



# Transport Access Program

# **Faulconbridge Station Upgrade**

## Determination Report



*Artist's impression of the proposed Faulconbridge Station Upgrade, subject to change during detailed design.*

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## Document control

<b>Status:</b>	Final
<b>Date of issue:</b>	December 2019
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# Glossary and abbreviations

Term	Meaning
<b>AS</b>	Australian Standard
<b>BAZ</b>	Boarding Assistance Zone
<b>BCA</b>	Building Code of Australia
<b>BMCC</b>	Blue Mountains City Council
<b>CCTV</b>	Closed Circuit Television
<b>CEMP</b>	Construction Environmental Management Plan
<b>CLMP</b>	Community Liaison Management Plan
<b>CoA</b>	Conditions of Approval
<b>Concept Design</b>	The concept design is the preliminary design presented in the REF, which would be refined by the Construction Contractor (should the Proposed Activity proceed) to a design suitable for construction (subject to TfNSW acceptance).
<b>Construction Contractor</b>	The Construction Contractor for the Proposed Activity would be appointed by TfNSW to undertake the detailed design and construction of the Proposed Activity.
<b>DDA</b>	<i>Disability Discrimination Act 1992 (Cwlth)</i>
<b>Detailed design</b>	Detailed design broadly refers to the process that the Construction Contractor undertakes (should the Proposed Activity proceed) to refine the concept design to a design suitable for construction (subject to TfNSW acceptance).
<b>DLP</b>	Defects Liability Period
<b>DSAPT</b>	<i>Disability Standards for Accessible Public Transport (2002)</i>
<b>EP&amp;A Act</b>	<i>Environmental Planning and Assessment Act 1979 (NSW)</i>
<b>EP&amp;A Regulation</b>	<i>Environmental Planning and Assessment Regulation 2000 (NSW)</i>
<b>EPBC Act</b>	<i>Environment Protection and Biodiversity Conservation Act 1999 (Cwlth)</i>
<b>Infrastructure SEPP</b>	<i>State Environmental Planning Policy (Infrastructure) 2007 (NSW)</i>
<b>NES</b>	Matters of 'National Environmental Significance' under the EPBC Act
<b>NSW</b>	New South Wales
<b>PDP</b>	Public Domain Plan
<b>Proponent</b>	A person or body proposing to carry out an activity under Division 5.1 of the EP&A Act – in this instance, TfNSW
<b>Proposed Activity</b>	The construction and operation of the Faulconbridge Station Upgrade

<b>Term</b>	<b>Meaning</b>
<b>REF</b>	Review of Environmental Factors
<b>RPM</b>	Raised Pavement Markers
<b>SoHI</b>	Statement of Heritage Impacts
<b>TfNSW</b>	Transport for NSW (the Proponent)
<b>TMP</b>	Traffic Management Plan
<b>TGSI</b>	Tactile Ground Surface Indicators
<b>UDP</b>	Urban Design Plan

# Executive summary

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## Overview of proposed activity

The Transport Access 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 program aims to provide:

- stations that are accessible to those with disabilities, are less mobile and parents/carers with prams and customers with luggage
- modern buildings and facilities that meet the needs of a growing population
- modern interchanges that support an integrated network and allow seamless transfers for all customers.

Faulconbridge Station has been identified for an accessibility upgrade as it does not currently meet key requirements of the *Disability Standards for Accessible Public Transport* (DSAPT) or the *Commonwealth Disability Discrimination Act 1992* (DDA). The proposed upgrade works would aim to provide:

- two lifts, one connecting the existing footbridge to the station platform and another one connecting the existing footbridge to the Great Western Highway
- an upgrade to the two existing accessible car parking spaces and the kiss and ride bay
- a new pedestrian rest area
- improved amenities such as a new family accessible toilet and an ambulant toilet.

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

No modifications have been made to the Proposed Activity since the REF was prepared and placed on public display, 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 Faulconbridge Station Upgrade, to determine whether or not to proceed with the Proposed Activity. TfNSW must make a determination in accordance with the provisions of Division 5.1 of the EP&A Act.

This report also presents a summary of the submissions provided during the public display of the REF, and TfNSW's response to the issues and comments raised in these submissions.

## Conclusion

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

# 1 Introduction

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## 1.1 Background

Transport for NSW (TfNSW) is the lead agency of the NSW Transport cluster. The role of TfNSW is to lead the development of a safe, efficient, integrated transport system that keeps people and goods moving, connects communities and shapes the future of our cities, centres and regions.

TfNSW is responsible for strategy, planning, policy, regulation, funding allocation and other non-service delivery functions for all modes of transport in NSW including road, rail, ferry, light rail, point to point, cycling and walking.

TfNSW leads the development of safe, integrated and efficient transport systems for the people of NSW. Our customers are at the centre of everything that we do, including transport planning, strategy, policy, procurement and other non-service delivery functions.

The Transport Access Program is an initiative targeted at achieving compliance with the *Disability Standards for Accessible Public Transport 2002* (DSAPT) Regulations across the network.

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

- stations that are accessible to those with disabilities, limited mobility, parents/carers with prams and customers with luggage
- modern buildings and facilities that meet the needs of a growing population
- modern interchanges that support an integrated network and allow seamless transfers between transport modes for all customers
- safety improvements including extra lighting, lift alarms, 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 and new fencing.

