



# Transport Access Program

# **Hazelbrook Station Upgrade**

## Determination Report



*Artist's impression of Hazelbrook Station Upgrade, indicative only, subject to detailed design*



# **Hazelbrook Station Upgrade Determination Report**

**Transport Access Program  
Ref - 6200904**

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# Glossary and abbreviations

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

Term	Meaning
<b>REF</b>	Review of Environmental Factors
<b>Roads and Maritime</b>	NSW Roads and Maritime Services (formerly Roads and Traffic Authority)
<b>SoHI</b>	Statement of Heritage Impact
<b>TfNSW</b>	Transport for NSW (the Proponent)



# Executive summary

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

The Proposed Activity involves construction of a lift to the station platform, a new accessible path, ramp and stairs between the station and commuter carpark on Railway Parade and improved amenities such as a new ambulant toilet and family accessible toilet.

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

## Modifications to the Proposed Activity

Ongoing consultation with the community and external stakeholders as well as ongoing design development has resulted in a series of changes to the project as described in the REF including:

- minor internal modifications to the proposed station building works
- a proposed new garden bed in front of the south eastern end of the station building.

The impacts associated with the design modifications have been considered in accordance with clause 228 of the EP&A Regulation (and presented in Chapter 3 of this Determination Report). Overall, these design changes have been identified to have a minimal (and in some cases, reduced) impact in comparison to the previously assessed project. Should further design modifications be required as a result of the detailed design process, these modifications would be assessed to determine consistency with the Approved Project, including significance of impact on the environment. Additional mitigation measures and/or consultation would be undertaken where necessary.

## Purpose of this report

The purpose of this Determination Report is for TfNSW, as the Proponent of the Hazelbrook Station Upgrade, to determine whether or not to proceed with the Proposed Activity. TfNSW must make a determination in accordance with the provisions of Division 5.1 of the EP&A Act.

## Conclusion

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

# 1 Introduction

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## 1.1 Background

Transport for NSW (TfNSW) is the NSW Government's lead public transport agency that ensures planning and policy is 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.

The Transport Access Program has been established to provide a better experience for public transport customers across the State by ensuring infrastructure improvements are delivered in a co-ordinated and integrated way.

The Transport Access Program ensures the integrated planning and delivery of works with the aim of providing:

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

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

## 1.2 Review of Environmental Factors

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

The Hazelbrook Station Upgrade REF was placed on public display from 22 November to 6 December 2018, with 22 submissions received. Issues raised in these submissions are addressed in Section 2.3 of this report.



### 1.3 Determination Report

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



**Figure 1: Planning approval process**

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

- 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, amongst 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.

## **1.4 Description of the Proposed Activity in the REF**

The Proposed Activity would include works to Hazelbrook Station in the Blue Mountains Local Government Area (LGA). The station is located in Hazelbrook Village about 93 kilometres west of Sydney's Central Business District (CBD).

Hazelbrook Station does not currently meet key requirements of the *Disability Standards for Accessible Public Transport* (DSAPT) 2002 or the Commonwealth *Disability Discrimination Act 1992* (DDA). There is currently no accessible path to the station platforms for people with reduced mobility, parents/carers with prams or people with luggage. There are no lift facilities, and some paths of travel from the surrounding footpath and roads are not compliant with requirements of the DDA. There are also issues with the connections between the station and other modes of transport.

The Proposal is required to provide safe and equitable access to the station and to improve customer facilities. The upgrade would also assist in supporting growth in public transport use and would provide an improved customer experience for existing and future users of the station.

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

- a lift to the station platform
- a new accessible path, ramp and stairs between the station and Council commuter carpark on Railway Parade
- improved amenities such as a new ambulant toilet and family accessible toilet.

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

Construction is expected to commence in early 2019 and take around 18 months to complete.

## 2 Consultation and assessment of submissions

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### 2.1 REF public display

The Hazelbrook Station Upgrade REF was placed on public display from 22 November to 6 December 2018 at four locations, as well as on the [TfNSW corporate website](http://www.transport.nsw.gov.au/hazelbrook)<sup>1</sup> and TfNSW [Your Say website](http://www.yoursay.transport.nsw.gov.au/Hazelbrook)<sup>2</sup>. It was also advertised on the NSW Government [Have Your Say website](http://www.haveyoursay.nsw.gov.au)<sup>3</sup>

Community consultation activities undertaken for the public display included:

- community information sessions on 3 and 4 December 2018 at Hazelbrook Station
- distribution of around 500 flyers to customers at Hazelbrook Station on 22 November 2018
- distribution of around 1800 flyers to residents and businesses in Hazelbrook on 22 November 2018
- installation of project signage around Hazelbrook Station
- public display of the REF at Blue Mountains City Council (BMCC) Springwood and Katoomba offices, Lawson Library and the TfNSW Office at Level 5, Tower A, Zenith Centre, 821 Pacific Highway, Chatswood
- placement of an advertisement in the Blue Mountains Gazette on 28 November 2018
- door knocking of local businesses on Railway Parade and the Great Western Highway in close proximity to the station on 3 December 2018
- placement of information on the TfNSW corporate and YourSay website
- 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 on 19 November 2018 as per the consultation requirements under clause 13, 14 and 15 of the Infrastructure SEPP.

### 2.2 REF submissions

A total of 22 submissions were received by TfNSW, including one from BMCC. Submissions included feedback on a range of issues in relation to the Proposed Activity. The key issues raised in submissions were:

- support for accessibility upgrade
- design of the Proposed Activity including aspects relating to:
  - access and parking
  - security
  - landscaping
- operational considerations
- heritage.

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

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

<sup>3</sup> <http://www.haveyoursay.nsw.gov.au>

## 2.3 Consideration and response to submissions

### Community submissions

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

**Table 1: Response to community submissions received**

No.	Submission no.	Issue/s raised	TfNSW response
<b>1</b>	<b>General</b>		
1.1	H001 H002 H010 H011 H017 H018 H019 H020	Support for the Proposed Activity, and/or for improving accessibility at the station.	Noted.
1.2	H003	Comment that the station is only staffed until about 2pm and not on weekends.	Operational hours and staffing at the station is managed by NSW TrainLink . This feedback would be passed onto NSW TrainLink for consideration.
1.3	H011	Query regarding improved access to other stations.	Upgrades to other stations may be considered as part of the Transport Access Program Further information on other projects can be found on the TfNSW projects website ( <a href="https://www.transport.nsw.gov.au/projects-tap">https://www.transport.nsw.gov.au/projects-tap</a> ).
1.4	H011	Comment that the toilets on Blue Mountains trains are commonly disgusting and often function poorly.	Maintenance and cleaning of trains is managed by NSW TrainLink. This feedback would be passed onto NSW TrainLink for consideration.
1.5	H013 H017	Suggestion that toilets at the station need to be open for longer hours.	Operational hours and station facilities are managed by NSW TrainLink. This feedback would be passed onto NSW TrainLink for consideration.

No.	Submission no.	Issue/s raised	TfNSW response
<b>2</b>	<b>Design</b>		
2.1	H003	Suggestion that the two female toilets and the male toilet remain and family accessible toilet be fitted into the female toilet.	<p>The Proposed Activity includes reconfiguring the existing male and female toilet into one unisex accessible toilet and one unisex family accessible toilet (FAT) which would include facilities such as a change table.</p> <p>The proposed arrangement is the most efficient use of existing space and plumbing, and minimises internal heritage impacts.</p>
2.2	H003	Request removing partitions in the platform seats to allow people to lie down if feeling unwell.	Partitions (armrests) in platform seats are provided in accordance with DSAPT and Sydney Trains <i>Station Components Guide</i> . They provide assistance for the elderly or people with a disability to stand up.
2.3	H004	Suggestion that the connecting bus stop used temporarily when buses replace trains should be used during weekdays as these are better positioned and more accessible.	<p>The focus of the Proposed Activity is to improve accessibility at Hazelbrook Station to meet the standards of the <i>Disability Discrimination Act 1992</i>.</p> <p>No changes are proposed to the existing bus stop facilities or bus services at Hazelbrook Station as part of the Proposed Activity.</p> <p>This feedback would be passed onto the relevant bus operator and Blue Mountains City Council (BMCC) for consideration.</p>
2.4	H005	Questions why the lift shaft is not being built down the other side of the pedestrian overpass opposite the existing stairs.	This option was considered during the design process. However due to the platform narrowing at this end, there would be insufficient space to accommodate the lift shaft and allow for safe circulation of commuters.

