



Transport
for NSW

Leura Station Upgrade

Determination Report



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Document control

Status: Final

Date of issue: 26 May 2016

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Glossary and abbreviations

Term	Meaning
BMCC	Blue Mountains City Council
CBD	Central Business District
CEMP	Construction Environmental Management Plan
CoA	Condition of Approval
Concept design	The concept design is the preliminary design presented in the REF, which would be refined by the Contractor (should the Proposal proceed) to a design suitable for construction (subject to TfNSW acceptance).
Contractor	The Contractor for the Proposed Activity would be appointed by TfNSW to undertake the detailed design and construction of the Proposed Activity
CPTED	Crime Prevention Through Environmental Design
DDA	<i>Disability Discrimination Act 1992 (Cwlth)</i>
Detailed design	Detailed design broadly refers to the process that the Contractor undertakes (should the Proposal proceed) to refine the concept design to a design suitable for construction (subject to TfNSW acceptance).
DSAPT	<i>Disability Standards for Accessible Public Transport (2002)</i>
EMS	Environmental Management System
EP&A Act	<i>Environmental Planning and Assessment Act 1979 (NSW)</i>
EP&A Regulation	<i>Environmental Planning and Assessment Regulation 2000 (NSW)</i>
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999 (Cwlth)</i>
Infrastructure SEPP	<i>State Environmental Planning Policy (Infrastructure) 2007 (NSW)</i>
NCC	National Construction Code
NSW	New South Wales
OEH	NSW Office of Environment and Heritage
Proponent	A person or body proposing to carry out an activity under Part 5 of the EP&A Act – in this instance, TfNSW
Proposed Activity	The construction and operation of the Leura Station Upgrade
REF	Review of Environmental Factors
Roads and Maritime	NSW Roads and Maritime Services (formerly Roads and Traffic Authority)
TfNSW	Transport for NSW (the Proponent)

Executive summary

Overview of Proposed Activity

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

TfNSW is the Proponent for the Leura 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 an upgrade of Leura Station and transport interchange including:

- installation of a lift and new stairs at the station overbridge to connect to the platform
- expanded concourse area on the overbridge surrounding the lift
- new canopy covering the lift entrance, station stairs and part of the platform
- works to the existing station buildings to make them accessible, including upgraded toilet facilities
- extension of the platform at the western end
- provision of a kiss and ride facility on the eastern side of Leura Mall next to the existing pedestrian crossing
- provision of an accessible path and ramp as well as new stairs between the station and new taxi parking area
- provision of about six taxi parking spaces along Railway Parade
- provision of bicycle parking facilities
- ancillary works, including minor platform resurfacing, wayfinding, anti-throw screens, minor drainage works, adjustments to lighting, modifications to station communication, and security systems with new CCTV cameras.

The works would be undertaken on land owned by RailCorp and managed by NSW/Sydney Trains. Work would also be undertaken along the footpath, parking areas and road reserves of Leura Mall and Railway Parade, in areas owned and managed by Blue Mountains City Council.

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 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

No modifications have been made to the Proposed Activity since the REF was prepared, however modifications may be considered during the detailed design phase.

Should design modifications be required as a result of the detailed design process, these modifications would be assessed to determine consistency with the Approved Project, including significance of impact on the environment. Additional mitigation measures and/or consultation would be undertaken where necessary.

Purpose of this report

The purpose of this Determination Report is for TfNSW, as the Proponent of the Leura Station Upgrade, to determine whether or not to proceed with the Proposed Activity. TfNSW must make a determination in accordance with the provisions of Part 5 of the EP&A Act.

Conclusion

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

1 Introduction

1.1 Background

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.

On 23 April 2012, the Minister for Transport announced the Transport Access Program. The program provides 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 and parents/carers with prams
- 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 Leura 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 111 and 112 of the *Environmental Planning and Assessment 1979* (EP&A Act), and clause 228 of the *Environmental Planning and Assessment Regulation 2000* (EP&A Regulation), 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 Leura Station Upgrade REF was placed on public display from 18 April 2016 to 9 May 2016, with 46 community submissions and one submission from Blue Mountains City Council (Council) 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 Part 5 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, among other things, the objectives of TfNSW under the *Transport Administration Act 1988*:

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

1.4 Description of the Proposed Activity in the REF

The Proposed Activity is located in the town of Leura in the Blue Mountains local government area, about 110 kilometres west of Sydney. The upgrades are designed to drive a stronger customer experience outcome, to deliver improved travel to and between modes, encourage greater public transport use and better integrate transport interchanges with the role and function of town centres. The Proposed Activity would also assist in responding to forecasted growth in the region and as such would support growth in commercial and residential development.

The Proposed Activity fulfils the program objectives by proposing to provide:

- improved accessibility for customers at Leura Station, particularly those with disabilities, the ageing, or those with prams or luggage by providing
 - a lift to the station platform
 - an accessible path, ramp and stairs between the station and new taxi parking area
- improved customer amenity and facilities at the station including a new canopy, upgraded toilet facilities, new lighting and CCTV and works to the existing station buildings and platforms to make them accessible
- improved transport interchange facilities including new formalised kiss and ride areas, bicycle parking facilities and upgraded taxi facilities with about six taxi parking spaces along Railway Parade.

The Proposed Activity would also ensure that Leura Station would meet legislative requirements under the *Disability Standards for Accessible Public Transport 2002*.

An overview of the Proposed Activity, which is the subject of the Leura 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:

- installation of a lift and new stairs at the station overbridge to connect to the platform

- expanded concourse area on the overbridge surrounding the lift
- new canopy covering the lift entrance, station stairs and part of the platform
- works to the existing station buildings to make them accessible, including upgraded toilet facilities
- extension of the platform at the western end
- provision of a kiss and ride facility on the eastern side of Leura Mall next to the existing pedestrian crossing
- provision of an accessible path and ramp as well as new stairs between the station and new taxi parking area
- provision of about six taxi parking spaces along Railway Parade
- provision of bicycle parking facilities
- ancillary works, including minor platform resurfacing, wayfinding, anti-throw screens, minor drainage works, adjustments to lighting, modifications to station communication, and security systems with new CCTV cameras.

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

Construction is expected to commence in late 2016 and take around 16 months to complete.

2 Consultation and assessment of submissions

2.1 REF public display

The Leura Station Upgrade REF was placed on public display from 18 April 2016 to 9 May 2016 at four locations, as well as on the [TfNSW website](#)¹ and the NSW Government [Have Your Say website](#)²

Community consultation activities undertaken for the public display included:

- distribution of a project update at the station, and to local community and rail customers, outlining the Proposal and inviting feedback on the REF
- installation of project signage at Leura Station and the REF display locations
- public display of the REF at:
 - Wentworth Falls Library, School of Arts Building, Great Western Highway, Wentworth Falls
 - Katoomba Library, Blue Mountains Cultural Centre, 30 Parke Street, Katoomba
 - Blue Mountains City Council, 6 Civic Place, Katoomba
 - Transport for NSW Information Centre, Ground Floor, 388 George Street, Sydney.
- placement of an ad in the Blue Mountains Gazette on 20 April 2016
- placement of information on the TfNSW website
- consultation with Council, Sydney Trains, NSW Trains and other non-community stakeholders. A briefing to Blue Mountains City Council officers was held on 30 March 2016.
- 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 Blue Mountains City Council as per the consultation requirements under clause 13 and clause 14 of the Infrastructure SEPP.

The following consultation activities were undertaken with government agencies and other stakeholder groups during preparation of the REF/public display period:

- Meetings were held with Council in 2014, 2015 and 2016, in which Council raised key issues for consideration during the development of the preferred option.
- TfNSW held a community information session at Leura Station during the evening commuter peak period on 15 March 2016. The aim of the community information session was to seek feedback from the local community on the initial design and canopy options for the Leura Station Upgrade.

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

² <http://www.hav yours ay.nsw.gov.au>

2.2 REF submissions

A total of 47 submissions were received by TfNSW, including one petition with 331 signatures and one submission from Council. Submissions included feedback on a range of issues in relation to the Proposed Activity. The key issues raised in submissions were:

- support for the lift and improving general accessibility at the station
- a sympathetic design is required which is more in character with the existing station buildings and the overall village character and streetscapes of Leura
- anti-throw screens are not supported
- concerned about the removal of vegetation and whether this would be offset with replacement planting
- waiting room and toilets to remain open after 4pm on weekdays and on weekends.

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
1	General		
1.1	6, 7, 16, 17, 18, 24	Support for the Proposal.	Noted.
1.2	5, 8, 9, 10, 12, 14, 21, 22, 26, 28, 37, 40	Support for the lift and/or for improving accessibility at the station only.	<p>Noted. The works are being undertaken as part of the Transport Access Program which aims to improve the customer experience of using public transport. The upgrades at Leura Station support the objectives of the Transport Access Program by:</p> <ul style="list-style-type: none">• improving accessibility to and from the station through the provision of a lift and ramp• improved amenity and facilities at the station including a new platform canopy, upgraded toilet facilities, new lighting and CCTV and works to the existing station buildings and platforms to make them accessible• improved transport interchange facilities including new formalised kiss and ride areas, bicycle parking facilities and an upgraded taxi interchange with about six taxi parking spaces along Railway Parade.

