the perimeter of the site, and any structures built or installed as part of the Proposed Activity 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.

END OF CONDITIONS

Appendix C Section 60 Heritage Act Consent and Conditions of Approval



Mr Ben Groth
Principle Manager, Environmental Impact Assessment
Transport for NSW
Level 5, Tower A, Zenith Centre
821 Pacific Highway
CHATSWOOD NSW 2067

Via Email: Ben.Groth@transport.nsw.gov.au

Dear Mr Groth,

**APPROVAL UNDER SECTION 60 OF THE HERITAGE ACT 1977
BLACKHEATH RAILWAY STATION GROUP, STATE HERITAGE REGISTER No 01088**

Application no: S60/2017/187
Proposal: The proposed work at Blackheath Station would include modifications to platform copings, repositioning of rail tracks and associated works.
Additional Information Requested: Yes, received 13/09/2017 and 18/10/2017

As delegate of the Heritage Council of NSW (the Heritage Council), I have considered the above Section 60 application. Pursuant to section 63 of the *Heritage Act 1977*, approval is granted subject to the following conditions:

1. APPROVED DEVELOPMENT

Development must be in accordance with:

a) Architectural drawings, prepared by GHD as listed below:

Drawing No.	Title	Date	Rev
Project Name: New Intercity Fleet Enabling Works: Blackheath – Main West Line			
SK-H1101	Project Overview	05/07/2017	B
SK-H1102	Platform Coping Works	23/06/2017	A

b) Heritage Impact Statement titled *New Intercity Fleet Station and Signalling Enabling Works Project, Blackheath Station, Heritage Impact Assessment, prepared by AECOM Australia Pty Ltd, 31 July 2017, Revision No. 4.*



EXCEPT AS AMENDED by the following conditions of this approval:

2. PROPOSED WORKS

The following items are to be submitted for approval by the Heritage Council or delegate prior to commencement of works related to these components:

- a) Detailed design and methodology of platform cutting coping modification works, including details on how cutting works will alter the profile of the station platform. Works must consider maintaining current historic platform details and features where possible.
- b) Detailed design and methodology on how coping additions will be installed.
- c) Details on how the modified coping will be treated.
- d) Detailed design for the relocation of utilities, if the platform modification works require them to be moved.
- e) Heritage Division must undertake a site visit to review the location mark-out line for the proposed coping modifications for the finalisation of this works details.

Reason: To protect significant fabric and ensure that design is appropriate to the heritage values of the place.

3. SPECIALIST TRADESPERSONS

All work shall be carried out by suitably qualified tradespersons with practical experience in conservation and restoration of similar heritage structures, materials and methods.

Reason: To ensure quality work on sensitive and significant fabric

4. HERITAGE CONSULTANT

A suitably qualified and experienced heritage consultant must be nominated for this project. The nominated heritage consultant must provide input into the detailed design and supervise the works to minimise impacts to heritage values. The nominated heritage consultant must be involved in the selection of appropriate tradespersons, and must be satisfied that all work has been carried out in accordance with the conditions of this consent.

Reason: The nomination of a heritage consultant is required to ensure the selection of fittings and materials and the implementation of the works are overseen by an appropriately qualified professional experienced with heritage buildings.

5. SITE PROTECTION

Significant elements are to be adequately protected during the works from potential damage. Protection systems must ensure historic fabric is not damaged or removed.

Reason: To ensure that significant fabric is not damaged during the works.

6. PHOTOGRAPHIC ARCHIVAL RECORDING

A photographic archival recording of the proposed work areas must be prepared prior to the commencement of works, in accordance with the NSW Heritage Division publications *How to prepare archival records of heritage items* and *Photographic Recording of Heritage Items using Film or Digital Capture*. The original copy of the archival record must be deposited with the Heritage Division, Office of Environment and Heritage, and an additional copy provided to the Blue Mountains City Council.

Reason: To ensure that the existing site conditions, context and settings are properly documented prior to their modification and that copies of the archival recordings are kept with



the relevant authorities and to ensure that the original copies of significant documents are retained for future reference.

7. UNEXPECTED HISTORICAL ARCHAEOLOGICAL RELICS

The Applicant must ensure that if unexpected archaeological deposits or relics not identified and considered in the supporting documents for this approval are discovered, work must cease in the affected area(s) and the Heritage Council of NSW must be notified. Additional assessment and approval may be required prior to works continuing in the affected area(s) based on the nature of the discovery.

Reason: To ensure appropriate action is taken to protect potential archaeology.

8. ABORIGINAL OBJECTS

Should any Aboriginal 'objects' be uncovered by the work, excavation or disturbance of the area is to stop immediately and the Office of Environment & Heritage is to be informed in accordance with Section 89A of the *National Parks and Wildlife Act, 1974* (as amended). Works affecting Aboriginal 'objects' on the site must not continue until the Office of Environment and Heritage has been informed. Aboriginal 'objects' must be managed in accordance with the *National Parks and Wildlife Act, 1974*.

Reason: To ensure appropriate action is taken to protect potential archaeology.

9. COMPLIANCE

If requested, the Applicant and nominated Heritage Consultant may be required to participate in audits of Heritage Council approvals to confirm compliance with conditions of consent.

Reason: To ensure completion of the works in accordance with the approved plans and to improve the approvals process through a better understanding of the implementation of conditions of approval.

10. DURATION OF APPROVAL

This approval shall be void if the activity to which it refers is not completed within five years after the date of the approval, or within the period of consent specified in any relevant development consent granted under the *Environmental Planning and Assessment Act 1979*, whichever occurs first.

Reason: To comply with legislation.

ADVICE

Your attention is drawn towards the powers of entry and inspection under s.148 of the Heritage Act 1977 for authorised persons. If entry and inspection are required, reasonable notice will be provided as per the Act. The owner could voluntarily agree to allow non-authorised persons, such as Heritage Division (Office of Environment and Heritage) staff who are acting in a supporting role to the authorised persons, to enter their property for the purpose of inspection. Owners may also voluntarily grant permission to take photograph, take samples or request records.