No.	Submission no.	Issue/s raised	TfNSW response
2.5	H007	Suggestion that the curved white screen included in the proposal should be changed to an open wire screen to avoid graffiti issues.	<p>The purpose of the screen is to restrict access to the overhead wires for safety reasons. The screen needs to be non-perforated with a design that is as open as possible.</p> <p>The Proposed Activity also includes the modification to the existing station security systems including the installation of new CCTV cameras and lighting of the new landing area. In addition, anti-graffiti coatings are being considered for all exposed concrete surfaces up to 2.1 metres.</p>
2.6	H007	Requests the use of graffiti proof paint.	<p>Anti-graffiti coatings are being considered for all exposed concrete surfaces up to 2.1 metres.</p> <p>The Proposed Activity also includes the modification to the existing station security systems including the installation of new CCTV cameras to improve surveillance.</p>
2.7	H009	Request for an extra toilet in the existing building.	<p>The Proposed Activity includes reconfiguring the existing male and female toilet into one unisex accessible toilet and one unisex family accessible toilet (FAT) which would include facilities such as a change table.</p> <p>The proposed arrangement is the most efficient use of existing space and plumbing, and minimises internal heritage impacts.</p>
2.8	H012	Suggests making the overbridge barriers transparent.	<p>Existing screens on the overbridge are remaining in their existing condition under this scope of work.</p> <p>New screens from the existing footbridge to the lift would be designed to be as open as possible.</p>



No.	Submission no.	Issue/s raised	TfNSW response
2.9	H017 H021	Request for additional secure bike parking.	<p>No additional bike parking would be provided as part of this project. The existing bicycle facilities would be relocated within the Council commuter carpark as part of the upgrades to the station and carpark.</p> <p>This feedback would be passed onto NSW TrainLink for consideration.</p>

<b>3</b>	<b>Heritage</b>		
3.1	H005	Comment that the design will be quite an imposing structure which could completely ruin the historic look of the station.	<p>The location and design of the station upgrade has been developed to reduce visual impacts to the heritage significance of the station, including the original station buildings and platform (refer to section 6.5.2 of the REF for further information).</p> <p>The proposed lift has been positioned as far away from the existing building as possible, with materials selected to complement the existing building.</p> <p>The proposed screens are designed to be as small as possible, with materials and curved design to complement the existing screens.</p>

No.	Submission no.	Issue/s raised	TfNSW response
3.2	H020	Suggestion to keep the heritage in place.	<p>The location and design of the station upgrade has been developed to reduce visual impacts to the heritage significance of the station, including the original station buildings and platform (refer to section 6.5.2 of the REF for further information).</p> <p>The proposed lift has been positioned as far away from the existing building as possible, with materials selected to complement the existing building.</p> <p>The proposed upgrades are designed to be as unobtrusive as possible with minimal intervention to heritage fabric.</p> <p>In addition as a result of design development, the layout of the station building has been revised to minimise impacts on heritage fabric. Details and associated impacts are considered in Chapter 3.</p>

4	Landscape and Visual Impact		
4.1	H002 H003 H005 H022	Concern with the loss of the existing garden beds and plants. There is no information on where replacement garden beds will be located.	One garden bed would be removed to accommodate the new lift. A new garden bed would be constructed at the south eastern end of the platform.
4.2	H003	Suggests putting in a nice tree or plant where there is a brick pylon area and make the “bridge” area more attractive.	Noted. Landscaping within this area is managed by NSW TrainLink. This feedback would be passed onto NSW TrainLink for consideration.
4.3	H007 H012	Suggests painting all the stairs and balustrades on both sides off the bridge in the same colour to make it visually appealing.	<p>Modification to existing stairs and balustrades is outside the scope of the project. Existing stairs and balustrades are remaining in their existing condition under this scope of work.</p> <p>Materials, finishes and colour schemes for new features will be chosen to complement the existing structures.</p>

No.	Submission no.	Issue/s raised	TfNSW response
4.4	H007	Request to landscape the railway garden beds professionally, including the vacant land within the railway corridor, instead of looking at weeds when waiting for the train. Colours of flowers to complement the colour of the bridge please. The request includes not to plant trees.	<i>The NSW Railway Conservation Guide for Railway Gardens 2012</i> (Sydney Trains Heritage) would be used to guide planting within the new garden bed. Plants would be selected to suit local conditions and controls. Landscaping within the wider area is managed by NSW TrainLink. This feedback would be passed onto NSW TrainLink for consideration.
4.5	H007	Requests the use of plant climbers to cover the walkway support poles.	Landscaping within the wider area is managed by NSW TrainLink and is required to be low maintenance. This feedback would be passed onto NSW TrainLink for consideration.
4.6	H012	Suggestion to reduce the visual impact of the upgrades as existing views and sightlines are very important.	<p>The location and design of the station upgrade has been developed to reduce visual impacts to the heritage significance of the station, including the original station buildings and platform (refer to section 6.5.2 of the REF for further information).</p> <p>The proposed lift has been positioned as far away from the existing building as possible, with materials selected to complement the existing building.</p> <p>The proposed screens are designed to be as small as possible, with materials and curved design to complement the existing screens</p>
<b>5 Consultation</b>			
5.1	H003	Concern the consultation events did not include a morning time and lunchtime event for commuters to speak to the project team, not just late afternoon.	The consultation events were undertaken in the late afternoon as commuters generally have additional time to discuss the project with TfNSW staff (as opposed to the morning period where the majority of commuters have limited time owing to the need to reach the station to catch their train). This feedback would be considered for future consultation activities.

No.	Submission no.	Issue/s raised	TfNSW response
5.2	H015	Concerned that residents along Queens Road may not have been notified about the upgrades as they are in the suburb of Lawson.	<p>Around 1800 flyers were distributed to residents and businesses around Hazelbrook.</p> <p>Flyers were not directly distributed to residents along Queens Road, Lawson, however they can be added to the project mailing list on request by contacting <a href="mailto:projects@transport.nsw.gov.au">projects@transport.nsw.gov.au</a>, 1800 684 490, or mailing Transport for NSW Locked Bag 6501 St Leonards, NSW 2065.</p> <p>Residents were also informed of the project through an advertisement placed in the Blue Mountains Gazette, flyers distributed to customers at Hazelbrook Station and the installation of project signage around the Station.</p>
<b>6 Traffic and access</b>			
6.1	H008	Comment that there are a large number of stairs between the park and the overpass from Falcon Street. Suggestion is to reduce the number of stairs by adding a second lift to the Great Western Highway end of the footbridge.	<p>A second lift could be considered on the park side, however this is on BMCC/Roads and Maritime land and is outside the scope of this project.</p> <p>This feedback would be passed onto BMCC and Roads and Maritime for their consideration.</p>
6.2	H010 H011 H013	Comment that there is not adequate parking at the station.	<p>The scope of the Proposed Activity does not include additional parking for rail customers, as the focus is to improve accessibility to meet the standards of the <i>Disability Discrimination Act 1992</i>.</p> <p>This feedback would be passed onto BMCC and relevant TfNSW departments for consideration in future planning.</p>
6.3	H016	Requests temporary disabled space while upgrading the carpark.	Subject to consultation with BMCC, temporary allocation would be made available throughout construction for disabled parking.

No.	Submission no.	Issue/s raised	TfNSW response
6.4	H013 H022	Concern that impacts to traffic will be created from the pedestrian crossing and drop off zone on the west side of the station.	The Proposed Activity does not alter the existing operation of the pedestrian crossing and drop off zone.  Traffic in this area is managed by BMCC. This feedback would be passed onto BMCC for consideration.
6.5	H022	Request for a drop off zone on both sides of the station.	The scope of the Proposed Activity does not include additional drop off zones for rail customers, as the focus is to improve accessibility to meet the standards of the <i>Disability Discrimination Act 1992</i> .
<b>7 Security</b>			
7.1	H014	Concerned about the personal safety and passive surveillance with having the screens on either side of the new landing area.	The purpose of the screen is to restrict access to the overhead wires for safety reasons. The screen needs to be non-perforated with a design that is as open as possible.  The Proposed Activity includes the modification to the existing station security systems including the installation of new CCTV cameras and lighting of the new landing area.
7.2	H019	Request a drop off pick up zone for a minibus be provided to increase the safety of the young children transported to and from the station.	The Proposed Activity includes pedestrian access improvements to the footpath and pedestrian crossing to provide better accessibility to the station, including between the kiss and ride zone and station entry at Railway Parade.  This feedback would be passed onto BMCC for their consideration.

## Other stakeholder submissions

Table 2 outlines issues raised by BMCC (H006) and the Hazelbrook Association (H014), in their submission, along with TfNSW's response.

**Table 2: Response to other stakeholder submissions received**

Issue no.	Submission no.	Issue/s raised	TfNSW response
<b>1</b>	<b>General</b>		
1.1	H014	Support for the Proposed Activity, and/or for improving accessibility at the station.	Noted.
1.2	H006	Council commends TfNSW for their ongoing improvements to universal access to trains stations within the Blue Mountains.	Noted.
1.3	H006	Recommendation that asset ownership to be consistent with the BMCC/Sydney Trains Safety Interface Agreements and current Lease arrangements.	Asset ownership would be consistent with the BMCC/NSW TrainLink Safety Interface Agreements and current lease arrangements.
1.4	H006	Request an application under the <i>Roads Act 1993</i> (Roads Act) for any temporary occupation or work that takes place in, from or over Council's property and road reserve areas.	Section 138 of the Roads Act requires consent from the relevant road authority for the carrying out of work in, on, or over a public road. However clause 5(1) in Schedule 2 of the Roads Act states that public authorities (TfNSW) do not require consent for works on unclassified roads.  However, should any works be required on Council road reserves then a Road Occupancy Licence would be obtained from BMCC. TfNSW would undertake a road condition survey prior to commencement of works and carry out rectification works if required.
1.5	H006	Request that appropriate attention and detail is provided to the transition between the new SA kerb & gutter and the existing road shoulder treatment at each location, to ensure erosion and scouring is prevented.	Noted.