No.	Submission no.	Issue/s raised	TfNSW response
1.3	15, 19, 20, 29, 31, 34, 36, 39, 41, 47	Support and understand the need for the lift and improved accessibility, but would like a more sympathetic design considering the heritage character and style of the existing station buildings and Leura Village.	<p>The REF was based on a conceptual design and is subject to further refinement during detailed design.</p> <p>As part of the REF, a Visual Impact Assessment and Statement of Heritage Impact were prepared to identify potential visual and heritage impacts of the Proposed Activity respectively.</p> <p>As part of these assessments, a number of mitigation measures were provided, which are included in Table 19 of the REF. These mitigation measures would be incorporated into the detailed design for the Proposed Activity.</p> <p>In addition to these measures, two Conditions of Approval (CoA) relating specifically to minimising heritage impacts and encouraging better design outcomes including through an independent review, would be applied to the Proposed Activity (see CoA 37 and 38).</p>
1.4	18	Congratulates the current government on improvements to the NSW rail network.	Noted.
1.5	25	There is no evidence that the environmental impacts, particularly in respect to heritage and streetscape issues, have been taken into account in the planning process.	<p>An REF was prepared based on a concept design for the Proposed Activity. This was placed on public display from 18 April to 9 May 2016.</p> <p>As part of the REF, a Visual Impact Assessment and Statement of Heritage Impact were prepared to identify potential visual and heritage impacts.</p> <p>The findings of these assessments are summarised in Section 6.2 and 6.5 of the REF respectively. A full copy of these reports is provided in Appendix F and G of the REF.</p> <p>As part of these assessments, a number of mitigation measures were provided, which are included in Table 19 of the REF. These mitigation measures would be incorporated into the detailed design for the Proposed Activity.</p>

No.	Submission no.	Issue/s raised	TfNSW response
1.6	25	Stated that the submission (No.25) applies to any planned upgrades for other stations on the Blue Mountains line.	Community and stakeholder feedback is sought on an individual basis for each respective project. Accordingly, separate submissions should be provided for any future upgrade projects on the Blue Mountains Line.
1.7	44	The recent painting and restoration of station buildings, lamp posts and the station steps has been welcomed. Requested that the submission be forwarded to the Project Manager for the recent Leura Station works.	Noted. NSW/Sydney Trains was responsible for the recent maintenance activities at Leura Station. This information has been forwarded to the Leura Station Upgrade Project Manager and NSW/Sydney Trains.
1.8	32	Volume and structure of documents for this consultation phase appears excessive and confusing for potential readers.	A comprehensive review of environmental factors is required under the EP&A Act 1979 to assess, to the fullest extent possible, the likely impacts of the Proposed Activity and identify mitigation measures to minimise these potential impacts. An executive summary was provided in the REF for a concise overview of the assessment.
2 Need for the Proposal			
2.1	2, 5, 12, 14, 21, 25, 34, 40, 42	Does not believe the full scope of the project is required. Existing station and toilet facilities are considered adequate and lift facilities are provided at Katoomba and Wentworth Falls.	The Proposed Activity forms part of the Transport Access Program which aims to provide an improved public transport experience. Part of this program is to ensure all stations are compliant with the <i>Disability Discrimination Act 1992</i> (DDA) in addition to being accessible to those with disabilities, the ageing and customers with prams or luggage. Leura Station does not currently meet the requirements of the DDA, and the Proposed Activity is required to provide safe and equitable access to the station.

No.	Submission no.	Issue/s raised	TfNSW response
2.2	12	Suggest spending money on improving frequency and speed of services, passenger security, or for keeping staffing at the station so that the waiting room can remain open after 4pm on weekdays and on weekends.	A number of rail upgrade projects are currently underway that improve train capacity and travel times throughout the rail network. This is part of a different scope of works being undertaken under a wider transport strategy. Sydney Trains is responsible for the staffing and operation of Leura Station. The issue of opening hours for the waiting room and toilet facilities will be forwarded to Sydney Trains for consideration. Station/rail operations are outside the scope of the Proposed Activity.
2.3	5, 19	Questions the need for an accessible path from the station to the taxi rank and the removal of plants at this location when there is an existing ramp and stairs which are manageable.	The existing ramp is non-compliant with DDA requirements. TfNSW is committed to improving access to stations so as not to exclude members of the community from conveniently using public transport.
3 Design			
3.1	10, 20, 43, 44	The style and contemporary design is inappropriate for Leura. It looks fabricated and more suburban rather being compatible with the architectural styles, character and historical values of the original station buildings.	Noted. This feedback would be considered during detailed design along with the mitigation measures provided in Table 19 of the REF to minimise the visual and heritage impacts of the design.
3.2	15, 20, 23, 30, 31	The proposed lift is not sympathetic to the heritage of Leura. Look to the lift at Katoomba station for example.	Noted. This feedback would be considered during detailed design along with the mitigation measures provided in Table 19 of the REF to minimise the visual and heritage impacts of the design.
3.3	10, 19, 23, 25, 27, 39, 43	Request that a more sensitive design, that is in line with the architecture of Leura and blends with the existing setting, is developed in consultation with the community.	Noted. The design presented in the REF is a conceptual design which would be further developed during detailed design taking into account the mitigation measures identified in Table 19 of the REF as well as community feedback during the public display of the REF. TfNSW would continue to consult with Council during design development.

No.	Submission no.	Issue/s raised	TfNSW response
3.4	2	Provide covering for the entire station to provide protection from the weather.	A community information session was held on 15 March 2016 to seek feedback on initial design and canopy options. Options of no canopy, minimal canopy over lift and stairs, and canopy coverage over lift and stairs and to the existing station building were presented. The majority of feedback received supported the installation of some form of canopy cover over the new lift, stairs and platform, however there was limited support for a full canopy.
3.5	3	Close the western end of the canopy with plexiglass or similar material to provide weather protection, while also maintaining views to arriving trains.	This would be investigated during detailed design.
3.6	4, 15, 30	Object to the canopy on the platform.	Noted. As part of the design development for the Proposed Activity under the Transport Access Program, it was identified that there is a lack of weather protection within the station. A community information session was held on 15 March 2016 to seek feedback on initial design and canopy options. The majority of feedback received supported the installation of some form of canopy cover over the new lift, stairs and part of the platform. The Proposed Activity would provide increased weather protection and safer access whilst minimising visual and heritage impacts. The recommendations in the REF would be incorporated into the detailed design to minimise the impacts of the Proposed Activity.

No.	Submission no.	Issue/s raised	TfNSW response
3.7	11, 12, 15, 39, 42, 47	Canopies over the stairs are unnecessary and ugly and destroys the character of Leura Station.	<p>A community information session was held on 15 March 2016 to seek feedback on initial design and canopy options.</p> <p>Options of no canopy, minimal canopy over lift and stairs, and canopy coverage over lift and stairs and to the existing station building were presented. The majority of feedback supported the installation of some canopy cover over the new lift and stairs as well as part of the platform. The canopy would provide important weather protection, improved safety and enhance customer experience.</p> <p>A number of mitigation measures were included in Table 19 of the REF and these would be implemented as part of detailed design, to further minimise potential heritage and visual impacts of the Proposed Activity.</p> <p>In addition, Conditions of Approval relating specifically to minimising heritage impacts and encouraging better design outcomes, including through an independent review, would be applied to the Proposed Activity (See CoA 37 and 38).</p>
3.8	12	Due to wind, the cover would not provide protection from rain.	Additional wind break/protection would be investigated during detailed design.
3.9	4, 8, 19, 20, 22, 23, 26, 38, 41, 47	<p>A canopy to the lift at the top of the stairs may be acceptable however it should be more in keeping with the town heritage. Make the canopy over the lift in a period design to complement station buildings.</p> <p>Canopy on platform should be kept to a minimum. Currently not in keeping with the heritage nature of the village and needs to be more sympathetic in design. Looks unwieldy and resembles a suburban rail station.</p>	<p>The REF was based on a conceptual design and is subject to further refinement during detailed design.</p> <p>As part of the REF, a Visual Impact Assessment and Statement of Heritage Impact were prepared.</p> <p>A number of mitigation measures were provided to minimise the visual and heritage impacts of the Proposed Activity, which are included in Table 19 of the REF. These mitigation measures would be incorporated into the detailed design for the Proposed Activity and include engaging an architect, suitably qualified and experienced in working with heritage structures, to provide input to, and review of, the detailed design of the Proposed Activity. In addition, consultation with Sydney Trains Heritage would continue throughout detailed design.</p>

No.	Submission no.	Issue/s raised	TfNSW response
3.10	40	Suggests the canopy is clear or glass which would not impede on the heritage station or surveillance of the platform, and it should not be visible from the northern end of the Mall.	Glazing is not an appropriate canopy material choice due to safety concerns specific to this locality. The canopy would be designed to minimise potential visual and heritage impacts.
3.11	21, 30	A canopy on a platform within a deep cutting would create a dark tunnel effect and gloomy environment. 24 hr lighting would be required.	As a result of feedback received during the community information session, the canopy has been reduced to cover the lift, stairs and a partial area of the platform. A number of recommendations for detailed design of the canopy are provided in Table 19 of the REF. Lighting would be designed as per relevant codes and standards.
3.12	12, 29, 30, 43	The anti-throw screens are not warranted and are inappropriate. This is a busy thoroughfare – not aware of any objects being thrown from the bridge.	Anti-throw screens are required by Australian Standards and the Asset Standards Authority. Further investigation would be undertaken with the Asset Standards Authority during detailed design to determine whether these screens could be removed from the project scope based on local conditions. The visual impact of these screens (if installed) would be considered during detailed design and minimised as far as practicable.
3.13	1, 6, 16, 31	No information about shelter at taxi and bus stops. Provide a bus shelter at the bus stop in Leura Mall north of the bridge. There should be a covered area at the taxi rank and kiss and ride.	The provision of additional shelters would be considered during detailed design.
3.14	21, 30, 39, 41	The current sign (in blue) suffices, rather than the orange lollipop signage. Signage should keep with the village atmosphere.	The existing signage is not consistent with TfNSW way finding signage. The proposed signage would be consistent with wayfinding signage across the network to help customers unfamiliar with the locality identify the train station.
3.15	16	Provide a bench under the canopy.	As the canopy has been minimised there are limited opportunities for additional seating under the canopy due to space constraints. TfNSW would consider additional seating on the platform during detailed design.

No.	Submission no.	Issue/s raised	TfNSW response
3.16	30, 39	The seats on the platform are intrinsic to the station. Contemporary seating would be incompatible with Leura and are cold in winter and hot in summer.	Seating on the platform would be upgraded as part of the Proposed Activity. The existing seating on the platform is not original and the replacement is considered to not impact significant fabric (Section 6.5.2 of the REF). Provision or replacement of seating would be in accordance with Sydney Trains requirements which includes seating types appropriate to heritage listed stations such as Leura Station.
3.17	21	A kiosk is not needed or warranted.	A kiosk is not a part of the Proposed Activity.
3.18	30	Confirm if the lamp posts will be preserved.	Lamp posts would be retained where possible.
3.19	16	Avoid a multiplicity of fencing/barrier designs around the station.	Fencing and barriers would be provided in accordance with relevant codes and standards.
3.20	30	No reason is given for extending the platform - should this go ahead, lighting will need to match.	The platform is being extended to compensate for loss of minimum safe distance clearances at the proposed lift location which shall prevent trains from stopping adjacent to the lift. New lighting would be installed in accordance with relevant codes and standards and would be sympathetic to existing station features.
3.21	14, 21, 30	Bike racks could be incorporated at street level or on the platform. Bike lockers would be an ugly bulk are not required as the terrain is not suitable for cycling.	The Proposed Activity includes bike racks at the station entrance. Bike lockers are not proposed.
3.22	6	Has been told of an attachment at Milson Point Station which allows passengers to shelter when required. A similar structure would be good for when the waiting room is closed. It should have unbreakable clear glass on the northern side.	Additional wind break/protection would be investigated during detailed design.
3.23	6	The opaque glass in the existing waiting room should be changed to clear glass or have a speaker system to announce the arrival of a train.	This would be considered during detailed design.