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

## 1.2 Review of Environmental Factors

TfNSW prepared the Review of Environmental Factors (REF) for the project, which detailed the scope of works and environmental impacts associated with the Proposed Activity (Appendix 1). The REF was prepared by WSP in accordance with clause 228 of the *Environmental Planning and Assessment Regulation 2000* (EP&A Regulation). The REF was placed on public display from 25 October to 8 November 2019 and 27 submissions were received by TfNSW.

### 1.3 Determination Report

Prior to carrying out the Proposed Activity, the Secretary of TfNSW must make a determination in accordance with the provisions of Part 5 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

The objectives of this Determination Report are to:

- assess the environmental impacts with respect to the Proposed Activity which are detailed in the REF (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 & 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 provide an efficient and accountable framework for the governance of the delivery of transport services
- b) to promote the integration of the transport system
- c) to enable effective planning and delivery of transport infrastructure and services
- d) to facilitate the mobilisation and prioritisation of key resources across the transport sector
- e) to co-ordinate the activities of those engaged in the delivery of transport services
- f) to maintain independent regulatory arrangements for securing the safety of transport services.

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

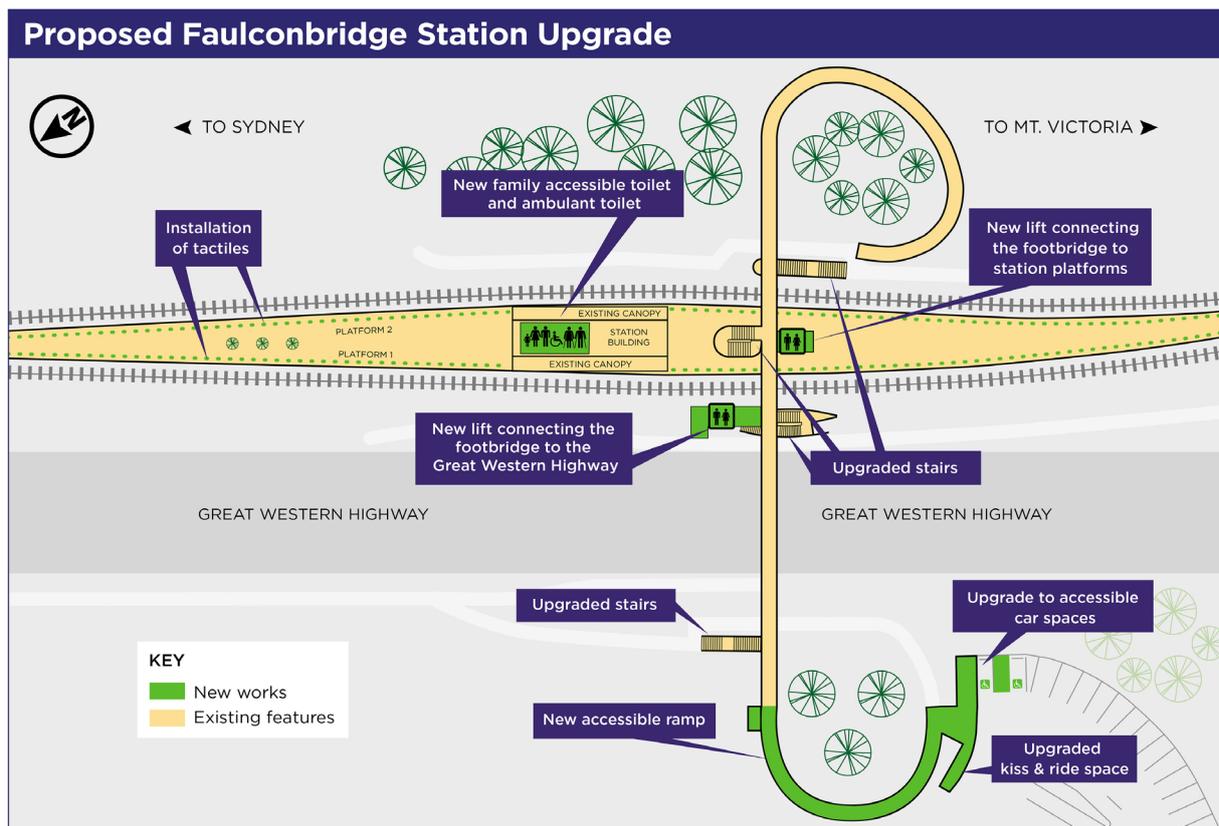
An overview of the Proposed Activity, which is the subject of the Faulconbridge Station Upgrade REF, is provided in the Executive Summary with full details set out in Chapter 3 of the REF. In summary, the Proposed Activity as outlined in the REF comprises:

- construction of a new lift connecting the existing footbridge to the station platforms
- construction of a new lift connecting the existing footbridge to the Great Western Highway
- upgrade of the existing footbridge and all stairs including new handrails, Tactile Ground Surface Indicators (TGSIs), and nosings
- internal station building works including:
  - reconfiguration of the existing station waiting room including door widening, and provision of allocated wheelchair spaces
  - reconfiguration of the existing toilets to accommodate one new unisex family accessible toilet and one new unisex ambulant toilet
- modifications to the commuter car park including:
  - upgrade of the two existing accessible car parking spaces
  - upgrade of the existing kiss and ride bay

- construction of a new DSAPT compliant ramp (including demolition of the existing non-compliant path) from the existing footbridge to the commuter car park
- provision of a new pedestrian rest area with seating from the car park to the footbridge
- upgrade of the existing platform and access paths to include TGSIs and safety zone markings
- provision of five bike hoops with capacity for ten bicycles
- provision of access paths and circulation spaces to connect all customer facilities at the station (e.g. proposed lifts, kiss and ride bay, accessible car parking spaces, family accessible toilet, etc.)
- ancillary work including adjustments to lighting, relocation or replacement of existing customer facilities (e.g. platform seating, bins, telephone booth, Opal card readers, fencing etc.), improvement to station systems (including additional CCTV cameras, LED lighting, Public Address (PA) system, and hearing loops), and wayfinding signage.