Issue no.	Submission no.	Issue/s raised	TfNSW response
1.6	H006	Recommendation to provide deterrents to minimise graffiti on the proposed equipment at ground level should be identified.	<p>Anti-graffiti coatings are being considered for all exposed concrete surfaces up to 2.1 metres.</p> <p>The Proposed Activity also includes the modification to the existing station security systems including the installation of new CCTV cameras to improve surveillance.</p>
1.7	H006	Request the opportunity to provide comment on the design at the preliminary stage and again at the 80% stage.	BMCC has been offered a briefing for this project during design development. Further consultation would be undertaken in relation to direct impacts on BMCC owned and operated assets.
1.8	H006	Recommendation that as Hazelbrook has a number of local events throughout the year construction work should cease during these events.	<p>Conditions of Approval would include that key events in Hazelbrook would be taken into consideration during the construction planning process. Mitigation measures would be included in documents such as the CEMP and Community Liaison Management Plan to minimise impacts.</p>
1.9	H006 H014	Unsupportive of the loss of at least 5 car parking spaces due to lack of capacity for these parking spaces to be accommodated in the surrounding network.	<p>A traffic and transport assessment completed as part of the REF considered the loss of parking spaces during construction and concluded that there was sufficient parking in the vicinity of the station.</p> <p>Following the completion of construction works all existing parking spaces would be reinstated and there would be no overall loss of parking spaces (refer to section 6.1.2 of the REF for further information).</p>

Issue no.	Submission no.	Issue/s raised	TfNSW response
1.10	H006	Recommendation that construction workers are to be instructed not to park in commuter parking spaces or villages parking areas.	<p>As per CoA 37, a CTMP will be prepared as part of the CEMP. Part of the CTMP will address the management of parking locations for construction workers away from stations and busy residential areas as well as requirements for any temporary replacement parking during construction. TfNSW would investigate initiatives with the Construction Contractor to reduce impacts on parking during construction. Options that would be considered include:</p> <ul style="list-style-type: none"> <li>• encouraging the use of public transport</li> <li>• car-pooling</li> <li>• use of small shuttle buses to transport workers from a designated meeting point nearby to the worksite</li> <li>• reinforcement of appropriate parking behaviour at toolbox talks.</li> </ul>
1.11	H006	A precondition survey should be undertaken of all infrastructures likely to be used and/or impacted by the project.	<p>Conditions of Approval would require property condition surveys to be carried out prior to any piling, excavation or bulk fill or any vibratory impact works including jack hammering and compaction in the vicinity of:</p> <ul style="list-style-type: none"> <li>• all buildings/structures/roads within a plan distance of 20 metres from the edge of the Designated Works</li> <li>• all heritage listed buildings and other sensitive structures within 50 metres from the edge of the Designated Works.</li> </ul> <p>Refer to CoA No. 34.</p> <p>In addition archival recording of the heritage fabric of the station would be undertaken prior to commencement of work (CoA No. 30).</p>

Issue no.	Submission no.	Issue/s raised	TfNSW response
1.12	H006	Recommendation that 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 Council land must be obtained prior to works commencing.	<p>Conditions of Approval would require property condition surveys to be carried out prior to any piling, excavation or bulk fill or any vibratory impact works including jack hammering and compaction in the vicinity of:</p> <ul style="list-style-type: none"> <li>all buildings/structures/roads within a plan distance of 20 metres from the edge of the Designated Works</li> <li>all heritage listed buildings and other sensitive structures within 50 metres from the edge of the Designated Works.</li> </ul> <p>Refer to CoA No.34.</p> <p>Mitigation measures would also be included in documents such as the CEMP and Community Liaison Management Plan to minimise impacts.</p> <p>Applicable approvals would be obtained from BMCC where required prior to the commencement of relevant works.</p>
<b>2</b>	<b>Design</b>		
2.1	H014	Recommendation that the barrier screen on the walkway be extended to avoid the dropping of items onto the platform or onto passing trains.	<p>The purpose of the screen is to restrict access to the overhead wires. The screen needs to be non-perforated with a design that is as open as possible.</p> <p>The proposed screens have been designed to balance customer safety with heritage and visual impacts.</p>
2.2	H014	Request that the lower section of the lift be coated in an anti-graffiti coating for easy removal of any graffiti vandalism.	<p>Anti-graffiti coatings are being considered for all exposed concrete surfaces up to 2.1 metres.</p> <p>The Proposed Activity also includes the modification to the existing station security systems including the installation of new CCTV cameras to improve surveillance.</p>
2.3	H014	Request that consideration be given to the provision of automatic doors that can be activated with an Opal card to increase the time that amenities/toilets are available.	<p>Operational hours and facilities are managed by NSW TrainLink. This feedback would be passed onto NSW TrainLink for consideration.</p>

Issue no.	Submission no.	Issue/s raised	TfNSW response
2.4	H014	Request that rail information signs be provided so that travellers are aware of the arrival of trains.	Operational facilities including digital customer information boards are managed by NSW TrainLink. This feedback would be passed onto NSW TrainLink for consideration.
2.5	H014	Recommendation that to prevent further graffiti vandalism on the existing pedestrian walkway a high railing be provided to deter vandals from jumping the fence and damaging the metal facing of the pedestrian overpass.	Noted. This feedback would be passed onto NSW TrainLink for consideration.
2.6	H014	Include handrails on the inside of the lifts.	Handrails would be provided in accordance with Australian Standards.
2.7	H014	Consider moving the Opal readers to the top of the footbridge and adding digital customer information boards to the station.	<p>New and additional Opal card access points would be provided as part of the Proposed Activity. These are located at platform level at bottom of existing stair and new lift.</p> <p>The locations have been determined in consultation with NSW TrainLink taking into consideration passenger circulation and location of Opal top-up machines.</p> <p>Operational facilities including digital customer information boards are managed by and would be provided by NSW TrainLink. This feedback has been passed onto NSW TrainLink for consideration.</p>
2.8	H006	Comment that drainage plans have not been provided to allow review.	BMCC has been offered a briefing for this project during the development of the detailed design. Further consultation would be undertaken in relation to direct impacts on Council owned and operated assets.

Issue no.	Submission no.	Issue/s raised	TfNSW response
2.9	H006	Recommendation that drainage assets for station works should be contained within Sydney Trains boundary including onsite detention. Council expects TfNSW to account for this in drainage design so as to not impact Council assets.	All new drainage infrastructure would be installed on RailCorp/NSW TrainLink land. Existing stormwater assets have been assessed for capacity as part of detailed design. Stormwater and drainage arrangements would be confirmed during further consultation with BMCC.
2.10	H006	Requested details of management of stormwater run-off from new paved areas. Recommended that carpark surface is to be designed such that there is continuous fall towards the street drainage system, and that the Proposed Activity does not create low points.	Noted. The proposed car park falls towards the street.
2.11	H006	Suggest that reference be made to the Hazelbrook Woodford Creek Catchment Flood Study. Further information can be provided by Council if required.	Noted. Civil and drainage works would consider all relevant studies, including the <i>Hazelbrook Woodford Creek Catchment Flood Study</i> .
<b>3</b>	<b>Security</b>		
3.1	H014	Recommend that CCTV coverage be extended to cover the western end of the platform to reduce the prevalence of graffiti.	The Proposed Activity also includes the modification to the existing station security systems including the installation of new CCTV cameras to improve surveillance. The Proposed Activity also includes the installation of new rail corridor fencing which is designed to deter unauthorised access to the station.
<b>4</b>	<b>Traffic, transport and access</b>		
4.1	H014	Request that consideration be given to extending the car park.	The scope of the Proposed Activity does not include additional parking for rail customers, as the focus is to improve accessibility to meet the standards of the <i>Disability Discrimination Act 1992</i> . This feedback would be passed onto BMCC and relevant TfNSW departments for consideration in future planning.

Issue no.	Submission no.	Issue/s raised	TfNSW response
4.2	H014	Request consideration of a drop off location for cars heading east on Railway Parade particularly for those who have difficulty with walking.	The Proposed Activity includes pedestrian access improvements to the footpath and pedestrian crossing to provide better accessibility to the station, including between the existing kiss and ride zone and station entry at Railway Parade. No further kiss and ride zones are proposed.
4.3	H014	Request to modify the station entrance on Railway Parade so that a car can stop immediately in front.	Allowing a car to stop immediately in front of the station would block the pedestrian crossing and primary pedestrian entrance to the station. The Proposed Activity includes pedestrian access improvements to the footpath and pedestrian crossing to provide better accessibility to the station, including between the kiss and ride zone and station entry at Railway Parade. No further modifications to the station entrance are proposed.
4.4	H006	Request that the Construction Environmental Management Plan (CEMP) be provided to Council prior to work commencing.	Noted. A copy of the CEMP would be provided to BMCC.
4.5	H006	Recommends that reference should be made to the relevant Council Standards for kerb ramps/paths and other civil infrastructure.	Noted. Relevant Council Standards for kerb ramps/paths and other civil infrastructure would be considered.
4.6	H006	Recommends that there should be no adverse impacts on access to local business, taxis services and private property during the construction phases.	A Construction Traffic Management Plan (CTMP) would be prepared by the Contractor in consultation with TfNSW and provided to BMCC. The CTMP would consider impacts to access to local business, taxi services and private property. Any impacts to residents or businesses would be managed as per the CLMP.