No.	Submission no.	Issue/s raised	TfNSW response
3.24	30	A second waiting room should be opened in the out-of-shed building to give wind protection.	Additional wind break/protection would be investigated during detailed design.
3.25	32	Does not subscribe to a 'one size fits all' design.	Noted. The Proposed Activity has been assessed on an individual, case-specific basis including consideration of the local context.
3.26	32	Should be an all-weather drop off zone for users of the taxi rank and a seat should be provided.	This will be considered during detailed design.
4 Operation of the station and trains			
4.1	14, 37, 40, 41, 45	Leura Station experiences bitterly cold and strong winds. The station should be staffed after 4pm and on weekends so that access to the toilets and waiting room can be provided.	Sydney Trains is responsible for the staffing and operation of Leura Station. This issue of opening hours for the waiting room and toilet facilities will be forwarded to Sydney Trains for consideration.
4.2	17	Queries if the four car trains would stop in the new location to allow passengers to enter or alight directly from/to the canopy.	Due to safety reasons trains cannot directly stop in front of the lift and there would be minor adjustments to the stopping location of trains requiring the extension of the platform at the western end by about six metres. The canopy would be provided over the lift, stairs and part of the platform. Some carriages would be located closer to this canopy.
4.3	40	Longer trains are required at the weekends to accommodate demand.	Sydney Trains is responsible for the operation of the trains on the network. This submission will be forwarded on to Sydney Trains for consideration.
4.4	30	The gap between the train and platform can only be fixed if our new carriages are shorter.	The Proposed Activity is to provide accessibility to the station and station platforms. No changes to the platform width are proposed.
5 Other station infrastructure			
5.1	16	Consider provision of next train information to be displayed under the upper canopy rather than only at the platform level.	The provision of next train information would be considered further during detailed design.
5.2	30	A railway notice board could be considered.	Sydney Trains is responsible for the operation of Leura Station. TfNSW will forward this comment onto Sydney Trains for consideration.

No.	Submission no.	Issue/s raised	TfNSW response
5.3	30	Vending machines do not contribute aesthetically to the stations identity.	Sydney Trains is responsible for the operation of Leura Station. TfNSW will forward this comment onto Sydney Trains for consideration.
5.4	30, 44	Station bins are being replaced with modern stainless steel bins, instead of traditional colours, while the submission date was still open on the REF. Why was there no mention of bin replacement in the REF?	Sydney Trains have replaced the bins as part of the Station Refresh Program. These comments will be provided to Sydney Trains. The replacement of station bins is not part of the Proposed Activity and therefore this was not addressed in the REF.
5.5	45	Would like an Opal top up machine and a kiosk on the platform for newspapers.	Opal Top up machines are being delivered by a separate program. Top up machines can be found at selected train stations and wharves across the Opal network, with more machines rolling out throughout 2016. Information regarding Opal top up machines can be found at www.opal.com.au . TfNSW is providing equitable access to the station, and a kiosk is outside the scope of the Proposed Activity.
5.6	45	Requested the reading facilities (borrowing a book) remain available in the station waiting room.	TfNSW is not proposing to change the operation of Leura Station, including the waiting room. Sydney Trains will continue to be responsible for the operation of Leura Station.
6 Traffic and transport			
6.1	16, 24, 45	Blue Mountains City Council is looking at a strategy for managing tourist buses in Leura. Some of these options will further affect the pedestrian and traffic flow past the station or further reduce commuter parking. One of the options is to locate tourist bus parking on Railway Parade. TfNSW should coordinate with Council regarding the strategy.	TfNSW will undertake ongoing consultation with Council with regards to existing and future traffic and parking around Leura Station which has the potential to impact on or be impacted by the Proposed Activity.

No.	Submission no.	Issue/s raised	TfNSW response
6.2	24	The location of the 'rail bus' stopping zones when track work is being carried out needs to be considered.	During construction, a Construction Traffic Management Plan would be developed, in consultation with Sydney Trains, to identify the appropriate location for rail replacement buses during rail shutdown periods. Once the project is completed, Sydney Trains would confirm the most appropriate location for the rail replacement buses during future non-project related rail shut down periods.
6.3	6	Suggests moving the bus stops to The Mall, near the Spires. Cannot see why the drop off and pick up points could not be the same. A lot of pick up would occur from the western side of The Mall or the existing location behind the taxis and not at the designated location. This way the pedestrian crossing could be used.	This possible relocation of bus stops would be considered during detailed design in consultation with Council and bus service providers.
6.4	16	Allow for possible future works to remove all angled parking and replace with a planted median.	Figure 9 of the REF shows the extent of works for the Proposed Activity. Any future works to remove angled parking and replace this with a planted median would be a matter for Council.
6.5	2, 24	The loss of four parking spaces for the kiss and ride will be felt by commuters as council has removed a number of parking spots down Railway Parade. More commuter parking is needed. Please look into the parking problems already here.	The kiss and ride would provide a formalised and safer drop-off point for customers of Leura Station. 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> . Commuter parking requirements are assessed by TfNSW on a network wide basis based on existing and future demand, proximity to other car parking spaces and the feasibility of providing parking . This feedback has been passed onto the relevant department for consideration in future planning.

No.	Submission no.	Issue/s raised	TfNSW response
6.6	12	A kiss and ride area to relieve congestion in the mall would be more important.	The Proposed Activity is part of the NSW Government's Transport Access Program which aims to improve co-ordination and integration between transport modes. The kiss and ride would provide a formalised and safer drop-off point for customers of Leura Station. Council is responsible for the parking and traffic management within the Mall itself.
6.7	14	The kiss and ride zone could use the parking area in front of 'the Spires' tower.	As shown in Figure 9 of the REF, the proposed kiss and ride is located in front of 'the Spires' tower however the final location is subject to detailed design.
6.8	24	Kiss and ride is long overdue, as people stop in the no stopping zone across the road or double park.	Noted. Kiss and ride facilities are being provided as part of the Proposed Activity.
6.9	47	Kiss and ride is unnecessary as there are only four passenger trains per hour at Leura Station and Katoomba Station already has these facilities.	The kiss and ride would provide a formalised and safer drop-off point for customers of Leura Station.
6.10	6	Suggests a pedestrian crossing from the shops to the station be installed.	Table 19 of the REF (mitigation measure No.15) states that the feasibility of a pedestrian crossing across Railway Parade would be considered during detailed design. This would be discussed with Council.
6.11	16	Improve the safety of the pedestrian crossing at Leura Mall north of the bridge which is dangerous and not visible to drivers at night.	A Road Safety Audit would be conducted as part of the detailed design process and necessary safety requirements would be designed in accordance with relevant codes and standards.
6.12	6	At the moment the public collection point is behind the taxi rank and the drop off point seems to be in the middle of the intersection at Railway Parade and The Mall.	Figure 9 of the REF shows the proposed location for the upgraded taxi rank in Railway Parade. This location also enables passengers to use the proposed accessible ramp between the station and taxi rank. A formal kiss and ride location is also proposed on the eastern side of Leura Mall. The final location would be subject to further investigation during detailed design.

No.	Submission no.	Issue/s raised	TfNSW response
6.13	14	There is an existing taxi rank and a new one is unnecessary.	During the design development process it was identified that there is currently insufficient taxi spaces to meet current demand. The Proposed Activity would upgrade the existing taxi rank to provide about six formalised taxi parking spaces along Railway Parade, which would also connect to the proposed accessible ramp to the station.
6.14	29	Changes to the taxi rank must take into account the increasing volume of vehicle and foot traffic along Railway Parade.	This has been taken into account and the taxi rank will meet all safety requirements and Australian Standards. In addition, and as detailed in Table 19 of the REF (mitigation No.11), a Road Safety Audit would be undertaken as part of the detailed design.
7 Urban design, landscape and visual amenity			
7.1	10, 11, 16, 19, 27, 29, 42	The canopy is not a minimal visual impact and would block views. It is unnecessary and devoid of sensitivity to the character of heritage buildings and beautiful streetscapes of Leura.	<p>As part of the REF, a Visual Impact Assessment and Statement of Heritage Impact were prepared.</p> <p>As part of these assessments, a number of mitigation measures were provided, which are included in Table 19 of the REF. These mitigation measures would be incorporated into the detailed design for the Proposed Activity.</p> <p>In particular, mitigation measures specify further developing the canopy design with an aim to maximise views of Leura Station and beyond, respecting the heritage values of the area.</p>
7.2	28, 30	Concerned about the visual impacts, in particular the extent to which the canopy and throw screens inform the landscape and impede the sight line of a pedestrian or motorists travelling across the bridge from the north.	<p>As part of the REF, a Visual Impact Assessment and Statement of Heritage Impact were prepared.</p> <p>As part of these assessments, a number of mitigation measures were provided, which are included in Table 19 of the REF. These mitigation measures would be incorporated into the detailed design for the Proposed Activity.</p> <p>Line of sight would also be considered during the detailed design.</p>

No.	Submission no.	Issue/s raised	TfNSW response
7.3	22, 28, 29, 41	The anti-throw screens were not mentioned at the community information session and make the station resemble a permanent work site and could become a canvas for graffiti and vandalism. If anti-throw screens are required they must be keeping with heritage aesthetic.	Anti-throw screens are required by Australian Standards and the Asset Standards Authority. Further investigation would be undertaken with the Asset Standards Authority during detailed design to determine whether these screens could be removed from the project scope based on local conditions. The visual impact of these screens (if installed) would be considered during detailed design and minimised as far as practicable.
7.4	26	Understand that there have been some alterations from the artists impression published on the Blue Mountains Gazette.	TfNSW presented a number of canopy options at the community information session. Following community feedback, an amended canopy design was progressed and is shown in in Figure 11 and 12 of the REF.
7.5	30	Views from Le Goblet, numbers 126-128 The Mall and Central Leura Urban Conservation Area would be visually disadvantaged.	A Visual Impact Assessment was prepared for the REF. Table 3 of the Visual Impact Assessment (in Appendix F of the REF), noted that the Proposed Activity would not form a significantly visible element from these receiver viewpoints as views are blocked by tree planting within the streetscape corridor.
7.6	30	In the Visual Impact Assessment, Receiver Viewpoint (R 14) should have been positioned centrally on the Mall at the crossing nearest the station.	The Visual Impact Assessment (in Appendix F of the REF) considered three receiver points along Leura Mall. These were R14, R16 and R17.
7.7	30	How can R12, R13, R16 be classed as low and moderate to low when there is such an impact on Leura's streetscape.	Table 3 of the Visual Impact Assessment (in Appendix F of the REF), explains that while the Proposed Activity would introduce constructed elements, it is not expected to create a noticeable deterioration in the amenity of the existing view and surrounding built environment. Views toward the Proposed Activity would be transitory from vehicles or for pedestrians accessing or passing the station, and would be very short term.