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

Figure 1 shows the general location of key elements of the Proposal.



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

## 2 Consultation and assessment of submissions

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### 2.1 REF public display

The Faulconbridge Station Upgrade REF was placed on public display from 25 October 2019 to 8 November 2019 at three locations, as well as on the [TfNSW website](#)<sup>1</sup> and the NSW Government '[Have Your Say](#)'<sup>2</sup> website.

Community consultation activities undertaken during this period included:

- community information sessions on 1 November 2019 at Faulconbridge Station waiting room and the Faulconbridge Twilight Markets held at Faulconbridge Public School
- distribution of approximately 1,750 brochures to commuters at the station/nearby residents and/or businesses while remaining brochures were provided at the station
- station staff were also notified to provide brochures and distribute upon request
- installation of project signage on station platforms, station footbridge and at station service desk
- public display of the information online at:
  - TfNSW corporate website
  - NSW Government 'Have Your Say' website
- public display of the hard copies at the following locations:
  - Faulconbridge Public School: Grose Road, Faulconbridge
  - Springwood Central Library: 104 Macquarie Road, Springwood
  - Transport for NSW office: 821 Pacific Highway level 5, Tower A, Zenith Centre, Chatswood
- information sessions on 1 November 2019 at:
  - Faulconbridge Station waiting room between 4 pm – 6 pm
  - Faulconbridge Twilight Markets, Faulconbridge Public School between 6 pm – 8 pm
- placement of ads in the Blue Mountains Gazette (23 October 2019) and Penrith Press (31 October 2019)
- arrangements of a briefing to Blue Mountains City Council (BMCC) councillors and officers.

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

- BMCC interface meeting in August
- presentation and Q&A at BMCC Access Advisory Committee meeting on 16 October 2019
- email advising of REF and public display sent to council groups, accessibility groups, local schools, chamber of commerce, local businesses prior to public display period.

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<sup>1</sup> [www.transport.nsw.gov.au/projects/current-projects/faulconbridge-station-upgrade](http://www.transport.nsw.gov.au/projects/current-projects/faulconbridge-station-upgrade)

<sup>2</sup> [www.nsw.gov.au/improving-nsw/have-your-say/](http://www.nsw.gov.au/improving-nsw/have-your-say/)

## 2.2 Formal submissions

A total of 27 formal submissions were received by TfNSW including a submission from BMCC as a result of the consultation activities completed.

These submissions raised a variety of issues in relation to the Proposed Activity. The key issues raised in submissions received were:

- upgrades to the informal car park including additional lighting and improved pavement
- additional upgrades to the eastern side of the station including access, pedestrian footpath, general upgrades, entrance and path on Sir Henry Parade and improved drainage
- purpose of lifts and connection on Great Western Highway
- confirmation of DSAPT compliant facilities include ramp gradient, handrails and lift size
- requests for additional project features including but not limited to shelter, wombat crossing, additional parking, seating and drinking water facilities
- confirmation of construction details including impacts, phases and timeframe
- various queries on other rail and station components including maintenance schedule, trainsets and previous facility upgrades
- general concerns regarding the potential impacts on the heritage and landscape characters of the station
- minimisation of traffic impacts through implementation of mitigation measures
- assurance of other relevant design guidelines and standards aligning with proposed activity.

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

**Table 1: Response to submissions received**

No.	Submission no.	Issue/s raised	TfNSW response
<b>1</b>	<b>Support for the Proposal</b>		
1.1	FAU005, FAU007, FAU009, FAU013, FAU016, FAU025	Six submissions expressed support for the Proposed Activity.	Support for the Proposed Activity is noted.
1.2	FAU026	One submission supports the installation of a lift, new CCTV and lighting. But does not support other aspects of the Proposal.	Support for these aspects of the Proposal is noted.

No.	Submission no.	Issue/s raised	TfNSW response
<b>2</b>	<b>Scope of Work</b>		
2.1	FAU001	One submission suggested the removal of noisy hand driers from the toilets as it can cause overstimulation or sensory overload for sensitive customers.	Internal amenities and facility components including lower noise hand driers would be determined during detailed design.
2.2	FAU002, FAU009	One submission questioned the need of handrail on the ramp leading to the commuter car park on the western side of the station by designing the ramp not requiring hand rail. One submission suggested reducing length of hand rail to allow direct access from footpath to kiss and ride.	Handrails are required for certain ramp gradients to meet DSAPT compliance which would facilitate the equal access for people with reduced mobility, a disability, parents/carers with prams, or customers with luggage. The Proposed Activity has been designed to meet DSAPT compliance requirements for access to the footbridge. The exact length of handrails would be confirmed in detailed design.
2.3	FAU003	One submission raised concern about the potential gap between the station platform and train.	The gap between the platform and the train would not be altered under the Proposed Activity. Recent works by the New Intercity Fleet Program at the station have modified the platform coping to improve customer access to the new train fleet. Customers should wait in the Boarding Assistance Zone if assistance from train operations staff is required.
2.4	FAU004, FAU005, FAU006, FAU011, FAU021	Five submissions requested upgrade to the informal parking space on the eastern side of the station including paving the space to enhance access.	An upgrade of the informal parking space on the eastern side of the station is not included in the Proposed Activity. A new DSAPT compliant ramp from the existing footbridge to the western commuter park would be provided and will provide an accessible path of travel to the station. Land to the eastern side of Faulconbridge Station is owned by BMCC. The request for additional upgrades along on the eastern side of the station will be forwarded to BMCC for consideration.