Issue no.	Submission no.	Issue/s raised	TfNSW response
4.7	H006	Recommend that Contactor be encouraged to carpool and use public transport.	<p>As per CoA 37, a CTMP will be prepared as part of the CEMP. Part of the CTMP will address the management of parking locations for construction workers away from stations and busy residential areas as well as requirements for any temporary replacement parking during construction.</p> <p>TfNSW would investigate initiatives with the Construction Contractor to reduce impacts on parking during construction. Options that would be considered include:</p> <ul style="list-style-type: none"> <li>• encouraging the use of public transport</li> <li>• car-pooling</li> <li>• use of small shuttle buses to transport workers from a designated meeting point nearby to the worksite</li> <li>• reinforcement of appropriate parking behaviour at toolbox talks.</li> </ul>
4.8	H006	Recommends that a parking exclusion zone for workers should be detailed in the TMP to reduce impact to commuters in the area immediately surrounding the train station.	A parking exclusion zone for workers would be detailed in the CTMP to reduce impact to commuters in the area immediately surrounding the station.
4.9	H006	Recommends that during the construction phase that if there will be a loss of parking then the contractors need to assess this loss and provide additional space within the near vicinity. Council should be consulted on this matter.	<p>On-street parking in the vicinity of the works is anticipated to be sufficient to cater for temporary parking losses during construction.</p> <p>The CTMP would be prepared by the Contractor in consultation with TfNSW and provided to BMCC.</p>
4.10	H006	Council notes that the timeframe for construction would be approximately 18 months and is dependent on track possession availability and other factors, and seeks advance notice of commencement dates.	Consultation with BMCC would continue through the detailed design phase and construction stage of the Proposed Activity. This would include keeping Council updated on progress of the construction phase.

Issue no.	Submission no.	Issue/s raised	TfNSW response
4.11	H006	Recommends that footpath depth across the carpark driveway crossing should increase to a minimum of 150mm as per BMCC standard footpath drawing.	Relevant Council standards for civil infrastructure would be considered during detailed design. Consultation with BMCC would be ongoing during detailed design.
4.12	H006	<p>Concerned about a number of discrepancies between the architectural and civil drawings provided, including:</p> <ul style="list-style-type: none"> <li>width of the footpath between the disabled car parking spaces and Selwood House. Council suggests a 1.5m to allow for easy wheelchair access, however, this should be carefully chosen to ensure that disability parking spaces do not conflict with vehicles entering and exiting the carpark</li> <li>type of drain proposed between the disability parking spaces and the upper level of carpark</li> <li>number and location of new bicycle hoops.</li> </ul>	Further consultation with BMCC would be undertaken in relation to direct impacts on council owned and operated assets.
4.13	H006	<p>Supports the minimisation of impact to the local area around the proposed works including impacts to traffic, amenity, noise etc. Recommends the siting of any necessary compounds, storage areas, staff car parking etc. away from residential properties in the railway corridor.</p>	Noted.

Issue no.	Submission no.	Issue/s raised	TfNSW response
4.14	H006	Request further details are provided once specifics of construction activities, such as compound locations and storage, construction staff parking and vehicle access are known, so that potential impacts on local traffic and residents can be assessed. Council also requests a chance to review the CTMP.	The CTMP would be prepared by the Contractor in consultation with TfNSW and provided to BMCC.  Consultation with Council would continue throughout construction of the Proposed Activity.
4.15	H006	Request further detail on the new raised pedestrian crossing and recommended that it be integrated with the pavement on the bridge through coloured stencilled concrete/paving to further suggest pedestrian priority.  It is requested that the proposed raised threshold crossing be Council's current design which includes the extended concrete apron approaches (to protect the pavement at the approaches), refer to the recent thresholds constructed in Katoomba Street and Waratah Street.	Relevant Council standards for civil infrastructure would be considered during detailed design. Consultation with BMCC would be ongoing during detailed design.
4.16	H006	Suggested a minimum footpath width of 1.2 metres is used for comfortable wheelchair and pram use, as per AGRD 6A.	Noted. Footpath would maintain a minimum 1.2 metres width in accordance with relevant standards and as per <i>The Guide to Road Design Part 6A: Paths for Walking and Cycling</i> (AGRD).
4.17	H006	Recommended that all line marking to have relevant raised pavement markers.	Noted.

Issue no.	Submission no.	Issue/s raised	TfNSW response
4.18	H006	Recommended that reference be made to the <i>Blue Mountains Bike Plan 2020</i> and <i>Pedestrian Access and Mobility Plan 2025</i> , which demonstrates the local network connections with the Railway Station and the surround villages and townships.	Noted. The Urban Design Plan would consider all relevant studies, including the <i>Blue Mountains Bike Plan 2020</i> and <i>Pedestrian Access and Mobility Plan 2025</i> (refer to CoA No. 40).
4.19	H006	Recommends provisions for on road cyclists be included in the design particular at intersections between car parks and local road.	The scope of the Proposed Activity does not include provision for on-road cyclists, as the focus is to improve accessibility to meet the standards of the <i>Disability Discrimination Act 1992</i> .
4.20	H006	Noted that a new concrete raised threshold is proposed at the existing marked pedestrian crossing and recommended that care be taken with the design and construction at this location to minimise any potential for the proposed device to act as a 'launching pad' for vehicles travelling at speed. Highlighted the existing power pole on the western side of Railway Parade right at the crossing and back of kerb. Request the opportunity to introduce some form of barrier or mitigation of impact between traffic/pole here as part of the proposed upgrade.	Noted. The design and construction of the pedestrian crossing would be undertaken in accordance with relevant standards.
4.21	H006	Suggests new batters and related new kerbs impact on existing car parking. Recommends further discussion with Council.	Noted. Council would be consulted throughout detailed design.

Issue no.	Submission no.	Issue/s raised	TfNSW response
4.22	H006	<p>Notes that wheel stops are proposed at the accessible spaces due to these spaces being at grade with the footpath.</p> <p>Recommends wheel stops with high durability and good visual contrast to the carpark surface be installed.</p>	Noted. Wheel stops would comply with relevant Australian Standards.
4.23	H006	Request that the proposed landscaping area between the accessible spaces and the existing car park area be reviewed for the potential provision of dedicated motorcycle parking spaces as well as some landscaping.	Noted. Opportunities to incorporate motorcycle parking at this location would be considered in consultation with BMCC.
4.24	H006	Request that to offset the loss of parking, TfNSW be requested to form, provide kerb & gutter and seal the road shoulder in Addington Road, at the rear of the commuter car park, to properly accommodate for overflow on-street parking here.	<p>A traffic and transport assessment completed as part of the REF considered the loss of parking spaces during construction and concluded that there was sufficient parking in the vicinity of the station.</p> <p>Following the completion of construction works all existing parking spaces would be reinstated and there would be no overall loss of parking spaces (refer to section 6.1.2 of the REF for further information).</p>

Issue no.	Submission no.	Issue/s raised	TfNSW response
<b>5</b>	<b>Heritage</b>		
5.1	H006	Concern about potential impacts on the heritage, visual, physical and landscape fabric of the station platform and its curtilage.	<p>The proposed lift has been positioned as far away from the existing building as possible, with materials selected to complement the existing building. One garden bed would be moved to the south eastern end of the platform to accommodate the new lift.</p> <p>The proposed screens are designed to be as small as possible, with materials and curved design to complement the existing screens</p> <p>Overall, the design has been developed to reduce visual impacts to the original station buildings and platform (refer to section 6.5.2 of the REF for further information).</p> <p>In addition as a result of design development, the layout of the station building has been revised to minimise impacts on heritage fabric. Details and associated impacts are considered in Chapter 3.</p>
5.2	H006	<p>Notes that Hazelbrook Station is listed on RailCorp's Section 170 Heritage and Conservation Register and the Blue Mountains LEP, and that the proposed works are predominantly inside the Hazelbrook Station group listing boundary. Notes also that the proposed works in the commuter car park and Railway Parade are outside the listing boundary.</p> <p>Notes that the Proposal would impact on the stairs, platform, physical and visual connections to the street and precinct.</p>	Noted.
5.3	H006	States that the platform gardens are a unique characteristic of Hazelbrook Station and recommends further consideration to minimising impacts.	One garden bed would be moved to the south eastern end of the platform to accommodate the new lift.



Issue no.	Submission no.	Issue/s raised	TfNSW response
5.4	H006	<p>Recommends that a landscape plan highlighting planting and streetscape design should be prepared in alignment with the civil design, with the intent to provide some integration between the new Proposal elements and the existing / planned landscape character.</p> <p>Requests further engagement on these matters.</p>	<p>A Landscape Plan would be developed for the Proposed Activity, and would be provided to BMCC. BMCC will be invited to provide feedback during preparation of this plan.</p> <p><i>The NSW Railway Conservation Guide for Railway Gardens 2012</i> (Sydney Trains Heritage) would be used to guide planting within the new garden bed.</p>
5.5	H006	<p>Notes that:</p> <ul style="list-style-type: none"> <li>a due diligence assessment was undertaken for the Proposal in accordance with the Due Diligence Code of Practice for the Protection of Aboriginal Objects in New South Wales (OEH, 2010)</li> <li>an Aboriginal Heritage Information Management System (AHIMS) search was undertaken for the area covered by the Proposal (the area around Hazelbrook Station), on 4 October 2018</li> <li>no Aboriginal sites were identified in the initial search. An additional search with an increased radius was subsequently undertaken which identified an Aboriginal site approximately 800 metres from the Proposal. Notes that this site would not be impacted by the Proposal.</li> </ul>	Noted.