No.	Submission no.	Issue/s raised	TfNSW response
7.8	28, 30	The <i>Blue Mountains Local Environmental Plan 2015</i> objectives are to enhance the traditional streetscape and character of the town however the proposal would degrade Leura's ambiance.	<p>This Proposed Activity is being assessed under Part 5 of the EP&A Act with TfNSW as the determining authority. As part of this process an REF was prepared which discusses, amongst other considerations, local planning objectives and controls.</p> <p>As part of the REF, a Visual Impact Assessment and Statement of Heritage Impact were prepared.</p> <p>As part of these assessments, a number of mitigation measures to minimise impacts on the locality were provided, which are included in Table 19 of the REF. These mitigation measures would be incorporated into the detailed design for the Proposed Activity.</p>
7.9	32	'Indicative only' on each photomontage is concerning, and leaves the question of what the end result will actually look like.	<p>The photomontage was based on a concept design. A number of mitigation measures were provided in Table 19 of the REF. These measures, as well as comments received during this Determination Report process, will be considered during detailed design and may result in changes to the indicative design shown in the photomontages.</p>
8 Indigenous heritage			
8.1	30	Policy on artefacts are clear, but not currently adhered to on the light rail site.	<p>TfNSW adhere to legislative requirements in managing potential impacts to heritage items. The REF assessed the potential for impacts to Indigenous heritage items from the Proposed Activity and the likelihood of encountering Indigenous artefact was assessed as low. Mitigation measures are provided in Table 19 of the REF in the event of any Indigenous heritage items being uncovered by the Proposed Activity.</p> <p>The CBD and South East Light Rail Project is a separate project being undertaken under a different planning approval process.</p>

No.	Submission no.	Issue/s raised	TfNSW response
9		Non-Indigenous heritage	
9.1	8, 9, 11, 13, 14, 20, 23, 25, 27, 28, 29, 32, 35, 42, 47	<p>The proposed design is not in keeping with the historical values of the station and the historic village atmosphere. The character of the station should not be destroyed by over development and suburbanisation. The loss of heritage values and garden aesthetic would be a tragedy for Leura and Leura tourism.</p> <p>Consultation with a heritage architect is required to provide a design that is sympathetic to the character of the Mountains stations and Federation style aesthetics. Other projects have made convenient changes and kept heritage.</p>	<p>The REF is based on a conceptual design.</p> <p>As part of the REF, a Visual Impact Assessment and Statement of Heritage Impact were prepared and a number of mitigation measures were provided, which are included in Table 19 of the REF.</p> <p>This includes a mitigation measure that a design architect, suitably qualified and experienced in working with heritage structures will be engaged to provide input to, and review of, the detailed design of the Proposed Activity, and give due consideration to the design of the external elements such as the lift, extended canopy and anti-throw screens, along with the internal proposed alterations to the station building.</p> <p>In addition, a Condition of Approval (CoA 38) would apply to the Proposed Activity for an independent heritage consultant to review the detailed design.</p> <p>Offsets and/or landscaping would be undertaken in accordance with TfNSW's <i>Vegetation Offset Guide</i> (TfNSW, 2013d) and in consultation with Council, and/or the owner of the land upon which the vegetation is to be planted.</p>
9.2	35	The proposal should not be exempt from any local council restrictions for maintenance or works to heritage buildings.	<p>TfNSW is the determining authority for the Proposed Activity and the REF considers local planning objectives. Consultation with Council is being undertaken as part of the requirements of the Infrastructure SEPP. The heritage impacts have been assessed as part of a Statement of Heritage Impacts and mitigation measures are being implemented as part of detailed design.</p> <p>Maintenance of Leura Station is the responsibility of Sydney Trains.</p>
9.3	30	When the heritage architect's design is available, how is the next stage of community consultation to be arranged?	Council would be consulted throughout the detailed design process and community updates would be provided as appropriate.

No.	Submission no.	Issue/s raised	TfNSW response
10	Biodiversity		
10.1	21, 22, 29, 30, 34, 39, 41, 43	<p>Concerned with the removal of trees and shrubs. The removal of flowering trees, which add to the character of Leura, should be avoided.</p> <p>How will offset planting compensate for this? Will there be replacements?</p> <p>Vegetation removal wasn't mentioned at the community information session.</p> <p>The Irish Strawberry Tree must not be impacted.</p>	<p>Vegetation removal is required to allow for the construction of the accessible ramp. Any trees or vegetation removed would be offset in accordance with TfNSW's <i>Vegetation Offset Guide</i>. Vegetation would be planted with the aim to plant in and around the new ramp and stairs as much as possible (see Section 6.7.3 of the REF).</p> <p>A Public Domain Plan (PDP) would be developed prior to construction to identify where vegetation offsets would be best placed and to determine species and types of plants. This would be developed in consultation with Council.</p> <p>The Irish Strawberry Tree on the station platform would not be impacted by the Proposed Activity.</p>
10.2	17	Requests a pre-removal inspection for small nesting birds prior to shrub and tree removal along Railway Parade.	Prior to construction, all vegetation to be removed would be checked for small fauna in accordance with TfNSW guidelines.
10.3	16	Consider tree planting in Leura Mall in the vicinity of the kiss and ride facility and in the vicinity of the accessibility ramp to the taxi stand.	<p>Any trees or vegetation removed would be offset in accordance with TfNSW's <i>Vegetation Offset Guide</i>. Vegetation would be planted with the aim to plant in and around the new ramp and stairs as much as possible (see Section 6.7.3 of the REF).</p> <p>A Public Domain Plan (PDP) would be developed prior to construction to identify where vegetation offsets would be best placed and to determine species and types of plants. This would be developed in consultation with Council.</p>
10.4	32	No thought has been given to the scale and quality of the plantings to be replaced.	Trees removed would be offset in accordance with the TfNSW <i>Vegetation Offset Guide</i> . Based on the removal of 56 planted shrubs and trees, 109 trees would be required to be planted with the aim to plant in and around the new ramp and stairs as much as possible (see Section 6.7.3 of the REF).

Other stakeholder submissions

Table 2 outlines issues raised by Blue Mountains City Council in their submission, along with TfNSW's response.

Table 2: Response to Blue Mountains City Council Submission

Issue no.	Issue/s raised	TfNSW response
1	General	
1.1	Council expects rigorous site/environmental management processes to be implemented throughout the project.	<p>Chapter 7 of the REF outlines the environmental management requirements for the Proposed Activity and Appendix B of this report provides the Conditions of Approval for the Proposed Activity. Specifically, CoA 11 requires the preparation of a CEMP for the construction phase to be prepared in accordance with the requirements of TfNSW's EMS.</p> <p>The CEMP would incorporate environmental mitigation measures identified in the REF, any conditions from licences or approvals required by legislation, and a process for demonstrating compliance with such mitigation measures and conditions.</p>
1.2	Asset ownership to be consistent with the BMCC/Sydney Trains Safety Interface Agreement.	Noted.
2	Design	
2.1	Concerned about potential impacts on the heritage, visual, physical and landscape fabric of the station platform and its curtilage. A more sympathetic option should be considered.	A heritage and visual impact assessment has been carried out as part of the planning approval process and mitigation measures were identified to minimise impacts. These mitigations measures are included in Table 19 of the REF and would be implemented as part of the detailed design process.
2.2	Council requests opportunity to further comment on the design as it progresses, along with the Urban Design Plan and/or Public Domain Plan, ideally at the preliminary and 80% design stages.	There would be opportunities for Council to provide further feedback during design development (refer to Section 2.4).

Issue no.	Issue/s raised	TfNSW response
2.3	<p>Liked the low-line design of the lift and stair structure. Preference for less bulk and maximum transparency. Would like to provide input on the roof colour. Need to see detail on proposed finishes and materials.</p> <p>Preference for washed concrete finishes as opposed to pavers on regraded footpath.</p> <p>Measures to provide deterrents to minimise graffiti on the proposed infrastructure should be identified.</p>	Noted. This would be considered during detailed design.
2.4	<p>Preference for the installation of a balustrade at bridge area similar to that installed at Katoomba Station.</p> <p>Hazelbrook Station is also an example of a well-integrated design of anti-throw screens and balustrades.</p>	Noted. This would be considered during detailed design.
2.5	Support the mitigation measures for the canopy design and the retention of the Irish Strawberry Tree.	Noted.
2.6	The transition between the new Type SA kerb & gutter and the existing road shoulder should be designed to prevent erosion and scour.	Noted. This would be considered during detailed design and would be designed in accordance with relevant codes and standards.
2.7	All drainage assets should be contained within the Sydney Trains boundary including onsite detention. Drainage design should account for no impacts to Council assets.	Noted. This would be considered during detailed design. Drainage would be designed in accordance with relevant codes and standards.
2.8	Clarification requested on proposed management of stormwater run-off generated from new paved areas.	Noted. Further consultation would occur with Council during design development.
2.9	Reference should be made to the relevant Council Standards for kerb ramps/paths and other civil infrastructure.	Noted. This would be considered during detailed design. Civil infrastructure would be designed in accordance with relevant codes and standards.
2.10	Transverse markings at Give Way & Stop signs should be implemented as per RMS guidelines Delineation –Section 6: Transverse markings section 6.4.1.1 & 6.4.1.3.	Noted. This would be considered during detailed design. Road marking and signage would be designed in accordance with relevant codes and standards.
2.11	All line marking to have relevant Raised Pavement Markers.	Noted. This would be considered during detailed design. Line markings would be developed in accordance with relevant codes and standards.