Reason: Section 148 of the Heritage Act 1977, allows people authorised by the Minister to enter and inspect, for the purposes of the Act, with respect to buildings, works, relics, moveable objects, places or items that is or contains an item of environmental heritage. Reasonable notice must be given for the inspection.



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It should be noted that an approval under the *Heritage Act 1977* is additional to that which may be required from other Local Government and State Government Authorities in order to undertake works. If you have any queries regarding the above matter, please contact Alexander Timms, Heritage Assets Officer at the Heritage Division, Office of Environment & Heritage on (02) 8837 6067 or at alexander.timms@environment.nsw.gov.au

Yours sincerely

TIM SMITH OAM
Director Heritage Operations,
Heritage Division
Office of Environment and Heritage
As Delegate of the Heritage Council of NSW
DATE: 27 October 2017

Cc: heidi.gleeson@transport.nsw.gov.au



Mr Ben Groth
Principle Manager, Environmental Impact Assessment
Transport for NSW
Level 5, Tower A, Zenith Centre
821 Pacific Highway
CHATSWOOD NSW 2067

Via Email: Ben.Groth@transport.nsw.gov.au

Dear Mr Groth,

**APPROVAL UNDER SECTION 60 OF THE HERITAGE ACT 1977
ESKBANK RAILWAY STATION GROUP, STATE HERITAGE REGISTER No 01138**

Application no: S60/2017/195
Proposal: Modification of platform copings, repositioning of rail track, replacement of overhead wiring structures, relocation of train stops and associated works.
Additional Information Requested: Yes, received 10/10/2017

As delegate of the Heritage Council of NSW (the Heritage Council), I have considered the above Section 60 application. Pursuant to section 63 of the *Heritage Act 1977*, approval is granted subject to the following conditions:

1. APPROVED DEVELOPMENT

Development must be in accordance with:

a) Architectural drawings, prepared by GHD as listed below:

Drawing No.	Title	Date	Rev
Project Name: New Intercity Fleet Enabling Works: Eskbank – Main West Line			
SK-H901	Project Overview Eskbank Station and Lithgow Yard Signal Box	10/07/17	C
SK-H902	Up Main Track Slew Works Lithgow Yard Signal Box	06/07/17	B
SK-H903	Platform Coping Works Eskbank Station	06/07/17	B
SK-H904	Eskbank Slew Works Overhead Wiring Details	10/07/17	C
SK-H905	Eskbank Slew Works Signalling Details	23/06/17	A
SK-H906	Eskbank Slew Works Crossovers and Points Rodding	06/07/17	A

b) Heritage Impact Statement titled *New Intercity Fleet – Springwood to Lithgow Rail Corridor Modifications, Eskbank Station Statement of Heritage Impact*, prepared by Artefact Heritage, July 2017.



EXCEPT AS AMENDED by the following conditions of this approval:

2. PROPOSED WORKS

The following items are to be submitted for approval by the Heritage Council or delegate prior to commencement of works related to these components:

- a) Detailed design of platform cutting coping modification works, including details on how cutting works will alter the profile of the station platform. Works must consider maintaining current historic platform details and features where possible.
- b) Detailed methodology on how coping additions will be installed and if proposed, how rendering cut surfaces will be undertaken or moderated
- c) Details on how the modified coping will be treated.
- d) Detailed design of the crossover and rodding works. If works impact any fabric associated with the Yard Signal Box, then a Heritage Impact Assessment must be provided.
- e) Heritage Division must undertake a site visit to review the location mark-out line for the proposed coping modifications for the finalisation of this works details.

Reason: To protect significant fabric and ensure that design is appropriate to the heritage values of the place.

3. SPECIALIST TRADESPERSONS

All work shall be carried out by suitably qualified tradespersons with practical experience in conservation and restoration of similar heritage structures, materials and methods.

Reason: To ensure quality work on sensitive and significant fabric

4. HERITAGE CONSULTANT

A suitably qualified and experienced heritage consultant must be nominated for this project. The nominated heritage consultant must provide input into the detailed design and supervise the works to minimise impacts to heritage values. The nominated heritage consultant must be consulted in the selection of appropriate tradespersons, and must be satisfied that all work has been carried out in accordance with the conditions of this consent.

Reason: The nomination of a heritage consultant is required to ensure the selection of fittings and materials and the implementation of the works are overseen by an appropriately qualified professional experienced with heritage buildings.

5. SITE PROTECTION

Significant elements are to be adequately protected during the works from potential damage. Protection systems must ensure historic fabric is not damaged or removed.

Reason: To ensure that significant fabric is not damaged during the works.



6. PHOTOGRAPHIC ARCHIVAL RECORDING

A photographic archival recording of the proposed work areas must be prepared prior to the commencement of works, in accordance with the NSW Heritage Division publications *How to prepare archival records of heritage items* and *Photographic Recording of Heritage Items using Film or Digital Capture*.

The original copy of the archival record must be deposited with the Heritage Division, Office of Environment and Heritage, and an additional copy provided to the Lithgow City Council.

Reason: To ensure that the existing site conditions, context and settings are properly documented prior to their modification and that copies of the archival recordings are kept with the relevant authorities and to ensure that the original copies of significant documents are retained for future reference.

7. UNEXPECTED HISTORICAL ARCHAEOLOGICAL RELICS

The Applicant must ensure that if unexpected archaeological deposits or relics not identified and considered in the supporting documents for this approval are discovered, work must cease immediately in the affected area(s) and the Heritage Council of NSW must be notified. Additional assessment and approval may be required prior to works continuing in the affected area(s) based on the nature of the discovery.

Reason: To ensure appropriate action is taken to protect potential archaeology.