Issue no.	Submission no.	Issue/s raised	TfNSW response
5.6	H006	<p>Recommends that the detailed design and construction of the proposal should be undertaken with consideration to the heritage values of the station.</p> <p>Requests further engagement on the matters.</p>	<p>As a result of design development, the layout of the station building has been revised to minimise impacts on heritage fabric. Details and associated impacts are considered in Chapter 3.</p> <p>Conditions of Approval would also require that a suitably qualified and experienced Heritage Advisor shall be engaged by the Construction Contractor, to provide ongoing heritage, design and conservation advice throughout detailed design and any subsequent relevant design modifications (CoA No. 29).</p>
<b>6</b>	<b>Environmental</b>		
6.1	H006	<p>Expects that rigorous site/environmental management processes throughout the project 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 drinking water supply catchment.</p>	<p>Noted.</p> <p>A CEMP would be prepared by the Contractor. The CEMP would provide a centralised mechanism through which all potential environmental impacts relevant to the Proposed Activity would be managed, and outline a framework of procedures and controls for managing environmental impacts during construction, including potential impacts to the Blue Mountains World Heritage Area, National Park and drinking water supply catchment.</p> <p>The CEMP would incorporate as a minimum all environmental mitigation measures identified in the REF, Conditions of Approval and a process for demonstrating compliance with such mitigation measures and conditions (CoA No. 12).</p>
<b>7</b>	<b>Landscape and Visual Impact</b>		
7.1	H006	<p>Requests an opportunity to review the detailed landscaping and urban design plans to more fully assess the impacts and mitigation measures.</p>	<p>A Landscape Plan would be developed for the Proposed Activity, and would be provided to BMCC.</p>

Issue no.	Submission no.	Issue/s raised	TfNSW response
7.2	H006	Supportive of the low-line design of new lift and stair structure. Preference for less bulk and maximum transparency. Seeking to provide input on the roof colour.	Noted. The roof colour has been selected to be sympathetic to the station context.
7.3	H006	Notes the loss of quality treatment (boundary wall and tree planting) to Railway Parade boundary which acknowledges the Heritage Conservation Zone overlay to the site.	Noted. <i>The NSW Railway Conservation Guide for Railway Gardens 2012</i> (Sydney Trains Heritage) would be used to guide planting within the new garden bed. Plants would be selected to suit local conditions and controls.
7.4	H006	The Council strongly advocates for a minimum maintenance establishment period of 12 months.	Noted. Any new landscaping within TfNSW land would be maintained by NSW TrainLink The maintenance establishment period for landscaping with BMCC land would be developed in consultation with BMCC.
7.5	H006	Recommends that reference should be made to Council's Public Domain Technical Manual.	Council's Public Domain Technical Manual would be considered when preparing the Public Domain Plan for the proposal (refer to Condition of Approval 40).
7.6	H006	Recommends that reference should be made to Council's Street Tree Master Plan.	Council's Street Tree Master Plan would be considered when preparing the Public Domain Plan for the proposal (refer to Condition of Approval 40).
7.7	H006	Recommends that reference should be made to Council's Hazelbrook Village Masterplan. This plan makes specific recommendations to improving the carpark, station, street, and shop frontage interface.	Council's Hazelbrook Village Master Plan would be considered when preparing the Urban Design Plan for the proposal (refer to Condition of Approval 40).

## 2.4 Future consultation

Should TfNSW proceed with the Proposed Activity, consultation activities would continue, including consultation with BMCC regarding design development. In addition TfNSW would notify residents, businesses and community members in the lead up to and during construction. The consultation activities would help to ensure that:

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

The [TfNSW email address](mailto:projects@transport.nsw.gov.au)<sup>4</sup> and TfNSW Infoline (1800 684 490) would continue to be available during the construction phase. Targeted consultation methods, such as use of letters, notifications, signage and verbal communications, would continue to occur. The [TfNSW website](http://www.transport.nsw.gov.au/projects-tap/hazelbrook)<sup>5</sup> would also include updates on the progress of construction.

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<sup>4</sup> [projects@transport.nsw.gov.au](mailto:projects@transport.nsw.gov.au)

<sup>5</sup> <http://www.transport.nsw.gov.au/projects-tap/hazelbrook>

## 3 Changes to the Proposed Activity

### 3.1 Assessment of design changes

Further design development, along with consultation with the community and stakeholders, has resulted in a number of changes since the Hazelbrook Station Upgrade REF was prepared. These changes are outlined in Table 3, along with a discussion of the impacts (and unless explicitly stated otherwise in the table below, it is considered that impacts related to other aspects are considered to be consistent with the findings of the REF). Where additional mitigation measures are required, these have been included as Conditions of Approval in Appendix B.

**Table 3: Design changes summary of impacts**

Aspect of the Proposal	Design change	Discussion of impact
Station building	<p>There would be a reduction in the works to the internal reconfiguration of the station building as follows (refer to Figure 2):</p> <ul style="list-style-type: none"><li>• The existing female toilet would be converted to a unisex ambulant toilet</li><li>• The station services equipment room (SSER) is no longer required</li><li>• There would be no modification to the existing store room and waiting room area adjacent to the existing female toilets</li><li>• The existing equipment rack would be used to house communications equipment in the store room (i.e. no change).</li></ul>	<p>The changes related to potential heritage impacts and a heritage assessment has been completed by Extent Heritage (refer to Appendix C). The assessment found that overall, the changes represent a reduction in impacts to heritage values (through avoiding direct impacts to heritage fabric) and amendments and mitigation measures recommended in the <i>Hazelbrook Statement of Heritage Impact</i> (Extent, 2018). Consideration for the revised mitigation measures has been included in the Conditions of Approval 29, 30 and 31.</p>
Platform	<p>Relocation of a garden bed to the south eastern end of the platform.</p>	<p>As noted in the REF, one garden bed would be removed to accommodate the new lift (refer to Appendix A). This garden bed is now proposed to be relocated to the south eastern end of the platform. There are no additional impacts associated with proposed relocation of the garden bed.</p>

Aspect of the Proposal	Design change	Discussion of impact
Bicycle parking	Relocation of bicycle hoops from the southern station entry to the Council commuter carpark.	The bicycle racks will be relocated adjacent to the existing secure bicycle parking within the Council commuter carpark. This relocation is further from the station entrance, however it is required to improve and provide a safer pedestrian access to the station.