Issue no.	Issue/s raised	TfNSW response
2.12	Would like to see the lamp posts on the platforms retained.	Lamp posts would be retained where possible.
2.13	Consider relocating the pedestrian sign within the arrival precinct.	Noted. This would be considered during detailed design. This would be designed in accordance with relevant codes and standards.
2.14	Consider treatments to the footpath edge which is currently an "F" type barrier.	Noted. This would be considered during detailed design. Footpaths would be designed in accordance with relevant codes and standards.
2.15	Consider the addition of furniture such as seats.	As the canopy area has been minimised there are limited opportunities for additional seating under the canopy, however TfNSW would consider additional seating on the platform during detailed design.
2.16	Consider the installation of bicycle lockers as part of the redevelopment of the taxi zone.	Bicycle parking requirements are determined as part of a wider active transport strategy and as such bicycle racks are being proposed at Leura Station.
3	Construction	
3.1	Council requires an application under the Roads Act for any temporary occupation or work that takes place in, from or over Council's road reserve.	<p>Section 138 of the Roads Act 1993 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 1993 states that public authorities (TfNSW) do not require consent for works on unclassified roads (i.e. Leura Mall and Railway Parade).</p> <p>However should any works be required on Council road reserves then a Road Occupancy Licence would be obtained from Council.</p>
3.2	Construction should cease during the garden and village events held throughout the year.	A Condition of Approval (CoA 40) has been included to ensure that key events in Leura would be taken into consideration during the construction planning process. Mitigation measures would be included in documents such as the CEMP and Community Liaison Plan to minimise impacts.
3.3	Council should be given advance notice of construction commencement dates.	Council would be kept informed of construction commencement and provided updates throughout construction.

Issue no.	Issue/s raised	TfNSW response
3.4	<p>A pre-condition survey should be undertaken of all infrastructure likely to be used and/or impacted by the project.</p> <p>Any impacts to Council assets will be the responsibility of TfNSW to make good.</p> <p>Approvals to work on Council land must be obtained prior to works commencing.</p>	TfNSW would undertake road and property condition surveys prior to commencement of works and carry out rectification works if required (refer CoA 31 and 33).
3.5	Council requests further details on specifics of construction activities such as compound locations and storage, construction staff parking and vehicle access.	Council would be provided with additional construction information once available.
4 Consultation		
4.1	TfNSW should consult with the Chamber of Commerce, train commuters and the Blue Mountains Historical Society and provide graphics and case studies with communications.	TfNSW would include the Chamber of Commerce, train commuters and the Blue Mountains Historical Society in future communications for the Proposed Activity.
5 Traffic and transport		
5.1	Construction workers are to be instructed not to park in commuter parking spaces or village parking areas.	<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"> • encouraging the use of public transport • car-pooling • use of small shuttle buses to transport workers from a designated meeting point nearby to the worksite.
5.2	Access to local business, taxi services and private property should not be impacted during construction.	Every effort would be made to maintain access during construction. If any properties are identified as potentially being temporarily affected, consultation would occur directly with the owners.
5.3	If there will be a loss of parking during construction, the contractors need to assess this loss and provide additional space within the near vicinity. Council should be consulted on this matter.	The Construction Traffic Management Plan would be developed prior to construction to minimise impacts to parking within the area.
5.4	The installation of a temporary footbridge should be further discussed with Council if proceeding.	Council would be consulted when further details are available on the temporary footbridge.
5.5	Design should include improving pedestrian access (steps/ramps and path) across Railway Parade and to the south along Leura Mall.	This is outside the scope of the Proposed Activity.

Issue no.	Issue/s raised	TfNSW response
5.6	<p>Reference should be made to the Blue Mountains Bike Plan 2020 and Pedestrian Access and Mobility Plan 2025 which demonstrates the local network connections with the Railway Station and the surrounding villages and townships.</p> <p>Provisions for on road cyclist should be included in the design, particularly at Leura Mall and Railway Parade intersections.</p>	The Proposed Activity would not preclude any future on-road bicycle infrastructure that Council may wish to provide. The provision of bicycle racks would support any cycling strategies of Council's. On-road cyclist provisions are outside the scope of the Proposed Activity.
5.7	<p>Council does not support the current proposed location for the kiss and ride. The preferred location is on the western side of Leura Mall to the north of the pedestrian crossing. The roadway width of approx. 9.5 metres would allow for one lane in each direction whilst maintaining current angle parking on the eastern side. The existing bus zone could be adjusted to provide adequate space for kiss and ride. This option places commuters on the same side as the station which eliminates crossing of the roadway and retains a number of parking spaces.</p>	Noted. TfNSW is currently considering the merits of the alternative kiss and ride location and will consult further with Council regarding this. Further consideration would be undertaken during detailed design.
5.8	<p>Accessible parking spaces should be included as part of the integrated design. Possible location is at the end of ramp near taxi rank.</p>	This would be considered during detailed design.
5.9	<p>Consider improving the turning movements of taxis and other vehicles in Railway Parade (west). Possible turn bay or hammer construction.</p>	Improving turning arrangements for taxis on Railway Parade has been discussed in Section 6.1 of the REF and would be considered during detailed design.
5.10	<p>Council is proposing a new bus stop area for coaches on Leura Mall, north of the proposed Kiss and Ride zone and reviewing parking in Leura.</p>	Noted. TfNSW would consult with Council during design development to ensure that the Proposed Activity is coordinated with Council plans.
5.11	<p>The local bus stop on Railway Parade should be integrated into the design as it services the railway station.</p>	This is outside the scope of the Proposed Activity.
6	Urban design, landscape and visual amenity	
6.1	<p>Council supports the key architectural and urban design objectives of the proposal however does not consider the design and photomontages to be in line with these objectives or appropriate for this location.</p>	The photomontages are based on a concept design with the Proposed Activity subject to further development taking into account feedback received from the community and the mitigation measures identified in the REF.

Issue no.	Issue/s raised	TfNSW response
6.2	Additional elements to consider in the landscape character analysis is that the scale of the village centre is small. The design of the lift canopy will landmark the station entrance and increase the sense of village scale which is supported. Built elements in the landscape are dwarfed by older established trees and this should be maintained.	Noted. The detailed design would consider the scale and form of the new structure in the context of the surrounding environment.
6.3	Suggest a high level of transparency and incorporation of artwork on the anti-throw screens.	The REF identifies that visual impacts would be mitigated by providing anti-throw screens which allow for views to the station and beyond. This would be considered during detailed design.
6.4	Any changes to the landscape should consider the climate and cultural aspects of the area.	Noted.
7 Non-Indigenous heritage		
7.1	Recommend an updated Statement of Heritage Impact with reference to a completed design so that all impacts can be assessed.	The design development would be overseen by a heritage professional including by an independent peer review. In the event that the design is altered (excluding minor changes), the amended design would be subject to further assessment.
8 Biodiversity		
8.1	Supports retention of existing trees. Impacts on roots of trees to be retained should be minimised.	Tree Protection Zones would be established around trees to be retained, so that impacts on roots are minimised.
8.2	Supports the revegetation offset strategy and advocates a 12 month maintenance period. Reference should be made to Council's Public Domain Technical Manual and Council's Street Tree Master Plan. Existing plantings should be replicated in the new landscaping.	Noted. This would be considered during preparation of the Public Domain Plan (CoA 29) which would be developed in consultation with Council.
8.3	Council to provide input into the landscape design and revegetation adjacent to the new ramp and taxi zone. Suggests replanting existing species and re-establishing greenery.	Noted. Offsets and/or landscaping will be undertaken in accordance with TfNSW's <i>Vegetation Offset Guide</i> (TfNSW, 2013d). A Public Domain Plan would be produced prior to construction to identify where vegetation offsets would be best placed and to determine species and types of plants. This would be developed in consultation with Council.

Issue no.	Issue/s raised	TfNSW response
8.4	Leura Village Association is presently managing the maintenance of landscaping surrounding the station. Consider inclusion of footpath planters (to be maintained by Leura Village Association).	Landscaping would be designed to ensure accessibility is maintained and this would be a key consideration in the decision to incorporate footpath planters. The Public Domain Plan would consider this in consultation with Council.

2.4 Future consultation

Should TfNSW proceed with the Proposed Activity, consultation activities would continue, including consultation with Blue Mountains City Council, Sydney Trains, Sydney Trains Heritage and NSW Trains 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 stakeholders have an opportunity to provide feedback on the detailed design
- the community and stakeholders are notified in advance of any upcoming works, including changes to pedestrian or traffic access arrangements and out of hours construction activities
- accurate and accessible information is made available
- a timely response is given to issues and concerns raised by the community
- feedback from the community is encouraged.

The [TfNSW email address](#)³ 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](#)⁴ would also include updates on the progress of construction.

³ projects@transport.nsw.gov.au

⁴ <http://www.transport.nsw.gov.au/projects-tap>

3 Consideration of the environmental impacts

Environmental Planning and Assessment Act 1979

The REF addresses the requirements of section 111 of the EP&A Act. In considering the Proposed Activity, all matters affecting or likely to affect the environment are addressed in the REF and the Determination Report and associated documentation.

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

In respect of the Proposed Activity an assessment has been carried out regarding potential impacts on critical habitat, threatened species, populations or ecological communities or their habitats, under section 112 of the EP&A Act.

The likely significance of the environmental impacts of the Proposed Activity has been assessed in accordance with the then NSW Department of Planning's 1995 best practice guideline [Is an EIS Required?](#)⁵ It is concluded that the Proposed Activity is not likely to significantly affect the environment (including critical habitat) or threatened species, populations of ecological communities, or their habitats. Accordingly, an environmental impact statement under Part 5.1 of the EP&A Act is not required.

Environment Protection and Biodiversity Conservation Act 1999

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

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

Heritage Act NSW 1977

The Proposed Activity would be undertaken within the curtilage of the Leura Railway Station Group which is listed on the RailCorp's Section 170 Heritage and Conservation Register and the heritage schedule of the *Blue Mountains Local Environmental Plan 2015*.

The potential heritage impacts of the Proposed Activity have been assessed in the Statement of Heritage Impact and are summarised in Section 6.5 of the REF. The Sydney Trains Heritage department would continue to be consulted throughout the design process.

⁵ Refer to the National Library of Australia's 'Trove' website
<http://trove.nla.gov.au/work/7003034?selectedversion=NBD11474648>

4 Conditions of Approval

The Proposed Activity would be subject to the Conditions of Approval included at Appendix B.

5 Conclusion

Having regard to the assessment in the REF and consideration of the submissions received, it can be concluded that the Proposed Activity is not likely to significantly affect the environment (including critical habitat) or threatened species, populations of ecological communities, or their habitats. Consequently, an environmental impact statement is not required to be prepared under Part 5.1 of the EP&A Act.