8. ABORIGINAL OBJECTS

Should any Aboriginal 'objects' be uncovered by the work, excavation or disturbance of the area is to stop immediately and the Office of Environment & Heritage is to be informed in accordance with Section 89A of the *National Parks and Wildlife Act, 1974* (as amended). Works affecting Aboriginal 'objects' on the site must not continue until the Office of Environment and Heritage has been informed. Aboriginal 'objects' must be managed in accordance with the *National Parks and Wildlife Act, 1974*.

Reason: To ensure appropriate action is taken to protect potential archaeology.

9. COMPLIANCE

If requested, the Applicant and nominated Heritage Consultant may be required to participate in audits of Heritage Council approvals to confirm compliance with conditions of consent.

Reason: To ensure completion of the works in accordance with the approved plans and to improve the approvals process through a better understanding of the implementation of conditions of approval.

10. DURATION OF APPROVAL

This approval shall be void if the activity to which it refers is not completed within five years after the date of the approval, or within the period of consent specified in any relevant development consent granted under the *Environmental Planning and Assessment Act 1979*, whichever occurs first.

Reason: To comply with legislation.



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ADVICE

Your attention is drawn towards the powers of entry and inspection under s.148 of the *Heritage Act 1977* for authorised persons. If entry and inspection are required, reasonable notice will be provided as per the Act. The owner could voluntarily agree to allow non-authorised persons, such as Heritage Division (Office of Environment and Heritage) staff who are acting in a supporting role to the authorised persons, to enter their property for the purpose of inspection. Owners may also voluntarily grant permission to take photograph, take samples or request records.

Reason: Section 148 of the Heritage Act 1977, allows people authorised by the Minister to enter and inspect, for the purposes of the Act, with respect to buildings, works, relics, moveable objects, places or items that is or contains an item of environmental heritage. Reasonable notice must be given for the inspection.

NOTE

On a recent visit to the site, it was observed that the station building was in very poor condition with external wall panelling missing, broken and missing glazing, delamination of sandstone quoins, rusting gutters and downpipes, and unrestricted access to internal spaces.

Under s118 of the *Heritage Act 1977* it is the obligation of the owner to ensure minimum standards of repair and maintenance are carried out to prevent irreparable damage or deterioration.

It is recommended that a detailed analysis and schedule of conservation works be carried out by a heritage architect and conservation specialist as a priority. This should be provided to the Heritage Division for review prior to the commencement of works. Further, an ongoing conservation program, including a maintenance plan, should be prepared to ensure that the place is appropriately conserved and maintained.

It should be noted that an approval under the Heritage Act is additional to that which may be required from other Local Government and State Government Authorities in order to undertake works.

If you have any queries regarding the above matter, please contact Alexander Timms, Heritage Assets Officer at the Heritage Division, Office of Environment & Heritage on (02) 8837 6067 or email alexander.timms@environment.nsw.gov.au

Yours sincerely

TIM SMITH OAM

Director Heritage Operations,
Heritage Division
Office of Environment and Heritage

As Delegate of the Heritage Council of NSW

DATE: 15 November 2017

Cc: heidi.gleeson@transport.nsw.gov.au



File No: SF17/37756

Ref: DOC17/392946

Ben Groth
Principle Manager, Environmental Impact Assessment
Transport for NSW
Level 5, Tower A, Zenith Centre
821 Pacific Highway
CHATSWOOD NSW 2067

Via Email: Ben.Groth@transport.nsw.gov.au

Dear Mr Groth,

**APPROVAL UNDER SECTION 60 OF THE HERITAGE ACT 1977 - KATOOMBA
RAILWAY STATION AND YARD GROUP, STATE HERITAGE REGISTER No 01174**

Application no: S60/2017/156
Proposal: Extension of platform 1 by four metres, extension of supporting infrastructure such as fencing, lighting and communication systems, removal of an existing overhead wiring structure and installation of a replacement cantilever overhead wiring structure, platform coping works, track slew and ancillary works
Additional Information Requested: Yes, received 13/09/2017, 10/10/2017 and 13/10/2017

As delegate of the Heritage Council of NSW (the Heritage Council), I have considered the above Section 60 application. Pursuant to section 63 of the *Heritage Act 1977*, approval is granted subject to the following conditions:

1. APPROVED DEVELOPMENT

Development must be in accordance with:

a) Architectural drawings, prepared by GHD as listed below:

Drawing No.	Title	Date	Rev
Project Name: New Intercity Fleet Enabling Works: Katoomba - Main West Line			
SK-H501	Project Overview Katoomba Station	07/06/17	B
SK-H502	Civil - Platform 1 Extension Plan	05/07/17	C
SK-H503	Civil - Platform 1 Extension Elevations & Detail	07/06/17	B
SK-H504	Platform Coping Works Katoomba Station	07/06/17	B
SK-H505	Electrical - Platform 1 Extension Lighting Plan	05/07/17	A
SK-H506	Electrical – General Notes	05/07/17	A
SK-H507	Communications and Security Plan	05/07/17	A
SK-H508	Overhead Wiring Details	05/07/17	C



- b) Heritage Impact Statement titled *Springwood to Lithgow Rail Corridor Modifications, Katoomba Station Statement of Heritage Impact*, prepared by AECOM Australia Pty Ltd, 11 July 2017

EXCEPT AS AMENDED by the following conditions of this approval:

2. PROPOSED WORKS

The following items are to be submitted for approval by the Heritage Council or delegate prior to commencement of works related to these components.

- a) Detailed designs of the platform cutting coping modification works, including details on how cutting works will alter the profile of the station platform. Works must consider maintaining current historic platform details and features where possible.
- b) Details on how the modified coping will be treated, specifically including proposed cement rendering and repair methodology.
- c) Detailed methodology on how coping additions will be installed.
- d) Detailed design and schedule of finishes for the platform extension. Including detail of the engineering connection between proposed platform extension and existing platform.
- e) Heritage Division must undertake a site visit to review the location mark-out line for the proposed coping modifications for the finalisation of this works details.