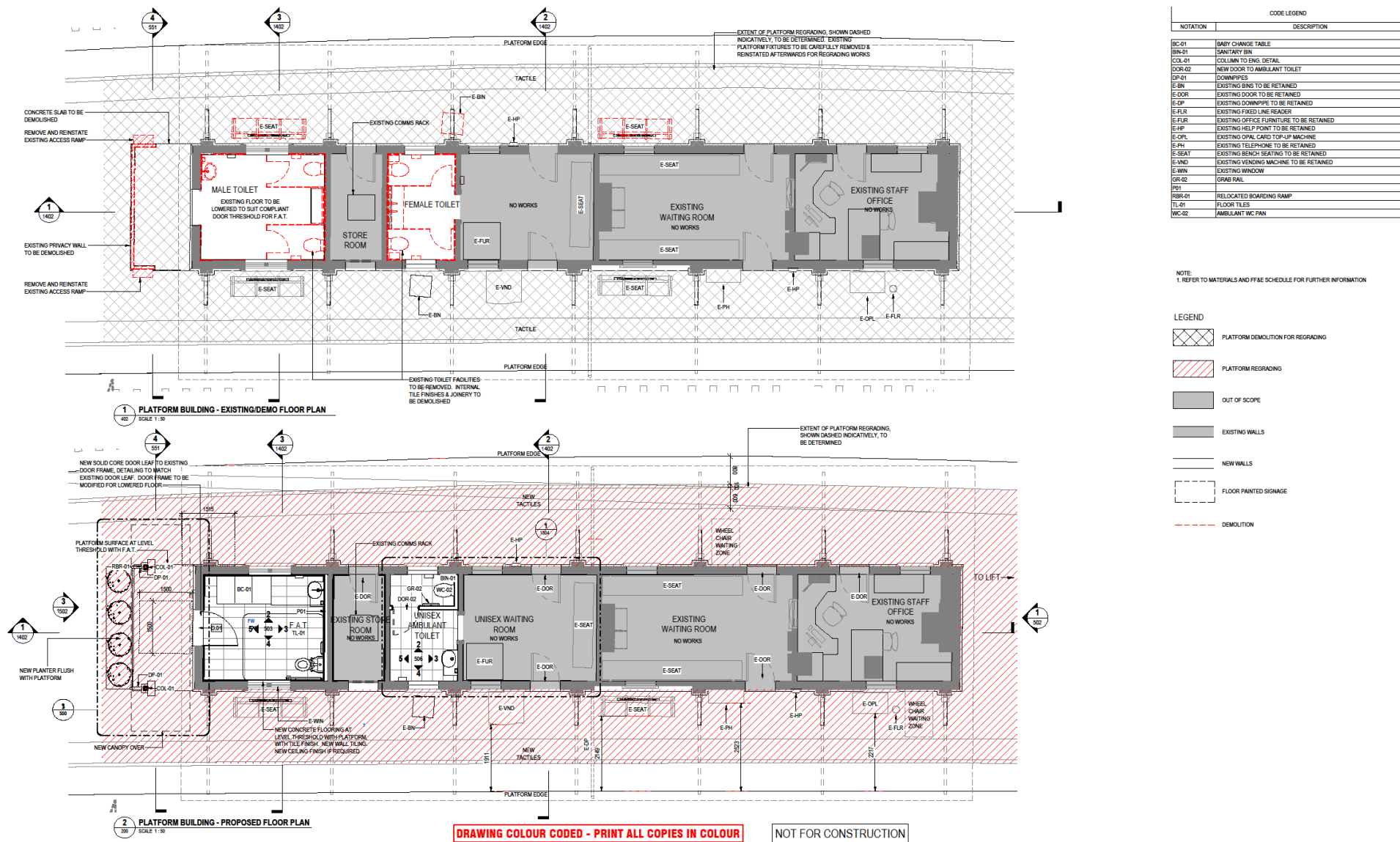


Figure 2 Modified station building internal layout

## 4 Consideration of the environmental impacts

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### ***Environmental Planning and Assessment Act 1979***

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

In accordance with the checklist of matters pursuant to clause 228(3) of the EP&A Regulation, an assessment is provided in Chapter 6 of the REF and Appendix B of the REF.

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

The likely significance of the environmental impacts of the Proposed Activity has been assessed in accordance with the then NSW Department of Planning's 1995 best practice guideline *Is an EIS Required?*<sup>6</sup> It is concluded that the Proposed Activity is not likely to significantly affect the environment (including critical habitat) or threatened species, populations of ecological communities, or their habitats. Accordingly, an environmental impact statement under Division 5.2 of the EP&A Act is not required.

### ***Environment Protection and Biodiversity Conservation Act 1999***

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

It is considered that the Proposed Activity described in the REF is not likely to have a significant impact on any Commonwealth land and is not likely to have a significant impact on any matters of NES.

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



## **5 Conditions of Approval**

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

## 6 Conclusion

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Having regard to the assessment in the REF, consideration of the submissions received and the design changes subsequent to the public display of the REF as detailed in this Determination Report, it can be concluded that the Proposed Activity is not likely to significantly affect the environment (including critical habitat) or threatened species, populations of ecological communities, or their habitats. Consequently, an environmental impact statement is not required to be prepared under Division 5.2 of the EP&A Act.

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

The Proposed Activity would provide a series of benefits to the local community including:

- a station that is more accessible to customers with disabilities, limited mobility, parents/carers with prams and customers with luggage in line with DSAPT and DDA requirements
- upgraded buildings and facilities for all modes that meet the needs of a growing population
- improved station amenity and safety for customers at the station resulting from the installation of accessible toilet facilities, new lighting and CCTV.

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).

# Determination

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## HAZELBROOK STATION UPGRADE

### APPROVAL

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

1. Have examined and considered the Proposed Activity in the Hazelbrook Station Upgrade Review of Environmental Factors (November, 2018) and the Hazelbrook Station Upgrade Determination Report (January 2019) in accordance with section 5.5 of the *Environmental Planning and Assessment Act 1979*.
2. Determine on behalf of Transport for NSW (the Proponent) that the Proposed Activity may be carried out in accordance with the Conditions of Approval in this Determination Report (January 2019), consistent with the Proposal described in the Hazelbrook Station Upgrade Review of Environmental Factors (November, 2018) as amended by this Determination Report (January 2019).

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

Date:

## References

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Extent Heritage, 2018. *Hazelbrook Railway Station Accessibility Upgrade Statement of Heritage Impact* October 2018

GHD, 2018a, TAP 3-Hazelbrook Station Landscape and Visual Impact Assessment

GHD, 2018b, TAP 3-Hazelbrook Station Traffic and Transport Impact Assessment

GHD, 2018c, TAP 3-Hazelbrook Station Ecology Impact Assessment

TfNSW, November 2018, Hazelbrook Station Upgrade Review of Environmental Factors

## **Appendix A      Review of Environmental Factors**

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

<https://www.transport.nsw.gov.au/projects/current-projects/Hazelbrook-Station-Upgrade>

## **Appendix B      Conditions of Approval**

## CONDITIONS OF APPROVAL

### Hazelbrook Station Upgrade

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

#### Schedule of acronyms and definitions used:

Acronym	Definition
ADEIA	Associate Director Environmental Impact Assessment (or nominated delegate)
ADEM	Associate Director TfNSW Environmental Management (or nominated delegate)
ADSPD	Associate Director TfNSW Principal Manager Sustainability, Planning and Development (or nominated delegate)
CEMP	Construction Environmental Management Plan
CIR	Contamination Investigation Report
CLMP	Community Liaison Management Plan
CMP	Contamination Management Plan
CoA	Condition of Approval
dBA	Decibels (A-weighted scale)
ECM	Environmental Controls Map
EIA	Environmental Impact Assessment
EPA	NSW Environment Protection Authority
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EPL	Environment Protection Licence issued by the Environmental Protection Authority under the <i>Protection of the Environment Operations Act 1997</i> .
EMS	Environmental Management System
ICNG	<i>Interim Construction Noise Guidelines</i> (Department of Environment and Climate Change, 2009)
ISO	International Standards Organisation
OEH	NSW Office of Environment and Heritage
ONVMP	Operational Noise and Vibration Management Plan
OOHWP	Out of Hours Works Protocol
PCSR	Pre-Construction Sustainability Report

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



Term	Definition
<b>Construction</b>	Includes all work in respect of the Project, other than survey, acquisitions, fencing, investigative drilling or excavation, building/road dilapidation surveys, or other activities determined by the TfNSW ADEM to have minimal environmental impact such as minor access roads, minor adjustments to services/utilities, establishing temporary construction compounds (in accordance with this approval), or minor clearing (except where threatened species, populations or ecological communities would be affected).
<b>Contamination</b>	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.
<b>Designated Works</b>	Includes tunnelling, blasting, piling, excavation or bulk fill or any vibratory impact works including jack hammering and compaction, for Construction.
<b>Emergency Work</b>	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.
<b>Environmental Impact Assessment (EIA)</b>	The documents listed in Condition 1 of this approval.
<b>Feasible</b>	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.
<b>Noise Sensitive Receiver</b>	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.
<b>Project</b>	The construction and operation of the Hazelbrook Station Upgrade as described in the Environmental Impact Assessment.
<b>Proponent</b>	A person or body proposing to carry out an activity under Part 5, Division 5.1 of the EP&A Act – in the case of the Project, Transport for NSW.
<b>Reasonable</b>	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.

CoA number	Type
	<b>General</b>
<b>1</b>	<p><b>Terms of Approval</b></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"> <li>a) <i>Hazelbrook Station Upgrade – Review of Environmental Factors</i> (GHD 2018)</li> <li>b) <i>Hazelbrook Station Upgrade – Determination Report</i> (GHD 2018)</li> </ul> <p>In the event of an inconsistency between these conditions and the EIA, these conditions will prevail to the extent of the inconsistency.</p>
<b>2</b>	<p><b>Project Modifications</b></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>
<b>3</b>	<p><b>Statutory Requirements</b></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>
<b>4</b>	<p><b>Pre-Construction Environmental Compliance Matrix</b></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>
<b>5</b>	<p><b>Construction Environmental Compliance Report</b></p> <p>A Construction Environmental Compliance Report (CECR) for the Project shall be prepared which addresses the following matters:</p> <ul style="list-style-type: none"> <li>a) compliance with the Construction Environmental Management Plan (CEMP) and these conditions</li> <li>b) compliance with the <i>NSW Sustainable Design Guidelines – Version 4.0</i> compliance checklist (7TP-FT-249)</li> <li>c) compliance with any approvals or licences issued by relevant authorities for construction of the Project</li> <li>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)</li> </ul>

CoA number	Type
	<ul style="list-style-type: none"> <li>e) environmental monitoring results, presented as a results summary and analysis</li> <li>f) details of the percentage of waste diverted from landfill and the percentage of spoil beneficially reused</li> <li>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)</li> <li>h) details of any review and amendments to the CEMP resulting from construction during the reporting period</li> <li>i) any other matter as requested by the ADEM.</li> </ul> <p>The Proponent shall:</p> <ul style="list-style-type: none"> <li>i) submit a copy of the CECR to the EMR for review. The EMR is to be given a minimum period of 7 days to review and provide any comments to the Proponent in relation to the CECR</li> <li>ii) submit a copy of the CECR to the ADEM (or nominated delegate) for approval upon completion of the EMR review period.</li> </ul> <p>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.</p>
<b>6</b>	<p><b>Pre-Operation Compliance Report</b></p> <p>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.</p> <p>The Proponent shall:</p> <ul style="list-style-type: none"> <li>a) submit a copy of the POCR to the EMR for review. The EMR is to be given a minimum period of 7 days to review and provide any comments to the Proponent in relation to the POCR.</li> <li>b) upon completion of the EMR review period submit a copy of the POCR to the ADEM (or nominated delegate) for approval. The POCR is to be provided to the ADEM at least one month prior to the scheduled operation of the Project (or such time as otherwise agreed to by the ADEM).</li> </ul>
<b>Communications</b>	
<b>7</b>	<p><b>Community Liaison Management Plan</b></p> <p>A Community Liaison Management Plan (CLMP) shall be prepared and implemented to engage with government agencies, relevant councils, landowners, community members and other relevant stakeholders (such as utility and service providers, bus companies and businesses). The CLMP shall comply with the obligations of these conditions and should include, but not necessarily be limited to:</p> <ul style="list-style-type: none"> <li>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</li> <li>b) stakeholder and issues identification and analysis</li> <li>c) procedures for dealing with complaints or disputes and response requirements, including advertising the 24 hour construction response line number</li> </ul>