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

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

References

TfNSW, 2013d, *Vegetation Offset Guide*, Sydney

Appendix A Review of Environmental Factors

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

<http://www.transport.nsw.gov.au/projects-tap/current-works/leura>

Appendix B Conditions of Approval

CONDITIONS OF APPROVAL

For Leura Station Upgrade

Note: these Conditions of Approval must be read in conjunction with the final mitigation measures in the Leura Station Upgrade Review of Environmental Factors.

Schedule of acronyms and definitions used:

Acronym	Definition
CECR	Construction Environmental Compliance Report
CEMP	Construction Environmental Management Plan
CIR	Contamination Investigation Report
CLP	Community Liaison 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 Environment Protection Authority under the <i>Protection of the Environment Operations Act 1997</i> .
EMS	Environmental Management System
ICNG	<i>Interim Construction Noise Guidelines</i> (Department of Environment and Climate Change, 2009)
INP	<i>NSW Industrial Noise Policy</i> (EPA, 2000)
ISO	International Standards Organisation
OEH	NSW Office of Environment and Heritage
ONVMP	Operational Noise and Vibration Management Plan
OOHWP	Out of Hours Works Protocol
PCSR	Pre-Construction Sustainability Report
PDP	Public Domain Plan
PECM	Pre-Construction Environmental Compliance Matrix
POCR	Pre-Operational Compliance Report

Acronym	Definition
PMEIA	Principal Manager Environmental Impact Assessment (or nominated delegate)
PMEM	TfNSW Principal Manager Environmental Management (or nominated delegate)
PMS	TfNSW Principal Manager Sustainability (or nominated delegate)
RAP	Remedial Action Plan
RBL	Rating Background Level
REF	Review of Environmental Factors
RING	<i>Rail Infrastructure Noise Guideline</i> (EPA, 2013)
RNP	<i>NSW Road Noise Policy</i> (Department of Environmental, Climate Change and Water, 2011)
Roads and Maritime	NSW Roads and Maritime Service
TfNSW	Transport for NSW
TMP	Traffic Management Plan
UDP	Urban Design Plan

Term	Definition
Construction	Includes all work in respect of the Project, other than survey, acquisitions, fencing, investigative drilling or excavation, building/road dilapidation surveys, or other activities determined by the TfNSW PMEM to have minimal environmental impact such as minor access roads, minor adjustments to services/utilities, establishing temporary construction compounds (in accordance with this approval), or minor clearing (except where threatened species, populations or ecological communities would be affected).
Contamination	The presence in, on or under land of a substance at a concentration above the concentration at which the substance is normally present in, on or under (respectively) land in the same locality, being a presence that presents a risk of harm to human health or any other aspect of the environment.
Designated Works	Includes tunnelling, blasting, piling, excavation or bulk fill or any vibratory impact works including jack hammering and compaction, for Construction.
Emergency Work	Includes works to avoid loss of life, damage to external property, utilities and infrastructure, prevent immediate harm to the environment, contamination of land or damage to a heritage (indigenous or non-indigenous) item.
Environmental Impact Assessment (EIA)	The documents listed in Condition 1 of this approval.
Feasible	A work practice or abatement measure is feasible if it is capable of being put into practice or of being engineered and is practical to build given project constraints such as safety and maintenance requirements.
Noise Sensitive Receiver	In addition to residential dwellings, noise sensitive receivers include, but are not limited to, hotels, entertainment venues, pre-schools and day care facilities, educational institutions (e.g. schools, TAFE colleges), health care facilities (e.g. nursing homes, hospitals), recording studios, places of worship/religious facilities (e.g. churches), and other noise sensitive receivers identified in the environmental impact assessment.
Project	The construction and operation of the Leura Station Upgrade as described in the Environmental Impact Assessment.
Proponent	A person or body proposing to carry out an activity under Part 5 of the EP&A Act – in the case of the Project, Transport for NSW.
Reasonable	Selecting reasonable measures from those that are feasible involves making a judgment to determine whether the overall benefits outweigh the overall adverse social, economic and environmental effects, including the cost of the measure.

CoA number	Type
General	
1	<p>Terms of Approval</p> <p>The Project shall be carried out generally in accordance with the environmental impact assessment (EIA) for this Project, which comprises the following documents:</p> <ul style="list-style-type: none"> a) <i>Leura Station Upgrade – Review of Environmental Factors</i>, (TfNSW/GHD, April 2016) b) <i>Leura Station Upgrade – Determination Report</i>, (TfNSW/GHD, May 2016). <p>In the event of an inconsistency between these conditions and the EIA, these conditions will prevail to the extent of the inconsistency.</p>
2	<p>Project Modifications</p> <p>Any modification to the Project as approved in the EIA would be subject to further assessment. This assessment would need to demonstrate that any environmental impacts resulting from the modifications have been minimised. The assessment shall be subject to approval under delegated authority by TfNSW. The Proponent shall comply with any additional requirements from the assessment of the Project modification.</p>
3	<p>Statutory Requirements</p> <p>These conditions do not relieve the Proponent of the obligation to obtain all other licences, permits, approvals and land owner consents from all relevant authorities and land owners as required under any other legislation for the Project. The Proponent shall comply with the terms and conditions of such licences, permits, approvals and permissions.</p>
4	<p>Pre-construction environmental compliance matrix</p> <p>A pre-construction environmental compliance matrix (PECM) for the Project (or such stages of the Project as agreed to by the Principal Manager Environmental Management (PMEM)) 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 PMEM for approval, at least 21 days prior to commencement of construction of the Project (or within such time as otherwise agreed to by the PMEM).</p>
5	<p>Construction environmental compliance report</p> <p>A construction environmental compliance report (CECR) for the Project shall be prepared which addresses the following matters:</p> <ul style="list-style-type: none"> a) compliance with the construction environmental management plan (CEMP) and these conditions b) compliance with TfNSW's <i>NSW Sustainable Design Guidelines - Version 3.0</i> compliance checklist (7TP-FT-249) c) compliance with any approvals or licences issued by relevant authorities for construction of the Project d) implementation and effectiveness of environmental controls (the assessment of effectiveness should be based on a comparison of actual impacts against performance criteria identified in the CEMP) e) environmental monitoring results, presented as a results summary and analysis f) details of the percentage of waste diverted from landfill and the percentage of spoil beneficially reused 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

CoA number	Type
	<p>(subject to privacy protection)</p> <p>h) details of any review and amendments to the CEMP resulting from construction during the reporting period</p> <p>i) any other matter as requested by the PMEM.</p> <p>A copy of each CECR shall be submitted to the PMEM for approval. The first CECR shall report on the first six months of construction and be submitted within 21 days of expiry of that period (or at any other time interval agreed to by the PMEM). 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 PMEM) for the duration of construction.</p>

6 Pre-operation compliance report

A pre-operation compliance report (POCR) for the Project shall be prepared, prior to commencement of operation of the Project. The POCR shall detail compliance with all conditions of approval, licences and permits required to be obtained under any other legislation for the Project.

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

Communications

7 Community Liaison Plan

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

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

The CLP 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.

CoA number	Type
8	<p>Community Notification and Liaison</p> <p>The local community shall be advised of any activities related to the Project with the potential to impact upon them.</p> <p>Prior to any site activities commencing and throughout the Project duration, the community is to be notified of works to be undertaken, the estimated hours of construction and details of how further information can be obtained (i.e. contact telephone number/email, website, newsletters etc.) including the 24 hour construction response line number.</p> <p>Construction-specific impacts including information on traffic changes, access changes, detours, services disruptions, public transport changes, high noise generating work activities and work required outside the nominated working hours shall be advised to the local community at least seven days prior to such works being undertaken or other period as agreed to by the Director Community Engagement or as required by the Environment Protection Authority (EPA) (where an Environment Protection Licence (EPL) is in effect).</p>
9	<p>Website</p> <p>The Proponent shall provide electronic information (or details of where hard copies of this information may be accessed by members of the public) related to the Project, on dedicated pages within its existing website, including:</p> <ul style="list-style-type: none"> a) a copy of the documents referred to under Condition 1 of this approval b) a list of environmental management reports that are publicly available c) 24 hour contact telephone number for information and complaints. <p>All documents uploaded to the website must be compliant with the Web Content Accessibility Guidelines 2.0.</p>
10	<p>Complaints Management</p> <p>The Proponent shall set up a 24 hour construction response line number.</p> <p>Details of all complaints received during construction are to be recorded on a complaints register. A verbal response to phone enquiries on what action is proposed to be undertaken is to be provided to the complainant within two hours during all times construction is being undertaken and within 24 hours during non-construction times (unless the complainant agrees otherwise). A verbal response to written complaints (email/letter) should be provided within 48 hours of receipt of the communication. A detailed written response is to be provided to the complainant within seven calendar days for verbal and/or written complaints.</p> <p>Information on all complaints received during the previous 24 hours shall be forwarded to the TfNSW Community Engagement Manager and the TfNSW Environment and Planning Manager each working day.</p>

CoA number	Type
Environmental Management	
11	<p>Construction Environmental Management Plan</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"> a) traffic and pedestrian management (in consultation with the relevant roads authority) b) noise and vibration management c) water and soil management d) air quality management (including dust suppression) e) indigenous and non-indigenous heritage management f) flora and fauna management g) storage and use of hazardous materials h) contaminated land management (including acid sulphate soils) i) weed management j) waste management k) bushfire risk l) sustainability m) environmental incident reporting and management procedures n) non-compliance and corrective/preventative action procedures. <p>The CEMP shall:</p> <ul style="list-style-type: none"> i) comply with the Conditions of Approval, conditions of any licences, permits or other approvals issued by government authorities for the Project, all relevant legislation and regulations, and accepted best practice management ii) comply with the relevant requirements of <i>Guideline for Preparation of Environmental Management Plans</i> (Department of Infrastructure, Planning and Natural Resources, 2004) iii) include an Environmental Policy. <p>The Proponent shall:</p> <ol style="list-style-type: none"> 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 PMEM for approval at least 21 days prior to the commencement of construction (or within such time as otherwise agreed to by the PMEM) 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 PMEM for approval. <p>The CEMP must be approved by the PMEM prior to the commencement of construction work associated with the Project.</p> <hr/> <p>12 Environmental Management Representative</p> <p>Not used.</p>