Reason: To protect significant fabric and ensure that design is appropriate to the heritage values of the place.

3. SPECIALIST TRADESPERSONS

All work shall be carried out by suitably qualified tradespersons with practical experience in conservation and restoration of similar heritage structures, materials and methods.

Reason: To ensure quality work on sensitive and significant fabric

4. HERITAGE CONSULTANT

A suitably qualified and experienced heritage consultant must be nominated for this project. The nominated heritage consultant must provide input into the detailed design and supervise the works to minimise impacts to heritage values. The nominated heritage consultant must be involved in the selection of appropriate tradespersons, and must be satisfied that all work has been carried out in accordance with the conditions of this consent.

Reason: The nomination of a heritage consultant is required to ensure the selection of fittings and materials and the implementation of the works are overseen by an appropriately qualified professional experienced with heritage buildings.

5. SITE PROTECTION

Significant elements are to be adequately protected during the works from potential damage. Protection systems must ensure historic fabric is not damaged or removed.

Reason: To ensure that significant fabric is not damaged during the works.

6. PHOTOGRAPHIC ARCHIVAL RECORDING

A photographic archival recording of impacted station areas must be prepared prior to the commencement of works and after the completion of works, in accordance with the NSW Heritage Division publications *How to prepare archival records of heritage items* and *Photographic Recording of Heritage Items using Film or Digital Capture*.



The original copy of the archival record must be deposited with the Heritage Division, Office of Environment and Heritage, and an additional copy provided to the Blue Mountains City Council.

Reason: To ensure that the existing site conditions, context and settings are properly documented prior to their modification and that copies of the archival recordings are kept with the relevant authorities and to ensure that the original copies of significant documents are retained for future reference.

7. UNEXPECTED HISTORICAL ARCHAEOLOGICAL RELICS

The Applicant must ensure that if unexpected archaeological deposits or relics not identified and considered in the supporting documents for this approval are discovered, work must cease in the affected area(s) and the Heritage Council of NSW must be notified. Additional assessment and approval may be required prior to works continuing in the affected area(s) based on the nature of the discovery.

Reason: To ensure appropriate action is taken to protect potential archaeology.

8. ABORIGINAL OBJECTS

Should any Aboriginal 'objects' be uncovered by the work, excavation or disturbance of the area is to stop immediately and the Office of Environment & Heritage is to be informed in accordance with Section 89A of the *National Parks and Wildlife Act, 1974* (as amended). Works affecting Aboriginal 'objects' on the site must not continue until the Office of Environment and Heritage has been informed. Aboriginal 'objects' must be managed in accordance with the *National Parks and Wildlife Act, 1974*.

Reason: To ensure appropriate action is taken to protect potential archaeology.

9. COMPLIANCE

If requested, the Applicant and nominated Heritage Consultant may be required to participate in audits of Heritage Council approvals to confirm compliance with conditions of consent.

Reason: To ensure completion of the works in accordance with the approved plans and to improve the approvals process through a better understanding of the implementation of conditions of approval.

10. DURATION OF APPROVAL

This approval shall be void if the activity to which it refers is not completed within five years after the date of the approval, or within the period of consent specified in any relevant development consent granted under the *Environmental Planning and Assessment Act 1979*, whichever occurs first.

Reason: To comply with legislation.

ADVICE

Your attention is drawn towards the powers of entry and inspection under s.148 of the *Heritage Act 1977* for authorised persons. If entry and inspection are required, reasonable notice will be provided as per the Act. The owner could voluntarily agree to allow non-authorised persons, such as Heritage Division (Office of Environment and Heritage) staff who are acting in a supporting role to the authorised persons, to enter their property for the purpose of inspection. Owners may also voluntarily grant permission to take photograph, take samples or request records.



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www.heritage.nsw.gov.au

Reason: Section 148 of the Heritage Act 1977, allows people authorised by the Minister to enter and inspect, for the purposes of the Act, with respect to buildings, works, relics, moveable objects, places or items that is or contains an item of environmental heritage. Reasonable notice must be given for the inspection.

It should be noted that an approval under the Heritage Act is additional to that which may be required from other Local Government and State Government Authorities in order to undertake works.

If you have any queries regarding the above matter, please contact Alexander Timms, Heritage Assets Officer at the Heritage Division, Office of Environment & Heritage on (02) 8837 6067 or email alexander.timms@environment.nsw.gov.au

Yours sincerely

TIM SMITH OAM

Director Heritage Operations,

Heritage Division

Office of Environment and Heritage

As Delegate of the Heritage Council of NSW

DATE: 9 November 2017

Cc: heidi.gleeson@transport.nsw.gov.au



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File No: SF17/41370
Ref: DOC17/417937

Mr Ben Groth
Principle Manager, Environmental Impact Assessment
Transport for NSW
Level 5, Tower A, Zenith Centre
821 Pacific Highway
CHATSWOOD NSW 2067

Via Email: Ben.Groth@transport.nsw.gov.au

Dear Mr Groth,

**APPROVAL UNDER SECTION 60 OF THE HERITAGE ACT 1977
LAWSON RAILWAY STATION GROUP, STATE HERITAGE REGISTER No 01177**

Application no: S60/2017/205
Proposal: The proposed work at Lawson Station includes modifications to platform copings, repositioning of rail tracks and installation of impedance bonds, stand and associated wiring connections to the signalling room.
Additional Information Requested: Yes, received 13/09/2017 and 13/10/2017

As delegate of the Heritage Council of NSW (the Heritage Council), I have considered the above Section 60 application. Pursuant to section 63 of the *Heritage Act 1977*, approval is granted subject to the following conditions:

1. APPROVED DEVELOPMENT

Development must be in accordance with:

a) Architectural drawings, prepared by GHD as listed below.