No.	Submission no.	Issue/s raised	TfNSW response
2.5	FAU004, FAU006, FAU011, FAU015, FAU022, FAU024	Six submissions requested upgrade to eastern side of the station including access, pedestrian footpath, general upgrades, entrance and path on Sir Henrys Parade and upgraded drainage.	The scope of work for the Proposed Activity does not include upgraded footpaths in the area surrounding the station. The request for additional upgrades along Sir Henrys Parade will be forwarded to BMCC for consideration.
2.6	FAU005, FAU022	Two submissions raised the safety concern on the eastern side of the station including addition of extra lighting and safer road access.  One of the submissions requested extra lighting for the informal parking space to enhance safety.  One of the submission requested widening road along Sir Henrys Parade to enhance safer access.	The scope of work for the Proposed Activity does not include upgrades to informal parking arrangements along Sir Henrys Parade. This request will be forwarded to BMCC for consideration.
2.7	FAU005, FAU007, FAU022	Three submissions questioned the need for installing a lift connecting the footbridge to the bus stop on the Great Western Highway  One of the submissions raised concern that the lift would be underutilised another submission questioned whether it is possible for taxi or wheelchair-accessible vehicles to pull up safely on Great Western Highway and use the lift.	The lift on the Great Western Highway is required to provide access between the bus stop and the station. Addition of this lift is also to enhance bus accessibility to the station to improve customer experience for providing transfers between transport modes for all customers.  The Proposed Activity does not include a kiss and ride area along Great Western Highway. A kiss and ride can be accessed from within the commuter car park.
2.8	FAU008	One submission raised concern about the steep gradient of the new ramp on the western side of the station.	The new ramp from the existing footbridge to the commuter car park on the western side of the station will not be as steep as the current path and will include flat sections at regular intervals in accordance with DSAPT requirements. A rest area including seating will be provided at the western end of the footbridge.  The Proposed Activity has been guided by a list of standards and principles in Section 3.3.2 of the REF to ensure the ramp gradient is suitable for all ramp users.

No.	Submission no.	Issue/s raised	TfNSW response
2.9	FAU008	One submission suggested ensuring the size of the two lifts can accommodate two wheel chairs.	Both lifts installed at Faulconbridge Station will be able to accommodate two wheelchairs concurrently.
2.10	FAU009	One submission suggested having a more direct path between the path and the kiss and ride area.	This option was considered during early planning phase. However, it was not further developed due to its environmental and visual impacts including but not limited to, amount of earthworks required, negligible travel time savings and reduction of trees. The Proposed Activity does not include a direct path as part of the proposed works.
2.11	FAU010	One submission suggested installation of a lift on the eastern side of the station instead of a ramp.	<p>The option to install a lift on the eastern side of the station was considered in Section 2.4 of the REF. Each of the options were quantitatively and qualitatively assessed using TfNSW's Multi-Criteria Assessment (MCA) framework by TfNSW representatives and other key stakeholders.</p> <p>The ramp was selected as:</p> <ul style="list-style-type: none"> <li>• it provides similar level of accessibility compared with the other option with substantially reduced maintenance costs due to a reduced number of lifts</li> <li>• it would provide a reduced construction duration compared to the other option, which would also reduce the construction impact on community and customers</li> <li>• it would provide reduced visual impacts including less impacts to local heritage listed station when compared to the other option.</li> </ul>
2.12	FAU016	One submission requested shelter on the station platform.	<p>The Proposed Activity includes addition of a canopy over the entrance to the family accessible toilet and additional sheltered areas around the lift lobbies.</p> <p>The station currently provides a sheltered area under the canopy of the station building. Additional canopies along the station platform are not proposed as part of this upgrade.</p>
2.13	FAU020, FAU022	Two submissions requested additional parking.	Additional car parking is not proposed as part of the Faulconbridge Station Upgrade. However, the existing commuter car park on the western side of the station includes upgrade of accessible car parking spaces and the kiss and ride bay.

No.	Submission no.	Issue/s raised	TfNSW response
2.14	FAU022	One submission raised concerns on local road visibility and safety.	The primary focus of the Proposed Activity is to improve accessibility at Faulconbridge Station to meet DSAPT compliance. This feedback on road safety for local roads will be passed onto BMCC for consideration.
2.15	FAU023	One submission requested additional seating at bottom of the ramp for customers waiting for pick up at the kiss and ride area.	The current design includes provision of a new pedestrian rest area with seating at the western entrance to the footbridge. However, opportunities for other additional facilities (including additional seating) would be further considered during the detailed design phase.
2.16	FAU024	One submission requested station to include multi-language signage and communication engagement signs.	Signage at Faulconbridge Station will comply with the TfNSW wayfinding guidelines.
2.17	FAU024	One submission requested drinking water facilities to be installed at the station.	The upgrade includes provision of a new accessible water fountain. It should be noted that during construction there may be temporary disruptions to station facilities such as the existing drinking fountain. Additionally, the existing heritage water fountain will be retained.
2.18	FAU024	One submission requested a "Friendship" bench for people who want to talk and interact with other members of the community.	Community initiatives will be investigated during project delivery.
2.19	FAU025	One submission questions what the eastern side of the station will be used for.	At present the area to the east of the Station is located on land owned by BMCC and is zoned as RE1 Public Recreation. The cleared areas are currently used for informal parking, and the vegetated areas are used as open space. During construction, the cleared area is proposed to be used for a construction compound. There are no proposed upgrades on this side of the station. Upon completion of the project this area will revert to its former use.