CoA number	Type
13	<p>Environmental controls map</p> <p>An environmental controls map (ECM) shall be prepared in accordance with TfNSW's <i>Guide to Environmental Controls Map</i> (3TP-SD-015) prior to the commencement of construction for implementation for the duration of construction, and may be prepared in stages as set out in the CEMP.</p> <p>A copy of the ECM must be submitted to the PMEM for approval, at least 21 days prior to commencement of construction of the Project (or within such time as otherwise agreed by the PMEM).</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 seven days of the completion of the review or receipt of actions identified by any audit of the document, and submitted to the PMEM for approval.</p>
Hours of Work	
14	<p>Standard Construction Hours</p> <p>Construction activities shall be restricted to the hours of 7.00am to 6.00pm (Monday to Friday); 8.00am to 1.00pm (Saturday) and at no time on Sundays and public holidays except for the following works which are permitted outside these standard hours:</p> <ul style="list-style-type: none"> a) any works which do not cause noise emissions to be more than 5 dBA higher than rating background level (RBL) at any nearby residential property and/or other noise sensitive receivers b) out of hours work identified and assessed in the EIA or the approved Out of Hours Work Protocol (OOHWP) c) the delivery of plant, equipment and materials which is required outside these hours as requested by police or other authorities for safety reasons and with suitable notification to the community as agreed by the PMEM d) Emergency Work to avoid the loss of lives, property and/or to prevent environmental harm e) any other work as agreed by the PMEM (or nominated delegate) and considered essential to the Project, or as approved by the EPA (where an EPL is in effect).
15	<p>High Noise Generating Activities</p> <p>Rock breaking or hammering, jack hammering, pile driving, vibratory rolling, cutting of pavement, concrete or steel and any other activities which result in impulsive or tonal noise generation shall not be undertaken for more than three hours, without a minimum one hour respite period unless otherwise agreed to by the PMEM (or nominated delegate), or as approved by the EPA (where relevant to the issuing of an EPL).</p>

CoA number	Type
Noise and Vibration	
16	<p>Construction Noise and Vibration</p> <p>Construction noise and vibration mitigation measures shall be implemented through the CEMP, in accordance with TfNSW's <i>Construction Noise 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"> a) details of construction activities and an indicative schedule for construction works b) identification of construction activities that have the potential to generate noise and/or vibration impacts on surrounding land uses, particularly sensitive noise receivers c) detail what reasonable and feasible actions and measures shall be implemented to minimise noise impacts (including those identified in the EIA) d) procedures for notifying sensitive receivers of construction activities that are likely to affect their noise and vibration amenity, as well as procedures for dealing with and responding to noise complaints e) an Out Of Hours Work Protocol (OOHWP) for the assessment, management and approval of works outside the standard construction hours identified in Condition 14 of this approval, including a risk assessment process which deems the out of hours activities to be of low, medium or high environmental risk, is to be developed. All out of hours works are subject to approval by the PMEM, 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 Strategy</i> (7TP-ST-157) f) a description of how the effectiveness of actions and measures shall be monitored during the proposed works, clearly indicating the frequency of monitoring, the locations at which monitoring shall take place, recording and reporting of monitoring results and if any exceedance is detected, the manner in which any non-compliance shall be rectified.
17	<p>Vibration Criteria</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"> 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> 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>. <p>These limits apply unless otherwise approved by the PMEM through the CEMP.</p>
18	<p>Non-Tonal Reversing Beepers</p> <p>Non-tonal reversing beepers (or an equivalent mechanism) shall be fitted and used on all construction vehicles and mobile plant regularly used on site (i.e. greater than one day) and for any out of hours work.</p>
19	<p>Piling</p> <p>Wherever practical, piling activities shall be completed using non-percussive piles. If percussive piles are proposed to be used, approval of the PMEM shall be obtained prior to commencement of piling activities.</p>

CoA number	Type
Contamination and Hazardous Materials	
20	<p>Unidentified Contamination (other than asbestos)</p> <p>If previously unidentified contamination (excluding asbestos) is discovered during construction, work in the affected area must cease immediately, and an investigation must be undertaken and a report prepared to determine the nature, extent and degree of any contamination. The level of reporting must be appropriate for the identified contamination in accordance relevant EPA guidelines, including <i>Guidelines for Consultants Reporting on Contaminated Sites</i> (OEH, 2011).</p> <p>A copy of any contamination report must be submitted to the PMEM for review for a minimum period of seven days .The PMEM shall determine whether consultation with the relevant council and/or EPA is required prior to continuation of construction works within the affected area.</p> <p>Note: <i>In circumstances where both previously unidentified asbestos contamination and other contamination are discovered within a common area, nothing in these conditions shall prevent the preparation of a single investigation report to satisfy the requirements of both Condition 20 and Condition 21.</i></p>
21	<p>Asbestos Management</p> <p>If previously unidentified asbestos contamination is discovered during construction, work in the affected area must cease immediately, and an investigation must be undertaken and a report prepared to determine the nature, extent and degree of the asbestos contamination. The level of reporting must be appropriate for the identified contamination in accordance with relevant EPA and WorkCover guidelines and include the proposed methodology for the remediation of the asbestos contamination. Remediation activities must not take place until receipt of the investigation report.</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>Note: <i>In circumstances where both previously unidentified asbestos contamination and other contamination are discovered within a common area, nothing in these conditions shall prevent the preparation of a single investigation report to satisfy the requirements of both Condition 20 and Condition 21.</i></p>
22	<p>Storage and Use of Hazardous Materials</p> <p>Construction hazard and risk issues associated with the use and storage of hazardous materials shall be addressed through risk management measures, which shall be developed by the construction contractor prior to construction as part of the overall CEMP, in accordance with relevant EPA guidelines, TfNSW's <i>Chemical Storage and Spill Response Guidelines</i> (9TP-SD-066) and Australian and ISO standards. These measures shall include:</p> <ul style="list-style-type: none"> a) the storage of hazardous materials, and refuelling/maintenance of construction plant and equipment to be undertaken in clearly marked designated areas that are designed to contain spills and leaks b) spill kits, appropriate for the type and volume of hazardous materials stored or in use, to be readily available and accessible to construction workers. Kits are to be kept at hazardous materials storage locations, in site compounds and on specific construction vehicles. Where a spill to a watercourse is identified as a risk, spill kits are to be kept in close proximity to potential discharge points in support of preventative controls c) all hazardous materials spills and leaks to be reported to site managers and actions to be immediately taken to remedy spills and leaks d) training in the use of spill kits to be given to all personnel involved in the storage, distribution or use of hazardous materials.

CoA number	Type
23	<p>Hazardous materials survey</p> <p>A hazardous materials survey in accordance with AS 2601 (2001) <i>Demolition of Structures</i> shall be undertaken by an appropriately qualified environmental scientist prior to the demolition of structures commencing.</p> <p>Subsequent removal of any hazardous material is to be undertaken in accordance with applicable EPA and WorkCover guidelines.</p>
Erosion and Sediment Control	
24	<p>Erosion and Sediment Control</p> <p>Soil and water management measures shall be prepared and implemented as part of the CEMP for the mitigation of water quality and hydrology impacts during construction of the Project. The management measures shall be prepared in accordance with <i>Managing Urban Stormwater: Soils and Construction - Volume 1</i>, 4th Edition (Landcom, 2004).</p>
Heritage Management	
25	<p>Indigenous and Non-Indigenous Heritage</p> <p>If previously unidentified Indigenous or non-Indigenous heritage/archaeological items are uncovered during construction works, the procedures contained in the TfNSW <i>Unexpected Heritage Finds Guideline</i> (3TP-SD-115) shall be followed and all works in the vicinity of the find shall cease. The TfNSW Environment and Planning Manager shall be immediately notified to co-ordinate a response, which may include seeking appropriate advice from a suitably qualified and experienced heritage consultant (in consultation with the Heritage Division, OEH where appropriate). Works in the vicinity of the find shall not re-commence until clearance has been received from TfNSW and/or the heritage consultant.</p>
Flora and fauna	
26	<p>Removal of trees or vegetation</p> <p>Separate approval, in accordance with TfNSW's <i>Removal or Trimming of Vegetation Application</i> (9TP-FT-078), is required for the trimming, cutting, pruning or removal of trees or vegetation where the impact has not already been identified in the EIA for the Project. The trimming, cutting, pruning or removal of trees or vegetation shall be undertaken in accordance with the conditions of that approval.</p>
27	<p>Replanting program</p> <p>All cleared vegetation shall be offset in accordance with TfNSW's <i>Vegetation Offset Guide</i> (9TP-ST-149). All vegetation planted on-site is to consist of locally endemic native species, unless otherwise agreed by the PMEM, following consultation with the relevant council, where relevant, and/or the owner of the land upon which the vegetation is to be planted.</p>

CoA number	Type
	Urban design and landscaping
28	<p>Urban design plan</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"> 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"> i) connectivity with surrounding local and regional movement networks including street networks, other transport modes and active transport networks. Existing and proposed paths of travel for pedestrians and bicycles should be shown ii) integration with surrounding local and regional open space and or landscape networks. Existing and proposed open space infrastructure/landscape elements should be shown iii) integration with surrounding streetscape including street wall height, active frontages, awnings, street trees, entries, vehicle cross overs etc iv) integration with surrounding built form (existing or desired future) including building height, scale, bulk, massing and land use b) design detail that is sensitive to the amenity and character of the local area and heritage items located within or adjacent to the Project site c) total water management principles to be integrated into the design where considered appropriate d) any other matters which the conditions require the UDP to address. <p>The UDP shall be:</p> <ol style="list-style-type: none"> 1. prepared and submitted to TfNSW prior to the first design submission and updated and submitted for subsequent design submissions 2. prepared in consultation with councils and relevant stakeholders 3. prepared by a registered architect and/or landscape architect who has appropriate and relevant urban design expertise 4. endorsed by TfNSW's Precincts and Urban Design team.

CoA number	Type
29	<p>Public domain plan</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"> a) materials, finishes, colour schemes and maintenance procedures including graffiti control for new walls, barriers and fences b) location and design of pedestrian and bicycle pathways, street furniture including relocated bus and taxi facilities, bicycle storage (where relevant), telephones and lighting equipment c) landscape treatments and street tree planting to integrate with surrounding streetscape which, at a minimum, must address the following: <ul style="list-style-type: none"> i) landscape details, including details of soil preparation, mulches, plant selection, plant sizes (planting container and expected final sizes) ii) a schedule which details the landscape maintenance requirements to be implemented for the for 12 month period following the commencement of operation d) opportunities for public art created by local artists to be incorporated, where considered appropriate, into the Project e) total water management principles to be integrated into the design where considered appropriate f) design measures included to meet TfNSW's NSW Sustainable Design Guidelines - Version 3.0 (7TP-ST-114) g) identification of design and landscaping aspects that will be open for stakeholder input, as required h) any other matters which the conditions require the PDP to address. <p>The PDP shall be:</p> <ol style="list-style-type: none"> 1. prepared and submitted to TfNSW prior to the first design submission and updated and submitted for subsequent design submissions 2. prepared in consultation with councils and relevant stakeholders 3. prepared by a registered landscape architect 4. endorsed by TfNSW's Precincts and Urban Design team.