CoA number	Type
	<p>d) details (including a program) of training for all employees, contractors and sub-contractors on the requirements of the CLMP.</p> <p>The CLMP shall be prepared to the satisfaction of the Director Community Engagement prior to the commencement of construction and implemented, reviewed and revised as appropriate during construction of the Project.</p>
8	<p><b>Community Notification and Liaison</b></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 as required by the Environment Protection Authority (EPA) (where an Environment Protection Licence (EPL) is in effect).</p>
9	<p><b>Website</b></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> <ol style="list-style-type: none"> <li>a copy of the documents referred to under Condition 1 of this approval</li> <li>a list of environmental management reports that are publicly available</li> <li>24 hour contact telephone number for information and complaints.</li> </ol> <p>All documents uploaded to the website must be compliant with the <i>Web Content Accessibility Guidelines Version 2.0</i>.</p>
10	<p><b>Complaints Management</b></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>

CoA number	Type
<b>Environmental Management</b>	
<b>11</b>	<p><b>Environmental Personnel</b></p> <p>A suitably qualified and experienced environmental resource shall be available who is responsible for implementing 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>Details of the environmental resource, 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 by 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>Any adjustments to environmental resource allocations (on-site or off-site) are to be approved by the ADEM.</p>
<b>12</b>	<p><b>Construction Environmental Management Plan</b></p> <p>A Construction Environmental Management Plan (CEMP) shall be prepared prior to commencement of construction which addresses the following matters, as a minimum:</p> <ul style="list-style-type: none"> <li>a) traffic and pedestrian management (in consultation with the relevant roads authority)</li> <li>b) noise and vibration management</li> <li>c) water and soil management</li> <li>d) air quality management (including dust suppression)</li> <li>e) indigenous and non-indigenous heritage management</li> <li>f) flora and fauna management</li> <li>g) storage and use of hazardous materials</li> <li>h) contaminated land management (including acid sulphate soils)</li> <li>i) weed management</li> <li>j) waste management</li> <li>k) sustainability</li> <li>l) environmental incident reporting and management procedures</li> <li>m) non-compliance and corrective/preventative action procedures.</li> </ul> <p>The CEMP shall:</p> <ul style="list-style-type: none"> <li>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</li> <li>ii) comply with the relevant requirements of <i>Guideline for Preparation of Environmental Management Plans</i> (Department of Infrastructure, Planning and Natural Resources, 2004)</li> <li>iii) include an Environmental Policy.</li> </ul>

CoA number	Type
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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.

### 13 **Environmental Management Representative**

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

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

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

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

CoA number	Type
14	<p><b>Environmental Controls Map</b></p> <p>The Proponent shall prepare an environmental controls map (ECM) in accordance with TfNSW's <i>Guide to Environmental Controls Map (3TP-SD-015)</i> prior to the commencement of construction for implementation for the duration of construction. The ECM is to be endorsed by the EMR and may be prepared in stages as set out in the CEMP.</p> <p>The Proponent shall submit a copy of the ECM to the EMR for review and endorsement. The EMR is to be given a minimum period of 7 days to review and endorse the ECM. Following receipt of the EMR's endorsement, the ECM shall be submitted to the ADEM (or nominated delegate) for approval, at least 14 days prior to commencement of construction (or such time as is otherwise agreed to by the ADEM).</p> <p>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>Updates to the ECM shall be made within 7 days of the completion of the review or receipt of actions identified by any EMR audit of the document, and be submitted to the EMR for approval.</p>
<b>Hours of Work</b>	
15	<p><b>Standard Construction Hours</b></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> <ol style="list-style-type: none"> <li>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</li> <li>out of hours work identified and assessed in the EIA or the approved Out of Hours Work Protocol (OOHWP)</li> <li>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</li> <li>Emergency Work to avoid the loss of lives, property and/or to prevent environmental harm</li> <li>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).</li> </ol>
16	<p><b>High Noise Generating Activities</b></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>



CoA number	Type
	Noise and Vibration
17	<p><b>Construction Noise and Vibration</b></p> <p>Construction noise and vibration mitigation measures shall be implemented through the CEMP, in accordance with TfNSW's <i>Construction Noise and Vibration Strategy</i> (7TP-ST-157) and the EPA's <i>Interim Construction Noise Guideline</i> (Department of Environment and Climate Change, 2009). The mitigation measures shall include, but not be limited to:</p> <ul style="list-style-type: none"> <li>a) details of construction activities and an indicative schedule for construction works</li> <li>b) identification of construction activities that have the potential to generate noise and/or vibration impacts on surrounding land uses, particularly sensitive noise receivers</li> <li>c) detail what reasonable and feasible actions and measures shall be implemented to minimise noise impacts (including those identified in the EIA)</li> <li>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</li> <li>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 <i>Construction Noise and Vibration Strategy</i> (7TP-ST-157)</li> <li>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.</li> </ul>
18	<p><b>Vibration Criteria</b></p> <p>Vibration (other than from blasting) resulting from construction and received at any structure outside of the Project shall be limited to:</p> <ul style="list-style-type: none"> <li>a) for structural damage vibration – German Standard DIN 4150:Part 3 – 1999: <i>Structural Vibration in Buildings: Effects on Structures</i> and British Standard BS 7385-2:1993 <i>Guide to Evaluation of Human Exposure to Vibration in Buildings (1 Hz to 80 Hz)</i></li> <li>b) for human exposure to vibration – the acceptable vibration values set out in the <i>Environmental Noise Management Assessing Vibration: A Technical Guideline</i> (Department of Environment and Conservation, 2006) which includes British Standard BS 7385-2:1993 <i>Guide to Evaluation of Human Exposure to Vibration in Buildings (1 Hz to 80 Hz)</i>.</li> </ul> <p>These limits apply unless otherwise approved by the ADEM through the CEMP.</p>
19	<p><b>Non-Tonal Reversing BEEPERS</b></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>



CoA number	Type
20	<b>Piling</b> <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>
<b>Lighting</b>	
21	<b>Lighting Scheme</b> <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"> <li>consideration of lighting demands of different areas</li> <li>strategic placement of lighting fixtures to maximise ground coverage</li> <li>use of LED lighting</li> <li>minimising light spill by directing lighting into the station</li> <li>control systems for lighting that dim or switch-off lights settings according to the amount of daylight the zone is receiving</li> <li>motion sensors to control low traffic areas</li> <li>allowing the lighting system to use low light or switch off light settings while meeting relevant lighting Standards requirements</li> <li>ensuring security and warning lighting is not directed at neighbouring properties.</li> </ol> <p>The proposed lighting scheme is to be submitted with the design submission and accepted by TfNSW's Precincts and Urban Design team.</p>
<b>Contamination and Hazardous Materials</b>	
22	<b>Hazardous materials survey</b> <p>A hazardous materials survey in accordance with AS2601 (2001) <i>Demolition of Structures</i> would be undertaken by an appropriately qualified environmental scientist prior to any demolition required for the station building works.</p> <p>Subsequent removal of any hazardous material is to be undertaken in accordance with applicable EPA and Safework NSW guidelines.</p>
23	<b>Duty to Notify</b> <p>If previously unidentified contamination is identified within the site, the Proponent is to determine whether there is a Duty to Report under section 60 of the <i>Contaminated Land Management Act 1997</i>, and notify the EPA in accordance with the EPA's Guidelines on the Duty to Report Contamination under the <i>Contaminated Land Management Act 1997</i> (Department of Environment and Climate Change, 2009).</p>

CoA number	Type
24	<p><b>Unidentified Contamination (other than asbestos)</b></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><b>Note:</b> <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 24 and Condition 25.</i></p>
25	<p><b>Asbestos Management</b></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.</p> <p>Works may only recommence upon receipt of a validation report from a suitably qualified contamination specialist that the remediation activities have been undertaken in accordance with the investigation report and remediation methodology.</p> <p><b>Note:</b> <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 24 and Condition 25.</i></p>

CoA number	Type
26	<p><b>Storage and Use of Hazardous Materials</b></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"> <li>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</li> <li>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</li> <li>c) all hazardous materials spills and leaks to be reported to site managers and actions to be immediately taken to remedy spills and leaks</li> <li>d) training in the use of spill kits to be given to all personnel involved in the storage, distribution or use of hazardous materials.</li> </ul>
<b>Erosion and Sediment Control</b>	
27	<p><b>Erosion and Sediment Control</b></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>
<b>Heritage Management</b>	
28	<p><b>Indigenous and Non-Indigenous Heritage</b></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>