Drawing No.	Title	Date	Rev
Project Name: New Intercity Fleet Enabling Works, Lawson - Main West Line			
SK-H1301	Project Overview Lawson Station	05/07/17	B
SK-H1302	Platform Coping Works Lawson Station	23/06/17	A
SK-H1303	Signalling - Track Circuit Installation Plan	05/06/17	B

b) Report entitled *New Intercity Fleet – Springwood to Lithgow Rail Corridor Modifications, Lawson Station Statement of Heritage Impact*, prepared by AECOM Australia Pty Ltd, 26 July 2017.



EXCEPT AS AMENDED by the following conditions of this approval:

2. PROPOSED WORKS

The following items are to be submitted for approval by the Heritage Council or delegate prior to the commencement of works related to these components:

- a) Detailed design and methodology of platform cutting coping modification works, including details on how cutting works will alter the profile of the station platform. Works must consider maintaining current historic platform details and features where possible.
- b) Detailed design and methodology on how coping additions will be installed.
- c) Details on how the modified coping will be treated, particularly any proposed cement render finish.
- d) Detailed design for the relocation of utilities, if the platform modification works require them to be moved.
- e) Heritage Division must undertake a site visit to review the location mark-out line for the proposed coping modifications for the finalisation of this works details.

Reason: To protect significant fabric and ensure that design is appropriate to the heritage values of the place.

3. SPECIALIST TRADESPERSONS

All work shall be carried out by suitably qualified tradespersons with practical experience in conservation and restoration of similar heritage structures, materials and methods.

Reason: To ensure quality work on sensitive and significant fabric

4. HERITAGE CONSULTANT

A suitably qualified and experienced heritage consultant must be nominated for this project. The nominated heritage consultant must provide input into the detailed design and supervise the works to minimise impacts to heritage values. The nominated heritage must be involved in the selection of appropriate tradespersons, and must be satisfied that all work has been carried out in accordance with the conditions of this consent.

Reason: The nomination of a heritage consultant is required to ensure the selection of fittings and materials and the implementation of the works are overseen by an appropriately qualified professional experienced with heritage buildings.

5. SITE PROTECTION

Significant elements are to be adequately protected during the works from potential damage. Protection systems must ensure historic fabric is not damaged or removed.

Reason: To ensure that significant fabric is not damaged during the works.

6. PHOTOGRAPHIC ARCHIVAL RECORDING

A photographic archival recording of the impacted areas must be prepared prior to the commencement of works, in accordance with the NSW Heritage Division publications *How to prepare archival records of heritage items* and *Photographic Recording of Heritage Items using Film or Digital Capture*. The original copy of the archival record must be deposited with the Heritage Division, Office of Environment and Heritage, and an additional copy provided to the Blue Mountains City Council.



Reason: To ensure that the existing site conditions, context and settings are properly documented prior to their modification and that copies of the archival recordings are kept with the relevant authorities and to ensure that the original copies of significant documents are retained for future reference.

7. UNEXPECTED HISTORICAL ARCHAEOLOGICAL RELICS

The Applicant must ensure that if unexpected archaeological deposits or relics not identified and considered in the supporting documents for this approval are discovered, work must cease in the affected area(s) and the Heritage Council of NSW must be notified. Additional assessment and approval may be required prior to works continuing in the affected area(s) based on the nature of the discovery.

Reason: To ensure appropriate action is taken to protect potential archaeology.

8. ABORIGINAL OBJECTS

Should any Aboriginal 'objects' be uncovered by the work, excavation or disturbance of the area is to stop immediately and the Office of Environment & Heritage is to be informed in accordance with Section 89A of the *National Parks and Wildlife Act, 1974* (as amended). Works affecting Aboriginal 'objects' on the site must not continue until the Office of Environment and Heritage has been informed. Aboriginal 'objects' must be managed in accordance with the *National Parks and Wildlife Act, 1974*.

Reason: To ensure appropriate action is taken to protect potential archaeology.

9. COMPLIANCE

If requested, the Applicant and nominated Heritage Consultant may be required to participate in audits of Heritage Council approvals to confirm compliance with conditions of consent.

Reason: To ensure completion of the works in accordance with the approved plans and to improve the approvals process through a better understanding of the implementation of conditions of approval.

10. DURATION OF APPROVAL

This approval shall be void if the activity to which it refers is not completed within five years after the date of the approval, or within the period of consent specified in any relevant development consent granted under the *Environmental Planning and Assessment Act 1979*, whichever occurs first.

Reason: To comply with legislation.

ADVICE

Your attention is drawn towards the powers of entry and inspection under s.148 of the *Heritage Act 1977* for authorised persons. If entry and inspection are required, reasonable notice will be provided as per the Act. The owner could voluntarily agree to allow non-authorised persons, such as Heritage Division (Office of Environment and Heritage) staff who are acting in a supporting role to the authorised persons, to enter their property for the purpose of inspection. Owners may also voluntarily grant permission to take photograph, take samples or request records.

Reason: Section 148 of the Heritage Act 1977, allows people authorised by the Minister to enter and inspect, for the purposes of the Act, with respect to buildings, works, relics, moveable



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objects, places or items that is or contains an item of environmental heritage. Reasonable notice must be given for the inspection.

It should be noted that an approval under the Heritage Act is additional to that which may be required from other Local Government and State Government Authorities in order to undertake works.