No.	Submission no.	Issue/s raised	TfNSW response
2.20	FAU026	<p>One submission questions the need for the ramp between the car park and the footbridge works to be upgraded.</p> <p>This submission understands that the existing path does not meet the required standards but feels that it works well.</p>	<p>The ramp is required to provide an accessible path of travel between the commuter car park and the station.</p> <p>The need for replacement of the existing path with a ramp has been described in Section 2 of the REF, including improving accessibility for people with mobility issues and improving the customer experience with access to station facilities.</p>
2.21	FAU026	<p>One submission objects to the changes to the toilets particularly the replacement with unisex toilets.</p> <p>The same submission supports the need to cater for families and be ambulant compliant.</p>	<p>Upgrades to the existing toilets to provide a new family accessible toilet would ensure that Faulconbridge Station meets legislative requirements under DSAPT compliance.</p> <p>This is the primary objective of the Transport Access Program.</p> <p>There is insufficient room within the heritage listed building to provide two separate ambulant toilets as well as a family accessible toilet.</p> <p>Options to reconfiguration or extension of the heritage listed building were not progressed due to the impacts to the heritage listed building.</p>
2.22	FAU012, FAU026	<p>Two submissions requested for improved and enhanced security around the station, monitors and toilets.</p>	<p>The Proposed activity includes the following to improve security:</p> <ul style="list-style-type: none"> <li>• adjustments to existing lighting</li> <li>• installation of new LED lighting</li> <li>• additional CCTV installed around the station to provide Crime Prevention Through Environmental Design (CPTED) outcomes.</li> </ul>
2.23	FAU026	<p>One submission questioned the need to upgrade the current platform surface as it has already been completed.</p>	<p>Recent works by the New Intercity Fleet Program at the station have modified the platform coping to improve customer access to the new train fleet.</p> <p>The exact scope of works will be confirmed during detailed design and in consideration of works already completed by other programs.</p>
2.24	FAU026	<p>One submission questioned the need for certain ancillary works (relocation of existing lighting, furniture, and Opal card readers).</p>	<p>Ancillary works are required in order to facilitate the Proposed Activity and meet the required Standards.</p> <p>For example, relocation of station furniture is needed to provide an accessible path of travel along the station platform.</p>

No.	Submission no.	Issue/s raised	TfNSW response
2.25	FAU026	One submission questioned the provision of the portable Fire Extinguishers and ensuring that it is secure against vandals but still accessible in the case of an emergency.	Maintenance of station facilities are managed by NSW TrainLink. This feedback will be passed onto NSW TrainLink for consideration.
2.26	FAU026	One submission requested a road underpass to replace the level crossing between St Georges Crescent and Sir Henrys Parade with access to and from the Great Western Highway.	Scope of works for upgraded local roads in the wider area near the station are not included in the Proposed Activity. Request for additional upgrades along the Great Western Highway will be forwarded to the relevant authority of TfNSW for consideration.
<b>3</b>	<b>Urban design, landscape and visual amenity</b>		
3.1	FAU002	One submission raised concern on the visual impact of additional handrail on new compliant ramp.	Handrails are required for certain ramp gradients to meet DSAPT compliance. Section 6.2 of the REF noted that handrails would be visually highly compatible with the surroundings and have a negligible visual impact. The addition of handrail would further improve accessibility for customers which is the key focus of the Proposed Activity.
3.2	FAU013, FAU026	Two submissions recommended the lift design reflect the historical nature and be constructed in real brick design, roof of lift tower to match Federation Station building and finishes to match the existing station building.	The Heritage assessment concluded that the construction of lift structures would cause a minor indirect (visual) heritage impact. The Heritage assessment identified opportunities for sympathetic material to minimise heritage impacts. A Heritage Advisor will be engaged and provide ongoing heritage, design and conservation advice throughout any relevant design modifications (refer to the Conditions of Approval in Appendix B).
3.3	FAU026	One submission disagreed with the removal of any planter boxes on Platforms along the Blue Mountains Line.	There is insufficient platform width to retain all platform garden beds in their current locations and provide compliant access paths along the platform. Garden beds would be reinstated in areas of the platform (or to an alternative location within the station precinct) that do not impede on access paths or circulation space.