CoA number	Type
Traffic and Access	
30	Traffic management plan
A construction Traffic Management Plan (TMP) shall be prepared as part of the CEMP which addresses, as a minimum, the following:	
	<ul style="list-style-type: none"> a) ensuring adequate road signage at construction work sites to inform motorists and pedestrians of the work site ahead to ensure that the risk of road accidents and disruption to surrounding land uses is minimised b) maximising safety and accessibility for pedestrians and cyclists c) ensuring adequate sight lines to allow for safe entry and exit from the site d) ensuring access to railway stations, businesses, entertainment premises and residential properties (unless affected property owners have been consulted and appropriate alternative arrangements made) e) managing impacts and changes to on and off street parking, and requirements for any temporary replacement parking f) parking locations for construction workers away from stations and busy residential areas, and details of how this will be monitored for compliance g) routes to be used by heavy construction-related vehicles to minimise impacts on sensitive land uses and businesses h) details for relocating kiss and ride, taxi ranks bus stops (and rail replacement bus stops if required), including appropriate signage to direct customers, in consultation with the relevant taxi/bus operator. Particular provisions should also be considered for the accessibility impaired i) measures to manage traffic flows around the area affected by the Project, including as required regulatory and direction signposting, line marking and variable message signs and all other traffic control devices necessary for the implementation of the construction TMP.
The Proponent shall consult with the relevant roads authority during preparation of the TMP, as required and obtain any approvals as required under the <i>Roads Act 1993</i> . The performance of all Project traffic arrangements must be monitored during construction.	
31	Road condition reports
Prior to construction commencement, the Proponent shall prepare road condition surveys and reports on the condition of roads and footpaths affected by construction. Any damage resulting from the construction of the Project, aside from that resulting from normal wear and tear, shall be repaired at the Proponent's expense.	
32	Road safety audit
A Road Safety Audit shall be undertaken as part of the detailed design process and on completion of construction.	
The Road Safety Audit is to be submitted to and accepted by TfNSW.	

CoA number	Type
	Property
33	<p>Property condition surveys</p> <p>Subject to landowner agreement, property condition surveys shall be completed prior to piling, excavation or bulk fill or any vibratory impact works including jack hammering and compaction (Designated Works) in the vicinity of the following buildings/structures:</p> <ul style="list-style-type: none"> a) all buildings/structures/roads within a plan distance of 50 metres from the edge of the Designated Works b) all heritage listed buildings and other sensitive structures within 150 metres from the edge of the Designated Works. <p>Property condition surveys need not be undertaken if a risk assessment indicates that selected buildings/structures/roads identified in (a) and (b) will not be affected as determined by a qualified geotechnical and construction engineering expert with appropriate registration on the National Professional Engineers Register prior to commencement of Designated Works.</p> <p>Selected potentially sensitive buildings and/or structures shall first be surveyed prior to the commencement of the Designated Works and again immediately upon completion of the Designated Works.</p> <p>All owners of assets to be surveyed, as defined above, are to be advised (at least 14 days prior to the first survey) of the scope and methodology of the survey, and the process for making a claim regarding potential property damage.</p> <p>A copy of the survey(s) shall be given to each affected owner. A register of all properties surveyed shall be maintained.</p> <p>Any damage to buildings, structures, lawns, trees, sheds, gardens, etc. as a result of construction activity direct and indirect (i.e. including vibration and groundwater changes) shall be rectified at no cost to the owner(s).</p>
34	<p>Lighting</p> <p>Lighting scheme</p> <p>All permanent lighting for the Project is to be developed by a suitably qualified lighting designer and prepared in accordance with AS 1158 <i>Road Lighting</i> and AS 4282 <i>Control of the Obtrusive Effect of Outdoor Lighting</i>. The lighting scheme shall address the following as relevant:</p> <ul style="list-style-type: none"> a) consideration of lighting demands of different areas b) strategic placement of lighting fixtures to maximise ground coverage c) use of LED lighting d) minimising light spill by directing lighting into the station and interchange e) control systems for lighting that dim or switch-off lights settings according to the amount of daylight the zone is receiving f) motion sensors to control low traffic areas g) allowing the lighting system to use low light or switch off light settings while meeting relevant lighting Standards requirements, and h) ensuring security and warning lighting is not directed at neighbouring properties. <p>The proposed lighting scheme is to be submitted during the first design submission (System Definition Review) and updated and submitted at subsequent design stages and accepted by TfNSW's Precincts and Urban Design team.</p>

CoA number	Type
Sustainability	
35	Pre-construction sustainability report
Prior to commencement of construction, a pre-construction sustainability report (PCSR) shall be prepared to the satisfaction of the PMS. The Report shall include the following minimum components:	
	<ul style="list-style-type: none"> (a) a completed electronic checklist demonstrating compliance with TfNSW's <i>NSW Sustainable Design Guidelines – Version 3.0</i> (7TP-ST-114) (b) a statement outlining the Proponent's own corporate sustainability obligations, goals, targets, in house tools, etc (c) a documented process to identify and progress innovation initiatives on the Project as appropriate. Areas of innovation that have been confirmed, and those subject to ongoing evaluation for implementation on the Project, are to be identified.
The Proponent shall submit a copy of the PCSR to the PMS for approval, at least 14 days prior to the commencement of construction (or within such time as otherwise agreed to by the PMS).	
Additional conditions	
36	Graffiti and advertising
Hoardings, site sheds, fencing, acoustic walls around the perimeter of the site, and any structures built as part of the Project are to be maintained free of graffiti and advertising not authorised by the Proponent during the construction period. Graffiti and unauthorised advertising will be removed or covered within the following timeframes:	
	<ul style="list-style-type: none"> (a) offensive graffiti will be removed or concealed within 24 hours (b) highly visible (yet inoffensive) graffiti will be removed or concealed within a week (c) graffiti that is neither offensive or highly visible will be removed or concealed within a month (d) any unauthorised advertising material will be removed or concealed within 24 hours.

CoA number	Type
Site Specific Conditions	
37	<p>Minimisation of impacts to the Heritage Fabric of Leura Railway Station</p> <p>In order to minimise impacts on the heritage fabric of the station, which is listed on Railcorp's s170 Heritage and Conservation Register, the following shall be implemented during detail design:</p> <ul style="list-style-type: none"> a) The Contractor's personnel is to include a design architect with appropriate qualifications and experience working on heritage infrastructure to contribute to design development of the Project b) due consideration is to be given to the design of the external elements of the Project such as the lift, canopy and anti-throw screens, along with the proposed internal alterations to the platform building c) heritage recommendations provided by Artefact (2016) and Sydney Trains Heritage are to be implemented during detailed design unless otherwise agreed by the TfNSW Precincts and Urban Design Team d) the internal fit out of the platform building is to retain or enhance existing features and the original fabric of the building where practicable e) the design of new elements shall incorporate the use of sympathetic colours, finishes and styles and shall consider the following guidelines: <ul style="list-style-type: none"> i. <i>Draft Design Guide: Canopy Shelters at Heritage Railway Stations</i> (Sydney Trains, 2016) ii. <i>Interim Managing Heritage Issues in Rail Projects Guidelines</i> (TfNSW, 2015) f) Archival recording of any structures to be demolished (such as existing walls within the platform building) or relocation (if required of moveable heritage items). Any archival recording is to be undertaken in accordance with the guideline <i>How to Prepare Archival Record of Heritage Items</i> (NSW Heritage Office, 1998).
38	<p>Independent Heritage Consultant</p> <p>A suitably qualified and experienced Heritage Consultant (HC), who is independent of the Contractor's personnel and approved by the PMEIA, is to provide input into, and review of the design of the Project to ensure that the design is sympathetic to the heritage values of the station and surrounding areas to the greatest extent practicable. The HC will have responsibility for:</p> <ul style="list-style-type: none"> a) considering and advising the Proponent on heritage matters relating to the detailed design of the Project b) reviewing the design submissions and providing input into detailed design development of key features of the Project including the lift, canopy, anti-throw screens and station building changes.
39	<p>Vibration impacts to Heritage listed structures</p> <p>In addition to Conditions of Approval 16 and 17, the following controls are to be implemented to protect listed heritage structures within proximity to the works:</p> <ul style="list-style-type: none"> a) attended vibration monitoring is to be undertaken at the commencement of vibration generating activities to determine site specific safe working distances b) vibration intensive works are not to proceed within the safe working distances unless a permanent vibration monitoring system is installed approximately one metre from the building footprint, to warn operators (via flashing light, audible alarm, SMS etc.) when vibration levels are approaching the acceptable vibration limit c) if an exceedance is recorded, vibratory works are to cease immediately, and less vibration intensive methods of construction or equipment implemented to achieve compliance.

CoA number	Type
40	<p>Coordination with public events</p> <p>In addition to Conditions of Approval 7 and 8, construction works will consider interfaces and coordinate with large public events in the area such as the Leura Gardens Festival which will be held in October 2016. Where practicable measures will be put in place to ensure major construction works and impacts will be minimised during key events. Key events to be considered for impact mitigation will be determined in consultation with Council.</p>
41	<p>Detailed Design Report</p> <p>As part of design development, consideration would be given to matters identified in the REF and/or the Determination Report as being subject to further development/consideration during detailed design.</p> <p>A report would be prepared to demonstrate how these matters have been addressed in the design or justify why they cannot be incorporated. The report shall be prepared and submitted to TfNSW for acceptance prior to the first design submission and updated and submitted for subsequent design submissions (if required).</p>

END OF CONDITIONS

Appendix C Environmental Impact Assessment

Leura Station Upgrade

APPROVAL

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

1. Have examined and considered the Proposed Activity in the Leura Station Upgrade Review of Environmental Factors (April 2016) and the Leura Station Upgrade Determination Report (May 2016) in accordance with section 111 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, consistent with the Proposal described in the Leura Station Upgrade Review of Environmental Factors (April 2016) as amended by this Determination Report.



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

Date: 26.5.16