If you have any queries regarding the above matter, please contact Alexander Timms, Heritage Assets Officer at the Heritage Division, Office of Environment & Heritage on (02) 8837 6067 or email alexander.timms@environment.nsw.gov.au

Yours sincerely

TIM SMITH OAM

Director Heritage Operations,
Heritage Division
Office of Environment and Heritage

As Delegate of the Heritage Council of NSW

DATE: 14 November 2017

Cc: heidi.gleeson@transport.nsw.gov.au



Mr Ben Groth
Principle Manager, Environmental Impact Assessment
Transport for NSW
Level 5, Tower A, Zenith Centre
821 Pacific Highway
CHATSWOOD NSW 2067

Via Email: Ben.Groth@transport.nsw.gov.au

Dear Mr Groth,

**APPROVAL UNDER SECTION 60 OF THE HERITAGE ACT 1977
LITHGOW RAILWAY STATION GROUP AND RESIDENCE,
STATE HERITAGE REGISTER No 01222**

Application no: S60/2017/191
Proposal: Extension of platforms 1 and 2 by twelve metres, extension of supporting infrastructure such as fencing, lighting and communication systems, removal of rail access ramp, installation of new steel stairs, platform coping works, track slew and ancillary works.
Additional Information Requested: Yes, received 10/10/2017

As delegate of the Heritage Council of NSW (the Heritage Council), I have considered the above Section 60 application. Pursuant to section 63 of the *Heritage Act 1977*, approval is granted subject to the following conditions:

1. APPROVED DEVELOPMENT

Development must be in accordance with:

a) Architectural drawings, prepared by GHD as listed below.

Drawing No.	Title	Date	Rev
Project Name: New Intercity Fleet Enabling Works: Lithgow – Main West Line			
SK-H401	Project Overview Lithgow Station	05/07/2017	C
SK-H402	Civil - Platform 1 & 2 Extension Plan	30/06/2017	C
SK-H403	Civil - Platform 1 & 2 Extension Elevations & Details	30/06/2017	C
SK-H404	Civil - Platform 1 & 2 Extension Typical Details	07/06/2017	A
SK-H405	Platform Coping Works Lithgow Station	05/07/2017	A
SK-H406	Electrical - Platform 1 & 2 Extension Lighting Plan	30/06/2017	C
SK-H407	Electrical – General Notes	07/06/2017	C
SK-H408	Communications & Security Plan	30/06/2017	C



- b) Heritage Impact Statement titled *New Intercity Fleet – Springwood to Lithgow Rail Corridor Modifications, Lithgow Station Statement of Heritage Impact*, prepared by Artefact Heritage Services, 11 July 2017.

EXCEPT AS AMENDED by the following conditions of this approval:

2. PROPOSED WORKS

The following items are to be submitted for approval by the Heritage Council or delegate prior to commencement of works related to these components.

- a) Detailed designs of the platform cutting coping modification works, including details on how cutting works will alter the profile of the station platform. Works must consider maintaining current historic platform details and features where possible.
- b) Details on how the modified coping will be treated, specifically including proposed cement rendering and repair methodology.
- c) Detailed design and schedule of finishes for the platform extension. Including detail of the engineering connection between proposed platform extension and existing platform. Opportunities to preserve the original brick courses on the outer edge of the current platform including ramps must be considered.
- d) Heritage Division must undertake a site visit to review the location mark-out line for the proposed coping modifications for the finalisation of this works details.

Reason: To protect significant fabric and ensure that design is appropriate to the heritage values of the place.

3. SPECIALIST TRADESPERSONS

All work shall be carried out by suitably qualified tradespersons with practical experience in conservation and restoration of similar heritage structures, materials and methods.

Reason: To ensure quality work on sensitive and significant fabric

4. HERITAGE CONSULTANT

A suitably qualified and experienced heritage consultant must be nominated for this project. The nominated heritage consultant must provide input into the detailed design and supervise the works to minimise impacts to heritage values. The nominated heritage consultant must be consulted in the selection of appropriate tradespersons, and must be satisfied that all work has been carried out in accordance with the conditions of this consent.

Reason: The nomination of a heritage consultant is required to ensure the selection of fittings and materials and the implementation of the works are overseen by an appropriately qualified professional experienced with heritage buildings.

5. SITE PROTECTION

Significant elements are to be adequately protected during the works from potential damage. Protection systems must ensure historic fabric is not damaged or removed.

Reason: To ensure that significant fabric is not damaged during the works.



6. PHOTOGRAPHIC ARCHIVAL RECORDING

A photographic archival recording of the proposed work areas must be prepared prior to the commencement of works, in accordance with the NSW Heritage Division publications *How to prepare archival records of heritage items* and *Photographic Recording of Heritage Items using Film or Digital Capture*.

The original copy of the archival record must be deposited with the Heritage Division, Office of Environment and Heritage, and an additional copy provided to the Penrith City Council.

Reason: To ensure that the existing site conditions, context and settings are properly documented prior to their modification and that copies of the archival recordings are kept with the relevant authorities and to ensure that the original copies of significant documents are retained for future reference.

7. UNEXPECTED HISTORICAL ARCHAEOLOGICAL RELICS

The Applicant must ensure that if unexpected archaeological deposits or relics not identified and considered in the supporting documents for this approval are discovered, work must cease immediately in the affected area(s) and the Heritage Council of NSW must be notified. Additional assessment and approval may be required prior to works continuing in the affected area(s) based on the nature of the discovery.

Reason: To ensure appropriate action is taken to protect potential archaeology.

8. ABORIGINAL OBJECTS

Should any Aboriginal 'objects' be uncovered by the work, excavation or disturbance of the area is to stop immediately and the Office of Environment & Heritage is to be informed in accordance with Section 89A of the *National Parks and Wildlife Act, 1974* (as amended). Works affecting Aboriginal 'objects' on the site must not continue until the Office of Environment and Heritage has been informed. Aboriginal 'objects' must be managed in accordance with the *National Parks and Wildlife Act, 1974*.

Reason: To ensure appropriate action is taken to protect potential archaeology.

9. COMPLIANCE

If requested, the Applicant and nominated Heritage Consultant may be required to participate in audits of Heritage Council approvals to confirm compliance with conditions of consent.

Reason: To ensure completion of the works in accordance with the approved plans and to improve the approvals process through a better understanding of the implementation of conditions of approval.

10. DURATION OF APPROVAL

This approval shall be void if the activity to which it refers is not completed within five years after the date of the approval, or within the period of consent specified in any relevant development consent granted under the *Environmental Planning and Assessment Act 1979*, whichever occurs first.