No.	Submission no.	Issue/s raised	TfNSW response
<b>4</b>	<b>Arborist</b>		
4.1	FAU009	One submission noted clarification of tree removal and provided a suggestion to replace trees with appropriate species.	Trees identified for removal are noted in Section 6.6.2 of the REF and are required to accommodate construction staging works. Trees will be replaced with appropriate species and would be completed in consultation with Council and will consider Blue Mountain City Council's Street Tree Masterplan (2012).
<b>5</b>	<b>Other</b>		
5.1	FAU010	One submission requested better access on the eastern side of the station in particular to the historical sites of Sir Henry Parkes Grave and Prime Minister's Corridor of Oaks.	The scope of work for the Proposed Activity are limited to upgrading of station facilities to meet DSAPT compliance. Access to historical sites is therefore beyond the scope of the Proposed Activity. Request for better access to historical sites of Sir Henry Parkes Grave and Prime Minister's Corridor of Oaks will be forwarded to BMCC for consideration.
5.2	FAU012	One submission requested an increase to the existing train network in the region.	Service frequency of trains and timetabling of trains stopping at Faulconbridge Station is outside of the scope of the Proposed Activity. However, TfNSW is currently investigating opportunities to provide increased numbers of trains/services across the whole of the transport network.
5.3	FAU012	One submission recommended trains are designed to accommodate weather conditions like extreme heat.	The focus of the Proposed Activity is to improve accessibility to meet DSAPT compliance. The NSW Government is delivering a New Intercity Fleet to replace the existing trains carrying customers from Sydney to the Blue Mountains as well as the Central Coast, Newcastle, and the South Coast. The new fleet will: <ul style="list-style-type: none"> <li>• improve accessibility,</li> <li>• enhance safety,</li> <li>• improve comfort</li> <li>• provide features such as modern heating, ventilation and air conditioning.</li> </ul> Further information of the New Intercity Fleet Program is provided on the TfNSW website <a href="http://www.transport.nsw.gov.au/projects/current-projects/new-intercity-fleet">www.transport.nsw.gov.au/projects/current-projects/new-intercity-fleet</a>
5.4	FAU017	One submission requested to include a wombat (raised) crossing at Glenbrook Station.	The scope of works for the Proposed Activity is limited to Faulconbridge Station. No wombat (raised) crossing is required at Faulconbridge Station.

No.	Submission no.	Issue/s raised	TfNSW response
5.5	FAU012	One submission requesting upgrades to the Blue mountains Rail network, including new fleet with air conditioning.	<p>The Proposed Activity falls under the Transport Access Program which aims to deliver accessible, modern, secure and integrated transport infrastructure.</p> <p>Network improvement in the Blue Mountains are included as part of the following programs:</p> <ul style="list-style-type: none"> <li>• New Intercity Fleet (NIF)</li> <li>• Power Supply Upgrade (PSU).</li> </ul> <p>More information on these programs can be found at the following websites:</p> <p><a href="http://www.transport.nsw.gov.au/projects/current-projects/new-intercity-fleet">www.transport.nsw.gov.au/projects/current-projects/new-intercity-fleet</a></p> <p><a href="http://www.transport.nsw.gov.au/projects/programs/power-supply-upgrade-program">www.transport.nsw.gov.au/projects/programs/power-supply-upgrade-program</a></p>
5.6	FAU012	One submission requested improved maintenance of station including lighting.	<p>The Proposed Activity includes:</p> <ul style="list-style-type: none"> <li>• adjustments to existing lighting</li> <li>• installation of new LED lighting</li> <li>• installation of additional lighting for lift structures.</li> </ul> <p>Maintenance of station facilities are managed by NSW TrainLink. This feedback will be passed onto NSW TrainLink for consideration.</p>
5.7	FAU014	One submission requested New Intercity Fleet (NIF) information on week long possessions and for this Proposal to include NIF.	<p>Faulconbridge is included as part of the New Intercity Fleet Blue Mountains Route Clearance works.</p> <p>A request for addition onto the notifications register will be passed onto the New Intercity Fleet team and has been actioned for the TAP program works.</p> <p>Information on travel alerts and track work can also be found on the Transport NSW website <a href="http://www.transportnsw.info/alerts#/metro-train">www.transportnsw.info/alerts#/metro-train</a></p> <p>The future track work calendar is available on the Transport NSW website. <a href="http://www.transportnsw.info/travel-info/ways-to-get-around/train/about-trackwork">www.transportnsw.info/travel-info/ways-to-get-around/train/about-trackwork</a></p>
5.8	FAU017	One submission recommended no steel covers are used over gutters due to build-up of leaves causing slip hazards for users.	<p>Noted.</p> <p>Feedback will be passed onto NSW TrainLink for consideration as NSW TrainLink maintains Faulconbridge Station assets.</p>

No.	Submission no.	Issue/s raised	TfNSW response
5.9	FAU018, FAU026	Two submissions questioned why accessibility upgrades weren't completed when the toilets were upgraded recently.	Previous toilet upgrades were required to meet station operational needs as determined by the station maintainer. The extent of modifications to the female bathroom will be determined during detailed design. The male bathrooms were not upgraded previously in anticipation of this Project.
5.10	FAU019, FAU026	Two submissions related to inability to access station toilets outside of staffed hours.	Operational hours and station facilities are managed by NSW TrainLink. This feedback will be passed onto NSW TrainLink for consideration.
5.11	FAU012	One submission raised concerns about alcohol use on stations and trains.	Noted. This submission will be passed onto NSW TrainLink for their consideration.
5.12	FAU025	One submission noted that the height of the footbridge over the rail corridor and road network has changed over the years and is now dictated by the Great Western Highway. The change in height has led to a greater number of steps from the station to the footbridge.	Noted.

## 2.3 Other stakeholder submissions

A response to the public display of the REF was provided by BMCC on 19 November 2019, Table 2 outlines the issues raised by BMCC as part of their submission, along with the TfNSW response.

**Table 2: Response to Blue Mountains City Council's submission**

Issue no. (BMCC Ref)	Issue/s raised	TfNSW response
<b>General</b>		
G.1	Council commends TfNSW for their ongoing improvements to universal access to train stations within the Blue Mountains.	Support for the Proposed Activity is noted.
G.2	Asset ownership should be consistent with the BMCC/Sydney Trains Safety Interface Agreements and current Lease arrangements.	Noted.