CoA number	Type
29	<p><b>Heritage Advisor</b></p> <p>A suitably qualified and experienced Heritage Advisor shall be engaged to the satisfaction of the ADEIA. The Heritage Advisor will provide ongoing heritage, design and conservation advice throughout detailed design and any subsequent relevant design modifications.</p> <p>The Heritage Advisor is required to provide specialist advice throughout the detailed design phase to ensure that the final design adheres to the recommendations of the heritage assessments provided in the EIA. The Heritage Advisor must provide evidence as to their involvement in the design process at completion of the 'Approved for Construction' design stage, noting 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 Advisor will also have responsibility for:</p> <ol style="list-style-type: none"> <li>providing input into site heritage inductions; and</li> <li>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 Heritage Act 1977, and the CEMP.</li> </ol>
30	<p><b>Archival Recording</b></p> <p>Archival recording of the station as a whole, is to be undertaken prior to the commencement of construction in accordance with the <i>NSW Heritage Division guidelines Photographic recording of heritage items using film or digital capture</i> (NSW Heritage Office, 2006) and <i>How to prepare archival records</i> (NSW Heritage Office, 1998). Copies are to be provided to Blue Mountains City Council and Sydney Trains Heritage Team for future reference. In particular, the station building, platforms, footbridge and gardens are to be comprehensively included as part of the archival recording.</p>
31	<p><b>Vibration Impacts to Heritage Listed Structures at the Station</b></p> <p>To effectively mitigate potential impacts of vibration on the heritage structures within the station, activities that cause vibration are to be managed in accordance with German Standard DIN 4150 – Part 3 (DIN 1999) heritage specifications. Real time vibration monitoring is to be conducted at commencement of relevant works to confirm compliance with the German Standard DIN 4150. If vibration levels approach the determined trigger level, then the construction activity shall cease and the heritage structure is to be assessed and alternative construction methodologies developed, where practicable, before construction recommences.</p>
<b>Flora and Fauna</b>	
32	<p><b>Removal of Trees or Vegetation</b></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>

CoA number	Type
33	<p><b>Replanting Program</b></p> <p>All cleared vegetation shall be offset in accordance with TfNSW's <i>Vegetation Offset Guide</i> (9TP-SD-087). All vegetation planted on-site is to consist of locally endemic native species, unless otherwise agreed by the ADEM, following consultation with the relevant council, where relevant, and/or the owner of the land upon which the vegetation is to be planted.</p>
<b>Property</b>	
34	<p><b>Property Condition Surveys</b></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"> <li>a) all buildings/structures/roads within a plan distance of 20 metres from the edge of the Designated Works</li> <li>b) all heritage listed buildings and other sensitive structures within 50 metres from the edge of the Designated Works.</li> </ul> <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 given to each 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 direct and indirect (i.e. including vibration and groundwater changes) shall be rectified at no cost to the owner(s).</p>
<b>Sustainability</b>	
35	<p><b>Sustainability Officer</b></p> <p>The Proponent shall identify a suitably qualified and experienced sustainability officer 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 consistent with the Proponent's sustainability objectives are to be submitted to the satisfaction of the ADSPD prior to preparation of the PCSR (if applicable).</p>

CoA number	Type
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**36 Pre-Construction Sustainability Report**

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

- a) a completed electronic checklist demonstrating compliance with TfNSW's *NSW Sustainable Design Guidelines – Version 4.0* (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.

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

**Traffic and Access**

**37 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 Hazelbrook Station and surrounding businesses and residential properties (unless affected property owners have been consulted and appropriate alternative arrangements made)
- e) managing impacts and changes to on and off street parking and requirements for any temporary replacement parking (this could include revising on-street parking regulations and to maximise opportunities for new on-street parking in the vicinity of the station during the construction period)
- f) parking locations for construction workers away from stations and busy residential areas and details of how this would be monitored for compliance
- g) routes to be used by heavy construction-related vehicles to minimise impacts on sensitive land uses and businesses
- h) details for the locations of kiss and ride, taxi rank and replacement bus stops if required including appropriate signage to direct customers, in consultation with the relevant taxi/bus operator(s). Particular provisions should also be considered for the accessibility impaired
- i) measures to manage traffic flows around the area affected by the Project, including as required regulatory and direction signposting, line marking and variable message signs and all other traffic control devices necessary for the implementation of the TMP.

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

CoA number	Type
38	<p><b>Road Condition Reports</b></p> <p>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.</p>
39	<p><b>Road Safety Audit</b></p> <p>A Road Safety Audit shall be undertaken as part of the detailed design process and on completion of construction. The Road Safety Audit shall include, but not be limited to, detailed assessment of sight distances for vehicles and new kiss and ride area and identification of mitigation measures proposed.</p> <p>The Road Safety Audit is to be submitted to and accepted by TfNSW. The findings of the Road Safety Audit would be provided to Blue Mountains City Council for information.</p>
<b>Urban Design and Landscaping</b>	
40	<p><b>Urban Design Plan</b></p> <p>An Urban Design Plan (UDP) shall be prepared which demonstrates design excellence in the essential urban design requirements of the Project, as evident in the following matters:</p> <ul style="list-style-type: none"> <li>a) the appropriateness of the proposed design with respect to the existing surrounding landscape, built form, behaviours and use-patterns (including consideration of Crime Prevention Through Environmental Design principles). This is to include but not be limited to: <ul style="list-style-type: none"> <li>i. connectivity with surrounding local and regional movement networks including street networks, other transport modes and active transport networks. Existing and proposed paths of travel for pedestrians and bicycles should be shown</li> <li>ii. integration with surrounding local and regional open space and or landscape networks. Existing and proposed open space infrastructure/landscape elements should be shown</li> <li>iii. integration with surrounding streetscape including street wall height, active frontages, awnings, street trees, entries, vehicle cross overs etc</li> <li>iv. integration with surrounding built form (existing or desired future) including building height, scale, bulk, massing and land use</li> <li>v. consideration of <i>Blue Mountains Bike Plan 2020</i> and <i>Pedestrian Access and Mobility Plan 2025</i>.</li> </ul> </li> <li>(b) total water management principles to be integrated into the design where considered appropriate</li> <li>(c) consideration of the design refinements listed below during design development to maximise the urban design outcomes of the Project, along with a justification if any of the below is unable to be progressed: <ul style="list-style-type: none"> <li>i. selection of appropriate materials and colour finishes for new elements of the Project to minimise visual impacts and enhance the overall appearance</li> </ul> </li> <li>(d) any other matters which the conditions require the UDP to address.</li> </ul> <p>The UDP shall be:</p> <ul style="list-style-type: none"> <li>1) prepared and submitted to TfNSW with each design submission</li> <li>2) prepared in consultation with council and relevant stakeholders, where appropriate</li> </ul>



CoA number	Type
	<ul style="list-style-type: none"> <li>3) prepared by a registered architect and/or landscape architect who has appropriate and relevant urban design expertise</li> <li>4) endorsed by TfNSW's Precincts and Urban Design team</li> </ul>
<b>41</b>	<p><b>Public Domain Plan</b></p> <p>A Public Domain Plan (PDP) shall be prepared which demonstrates design excellence in the essential urban design requirements of the Project, as evident in the following matters:</p> <ul style="list-style-type: none"> <li>a) materials, finishes, colour schemes and maintenance procedures including graffiti control for new walls, barriers and fences</li> <li>b) location and design of pedestrian pathways, street (where relevant), telephones and lighting equipment</li> <li>c) landscape treatments and street tree planting to integrate with surrounding streetscape <ul style="list-style-type: none"> <li>i. landscape details, including details of soil preparation, mulches, plant selection, plant sizes (planting container and expected final sizes)</li> <li>ii. selection and location of new tree plantings that may provide partial screening of the station from surrounding receivers and facilitate improved amenity</li> <li>iii. where platform garden beds are to be relocated or replaced, use of plants of a similar species and maturity and reuse of existing stone edging</li> <li>iv. a schedule which details the landscape maintenance requirements to be implemented for the 12 month period following the commencement of operation</li> </ul> </li> <li>d) opportunities for public art created by local artists to be incorporated, where considered appropriate, into the Project, including consideration of incorporating moveable heritage, or other forms of heritage interpretation, into blank street facing walls</li> <li>e) total water management principles to be integrated into the design where considered appropriate</li> <li>f) design measures included to meet TfNSW's <i>NSW Sustainable Design Guidelines - Version 4.0 (7TP-ST-114)</i></li> <li>g) identification of design and landscaping aspects that will be open for stakeholder input, as required</li> <li>h) consideration of Blue Mountains City Council <i>Hazelbrook Village Masterplan</i>, <i>Public Domain Technical Manual</i> and <i>Street Tree Masterplan</i>.</li> <li>i) any other matters which the conditions require the PDP to address.</li> </ul> <p>The PDP shall be:</p> <ul style="list-style-type: none"> <li>1) prepared and submitted to TfNSW with each design submission</li> <li>2) prepared in consultation with council and relevant stakeholders, where appropriate</li> <li>3) prepared by a registered landscape architect</li> <li>4) endorsed by TfNSW's Precincts and Urban Design team</li> </ul>

END OF CONDITIONS



## **Appendix C      Heritage Assessment of Proposal changes**