Reason: To comply with legislation.



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ADVICE

Your attention is drawn towards the powers of entry and inspection under s.148 of the Heritage Act 1977 for authorised persons. If entry and inspection are required, reasonable notice will be provided as per the Act. The owner could voluntarily agree to allow non-authorised persons, such as Heritage Division (Office of Environment and Heritage) staff who are acting in a supporting role to the authorised persons, to enter their property for the purpose of inspection. Owners may also voluntarily grant permission to take photograph, take samples or request records.

Reason: Section 148 of the Heritage Act 1977, allows people authorised by the Minister to enter and inspect, for the purposes of the Act, with respect to buildings, works, relics, moveable objects, places or items that is or contains an item of environmental heritage. Reasonable notice must be given for the inspection.

It should be noted that an approval under the Heritage Act is additional to that which may be required from other Local Government and State Government Authorities in order to undertake works.

If you have any queries regarding the above matter, please contact Alexander Timms, Heritage Assets Officer at the Heritage Division, Office of Environment & Heritage on (02) 8837 6067 or email alexander.timms@environment.nsw.gov.au

Yours sincerely

TIM SMITH OAM

Director Heritage Operations,
Heritage Division

Office of Environment and Heritage

As Delegate of the Heritage Council of NSW

DATE: 31 October 2017

Cc: heidi.gleeson@transport.nsw.gov.au



File No: SF17/41369
Ref: DOC17417940

Mr Ben Groth
Principle Manager, Environmental Impact Assessment
Transport for NSW
Level 5, Tower A, Zenith Centre
821 Pacific Highway
CHATSWOOD NSW 2067

Via Email: Ben.Groth@transport.nsw.gov.au

Dear Mr Groth,

**APPROVAL UNDER SECTION 60 OF THE HERITAGE ACT 1977
MEDLOW BATH RAILWAY STATION GROUP, STATE HERITAGE REGISTER No 01190**

Application no: S60/2017/190
Proposal: The proposed work at Medlow Bath would include modifications to platform copings, repositioning of rail tracks and associated works
Additional Information Requested: Yes, received 09/08/2017 and 18/10/2017

As delegate of the Heritage Council of NSW (the Heritage Council), I have considered the above Section 60 application. Pursuant to section 63 of the *Heritage Act 1977*, approval is granted subject to the following conditions:

1. APPROVED DEVELOPMENT

Development must be in accordance with:

a) Architectural drawings, prepared by GHD as listed below:

Drawing No.	Title	Date	Rev
Project Name: New Intercity Fleet Enabling Works: Medlow Bath – Main West Line			
SK-H1201	Project Overview	05/07/17	B
SK-H1202	Platform Coping Works Medlow Bath Station	23/06/17	A

b) Report entitled *New Intercity Fleet – Springwood to Lithgow Rail Corridor Modifications, Medlow Bath Station Statement of Heritage Impact*, prepared by AECOM Australia Pty Ltd, 25 July 2017.



EXCEPT AS AMENDED by the following conditions of this approval:

2. PROPOSED WORKS

The following items are to be submitted for approval by the Heritage Council or delegate prior to commencement of works related to these components:

- a) Detailed design and methodology of platform cutting coping modification works, including details on how cutting works will alter the profile of the station platform. Works must consider maintaining current historic platform details and features where possible.
- b) Detailed design and methodology on how coping additions will be installed.
- c) Details on how the modified coping will be treated, particularly any proposed cement render finish.
- d) Detailed design for the relocation of utilities, if the platform modification works require them to be moved.
- e) Heritage Division must undertake a site visit to review the location mark-out line for the proposed coping modifications for the finalisation of this works details.

Reason: To protect significant fabric and ensure that design is appropriate to the heritage values of the place.

3. SPECIALIST TRADESPERSONS

All work shall be carried out by suitably qualified tradespersons with practical experience in conservation and restoration of similar heritage structures, materials and methods.

Reason: To ensure quality work on sensitive and significant fabric

4. HERITAGE CONSULTANT

A suitably qualified and experienced heritage consultant must be nominated for this project. The nominated heritage consultant must provide input into the detailed design and supervise the works to minimise impacts to heritage values. The nominated heritage must be involved in the selection of appropriate tradespersons, and must be satisfied that all work has been carried out in accordance with the conditions of this consent.

Reason: The nomination of a heritage consultant is required to ensure the selection of fittings and materials and the implementation of the works are overseen by an appropriately qualified professional experienced with heritage buildings.

5. SITE PROTECTION

Significant elements are to be adequately protected during the works from potential damage. Protection systems must ensure historic fabric is not damaged or removed.

Reason: To ensure that significant fabric is not damaged during the works.

6. PHOTOGRAPHIC ARCHIVAL RECORDING

A photographic archival recording of the proposed work areas must be prepared prior to the commencement of works, in accordance with the NSW Heritage Division publications *How to prepare archival records of heritage items* and *Photographic Recording of Heritage Items using Film or Digital Capture*. The original copy of the archival record must be deposited with the Heritage Division, Office of Environment and Heritage, and an additional copy provided to the Blue Mountains City Council.



Reason: To ensure that the existing site conditions, context and settings are properly documented prior to their modification and that copies of the archival recordings are kept with the relevant authorities and to ensure that the original copies of significant documents are retained for future reference.

7. UNEXPECTED HISTORICAL ARCHAEOLOGICAL RELICS

The Applicant must ensure that if unexpected archaeological deposits or relics not identified and considered in the supporting documents for this approval are discovered, work must cease in the affected area(s) and the Heritage Council of NSW must be notified. Additional assessment and approval may be required prior to works continuing in the affected area(s) based on the nature of the discovery.

Reason: To ensure appropriate action is taken to protect potential archaeology.