Issue no. (BMCC Ref)	Issue/s raised	TfNSW response
G.3	Council requires an application under the Roads Act 1993 for any temporary occupation or work that takes place in, from or over Council's property and road reserve areas.	<p>Section 138 of the <i>Roads Act</i> 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 <i>Roads Act</i> 1993 states that public authorities (such as TfNSW) do not require consent for works on unclassified roads (i.e. Explorers Road).</p> <p>Should any works be required on Council roads or road reserves then a Road Occupancy Licence would be obtained from Council.</p> <p>TfNSW would undertake a road condition survey prior to commencement of works and carry out rectification works if required (as per the recommended conditions of approval in Appendix B).</p>
G.4	Council requested that appropriate attention and detail is provided to the transition between any new kerb & gutter and the existing road shoulder treatment at each location, to ensure erosion and scouring is prevented.	<p>Soil and water management measures shall be prepared as part of the Construction Environmental Management Plan (CEMP) for the management of erosion and sediment control (as per the recommended conditions of approval in Appendix B).</p> <p>Further consultation with BMCC will be undertaken in relation to direct impacts on council owned and operated assets.</p>
G.5	Deterrents to minimise graffiti should be identified for the proposed equipment at ground level.	<p>A Public Domain Plan (PDP) would be prepared by the Contractor, and submitted to TfNSW for endorsement by the Precincts and Urban Design team, prior to finalisation of the detailed design. The PDP would address materials, finishes, colour schemes and maintenance procedures including graffiti control for new walls, barriers and fences.</p>
G.6	Council should be provided the opportunity to provide comment on the REF, the design at the preliminary stage and again at the 80% stage, and again prior to the drawings being accepted for construction.	<p>Further consultation with BMCC will be undertaken in relation to direct impacts on council owned and operated assets.</p>

Issue no. (BMCC Ref)	Issue/s raised	TfNSW response
G.7	Construction workers are not to park in commuter parking spaces.	<p>TfNSW would investigate initiatives with the Construction Contractor to reduce impacts on parking during construction. Options that would be considered include:</p> <ul style="list-style-type: none"> <li>• encouraging the use of public transport</li> <li>• car-pooling</li> <li>• reinforcement of appropriate parking behaviour at toolbox talks.</li> </ul> <p>Construction workers will not be permitted to park in the commuter carpark, except during possession periods were the carpark will be closed to the general public.</p>
G.8	A precondition survey should be undertaken of all infrastructure likely to be used and/or impacted by the project.	Road and property condition surveys would be undertaken prior to commencement of works and carry out rectification works if required (as per the recommended conditions of approval in Appendix B).
G.9	Any impacts by construction activities on Council assets in the road reserve, such as unformed or formed footpaths, kerb & gutter, road shoulder or road pavements, will be the responsibility of TfNSW to make good. All related approvals to work on Council land must be obtained prior to works commencing.	Road and property condition surveys would be undertaken prior to commencement of works in liaising with Council and carry out rectification works if required (as per the recommended Conditions of Approval in Appendix B).
G.10, G.16	Design should consider weather protection covers and shading over ramps and footpaths to the station.	<p>The Proposed Activity includes addition of a canopy over the entrance to the family accessible toilet and additional sheltered areas around the lift lobbies. Additional canopies along the station platform are not proposed as part of this accessibility upgrade.</p>
G.11, G.17	Council requests that new benches and seating be installed with arm rests to assist elderly and disabled persons when sitting and standing up.	<p>New seating within the station boundary will comply with operator/maintainer approved furniture, with consideration for armrest requirements.</p> <p>This request is noted for seating in other areas outside of the station boundary.</p>
G.12, G.18	Council requests lighting compliance and voice notification for lifts are per AS1428, the BCA and Premises Standards to assist vision impaired persons using the facility.	Lifts would be installed in accordance with relevant codes and standards.

Issue no. (BMCC Ref)	Issue/s raised	TfNSW response
G.13	<p>Council requests that ramp standards for DSAPT compliance are followed specifically for the following:</p> <ul style="list-style-type: none"> <li>required landings at intervals no greater than 6 metres (the DSAPT requires compliance with AS1428.1 Clause 8) for ramp grade of 1:14 (proposed ramp located on the western side)</li> <li>detail of ramp width to be compliant for accessible travel.</li> </ul>	<p>Proposed ramps would be installed in accordance with relevant codes and standards.</p>
G.14	<p>Council requests clarification on Architectural Site Plan (p. 16-17) in regards to a new, straight path connecting the carpark to the existing footbridge. This design is not noted in other plans.</p> <p>The submission noted that this path is adjacent to two existing trees and requested safe retention of trees to be assessed.</p>	<p>The plans on page 16-17 of the preliminary design package show the proposed electrical works and are overlaid on an earlier architectural option that has been discarded. No straight path is proposed.</p> <p>The removal of the trees in the centre of the ramp during construction has been assessed as part of the REF to accommodate construction staging. Mitigation measures for tree protection zones are detailed in Section 6.6.3 of the REF.</p>
G.15	<p>Council questions why a lift was not placed west of Great Western Highway as part of the Proposed Activity.</p> <p>As part of this submission, there is also a request that the existing ramp is reviewed for accessible compliance.</p>	<p>Section 2 of the REF details why Option 2 (which included a fourth lift to the west of Great Western Highway) was not selected.</p> <p>A lift on the western side of the Great Western Highway was discounted due to the following reasons:</p> <ul style="list-style-type: none"> <li>the ramp provides a similar level of accessibility compared to a lift with substantially reduced maintenance costs</li> <li>a ramp would provide a reduced construction duration compared to an additional lift, which would also reduce the construction impact on community and customers</li> <li>a ramp would provide reduced visual impacts including less impacts to local heritage listed station when compared to an additional lift.</li> <li>the new ramp location uses the existing entrance point of footbridge but an additional lift would not.</li> </ul>