8. ABORIGINAL OBJECTS

Should any Aboriginal 'objects' be uncovered by the work, excavation or disturbance of the area is to stop immediately and the Office of Environment & Heritage is to be informed in accordance with Section 89A of the *National Parks and Wildlife Act, 1974* (as amended). Works affecting Aboriginal 'objects' on the site must not continue until the Office of Environment and Heritage has been informed. Aboriginal 'objects' must be managed in accordance with the *National Parks and Wildlife Act, 1974*.

Reason: To ensure appropriate action is taken to protect potential archaeology.

9. COMPLIANCE

If requested, the Applicant and nominated Heritage Consultant may be required to participate in audits of Heritage Council approvals to confirm compliance with conditions of consent.

Reason: To ensure completion of the works in accordance with the approved plans and to improve the approvals process through a better understanding of the implementation of conditions of approval.

10. DURATION OF APPROVAL

This approval shall be void if the activity to which it refers is not completed within five years after the date of the approval, or within the period of consent specified in any relevant development consent granted under the *Environmental Planning and Assessment Act 1979*, whichever occurs first.

Reason: To comply with legislation.

ADVICE

Your attention is drawn towards the powers of entry and inspection under s.148 of the *Heritage Act 1977* for authorised persons. If entry and inspection are required, reasonable notice will be provided as per the Act. The owner could voluntarily agree to allow non-authorised persons, such as Heritage Division (Office of Environment and Heritage) staff who are acting in a supporting role to the authorised persons, to enter their property for the purpose of inspection. Owners may also voluntarily grant permission to take photograph, take samples or request records.

Reason: Section 148 of the Heritage Act 1977, allows people authorised by the Minister to enter and inspect, for the purposes of the Act, with respect to buildings, works, relics, moveable objects, places or items that is or contains an item of environmental heritage. Reasonable notice



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must be given for the inspection.

It should be noted that an approval under the *Heritage Act 1977* is additional to that which may be required from other Local Government and State Government Authorities in order to undertake works.

If you have any queries regarding the above matter, please contact Alexander Timms, Heritage Assets Officer at the Heritage Division, Office of Environment & Heritage on (02) 8837 6067 or email alexander.timms@environment.nsw.gov.au

Yours sincerely

TIM SMITH OAM
Director Heritage Operations,
Heritage Division
Office of Environment and Heritage
As Delegate of the Heritage Council of NSW
DATE: 27 October 2017

Cc: heidi.gleeson@transport.nsw.gov.au

**Appendix D Section 139 Heritage Act
Exception**



Mr Ben Groth
Associate Director EIA – Transport for NSW
Level 5, Tower A
821 Pacific Highway, NSW
CHATSWOOD NSW 2067
Email: ben.groth@transport.nsw.gov.au

Dear Mr Groth

NOTIFICATION OF AN EXCEPTION UNDER S139(4) OF THE *HERITAGE ACT 1977*

Proposal: Track installation works including excavation up to 1m to install impedance bonds, stand and associated cabling at Lawson Railway Station [**BLUE MOUNTAINS LGA**]

Reference is made to an exception notification form and supporting material received from you on 31 August 2017 seeking to undertake the above works. It is noted that these works are being undertaken under Exception 1b - *The Excavation or disturbance of land will have a minor impact on archaeological relics including the testing of land to verify the existence of relics without destroying or removing them.*

The proposed works have been assessed as documented by the report/drawings titled:

- *New Intercity Fleet – Springwood to Lithgow Rail Corridor Modifications, Lawson Station Statement of Heritage Impact* prepared by AECOM dated 26 July 2017 and
- *Signalling – Track Circuit Installation Plan* dated 5 July 2017 prepared by GHD Drawing No. SK-H1303 Revision B.

Under delegated authority an exception from the need for an excavation permit is endorsed, in accordance with section 139(4) of the *Heritage Act 1977* and the relevant criteria have been addressed.

Please note this exception is endorsed, subject to the following general conditions. Acceptance of these statutory conditions by the Applicant is a requirement of this exception:

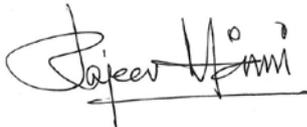
1. If any Aboriginal objects are discovered on the site, excavation or disturbance is to cease and the Office of Environment & Heritage is to be informed in accordance with Section 89A of the *National Parks and Wildlife Act 1974* (as amended).
2. This exception does not allow the removal of State significant relics.
3. Where substantial intact archaeological relics of State or local significance, not identified in the archaeological assessment or statement required by this exception, are unexpectedly discovered during excavation, work must cease in the affected area and the Heritage Council must be notified in writing in accordance with section 146 of the *Heritage Act 1977*. Depending on the nature of the discovery, additional assessment and possibly an excavation permit may be required prior to the recommencement of excavation in the affected area.
4. Anything done pursuant to this exception must be specified, supervised and carried out by people with knowledge, skills and experience appropriate to the work.

It should be noted that this endorsed exception covers only those proposed works described in the application which include: *Track installation works including excavation up to 1m to install impedance bonds, stand and associated cabling at Lawson Railway Station*. Any additional archaeological investigations will require a further approval.

This exception does not signify approval for any other activity on the site. In addition, an endorsement for an exception to the need for an archaeological permit under the *Heritage Act 1977* is additional to those that may be required from other local, State or Australian Government authorities. Inquiries about any other approvals needed should, in the first instance, be directed to the local council, State or Australian Government where appropriate.

Inquiries on this matter may be directed to Felicity Barry, Senior Archaeologist at the Heritage Division, Office of Environment & Heritage, on 9995 6914 or via email at Felicity.Barry@environment.nsw.gov.au.

Yours sincerely



Rajeev Maini

Manager, Conservation

Heritage Division

Office of Environment and Heritage

On behalf of the Director, Heritage Division, Office of Environment & Heritage

25 September 2017

Cc: The General Manager, Blue Mountains City Council, council@bmcc.nsw.gov.au
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