Issue no. (BMCC Ref)	Issue/s raised	TfNSW response
<b>Stormwater Drainage (SD)</b>		
SD.1	No drainage plans have been provided to allow review.	Further consultation on the drainage design would be undertaken with BMCC once available (Refer to G6).
SD.2	All drainage assets for station works should be contained within Sydney Trains boundary including onsite detention.	Any new station drainage infrastructure would be contained on RailCorp land, including onsite detention where required.
SD.3	Council expects TfNSW to account for this in drainage design so as to not impact Council assets.	Noted.
<b>Roadworks &amp; Construction (RWC)</b>		
RWC.1	Reference should be made to the relevant Council Standards for kerb ramps/paths and other civil infrastructure.	Proposed civil infrastructure would be installed in accordance with applicable codes and standards.
RWC.2	There should be no adverse impacts on local business, taxis services and private property of access during the construction phases.	<p>The Proposal would primarily be located within the existing rail corridor. There are no existing businesses located within the immediate vicinity of the Proposal.</p> <p>There are no designated taxi zones in the vicinity of Faulconbridge Station.</p> <p>Section 6.7 of the REF considered community and socio-economic impacts associated with the Proposed Activity.</p> <p>Measures to reduce potential impacts such as maintaining private property access would be considered further as part of the preparation and implementation of the Construction Traffic Management Plan (TMP) to be prepared for the Proposed Activity (as per the recommended Conditions of Approval in Appendix B).</p>
RWC.3	Contractors should be encouraged to carpool and use public transport.	<p>TfNSW would investigate initiatives with the Construction Contractor to reduce impacts on parking during construction. Options that would be considered include:</p> <ul style="list-style-type: none"> <li>• encouraging the use of public transport</li> <li>• car-pooling</li> <li>• reinforcement of appropriate parking behaviour at toolbox talks.</li> </ul>

Issue no. (BMCC Ref)	Issue/s raised	TfNSW response
RWC.4	<p>If during the construction phases there will be a loss of parking, then the contractors need to assess this loss and provide additional space within the near vicinity. Council should be consulted on this matter.</p>	<p>The existing commuter car park on the western side of the station would be accessible throughout construction with traffic control measures in place, as required. There would however be partial car park closures during work on car parking spaces and formalisation of the kiss and ride bay. These works are expected to result in temporary loss of less than five car spaces. The existing carpark is considered to have sufficient capacity to cover this temporary loss of spaces additionally unrestricted street parking is available.</p> <p>Section 6.1 of the REF considered parking impacts associated with the Proposed activity.</p> <p>It should be noted that when the station is closed during possession periods the western commuter carpark may also be closed.</p> <p>During the entire construction period, car parking would not be available at the informal car park, located between the station and Sir Henrys Parade. However low usage was observed during the site inspection, and customers could use the locally available off-street parking space on the western side of Sir Henrys Parade as a kiss and ride bay.</p>
RWC.5	<p>Council notes that the timeframe for construction would be dependent on track possession availability and other factors. Council should be given advance notice of commencement dates.</p>	Noted.
RWC.6	<p>A parking exclusion zone for workers should be detailed in the Traffic Management Plan (TMP) to reduce impact to commuters in the area immediately surrounding the train station.</p> <p>Council should be provided the opportunity to review.</p>	<p>A construction TMP shall be prepared as part of the CEMP (as per the recommended Conditions of Approval in Appendix B) which addresses aspects including:</p> <ul style="list-style-type: none"> <li>• managing impacts and changes to on and off-street parking and requirements for any temporary replacement parking</li> <li>• parking locations for construction workers away from stations and busy residential areas and details of how this would be monitored for compliance.</li> </ul>

Issue no. (BMCC Ref)	Issue/s raised	TfNSW response
RWC.7	Any new footpaths should have a depth of a minimum of 150mm as per BMCC standard footpath drawing.	Footpaths on council land will be designed to meet relevant standards, and BMCC guidelines/standard drawings as applicable.
RWC.8	Council requests that TfNSW consider upgrading the informal car park.	The informal carpark is not located on RailCorp Land. The purpose of this proposal is an accessibility upgrade and does not include the provision of additional formalised commuter parking.
<b>Traffic and Pedestrians (T&amp;P)</b>		
T&P.1	Council requests the minimisation of impact to the local area around the proposed works including impacts to traffic, amenity, noise etc. This includes siting any necessary compounds, storage areas, staff car parking etc. away from residential properties in the railway corridor.	Noted.
T&P.2	Council requests further details are provided once specifics of construction activities, such as compound locations and storage, construction staff parking and vehicle access have been detailed, so that potential impacts on local traffic and residents can be assessed. Council also requests a chance to review the CTMP.	Additional information would be provided by the Construction Contractor through road occupancy licence applications, as required.
T&P.3	Council suggests that a minimum footpath width of 1.2m is used for comfortable wheelchair and pram use, as per Australian Guide to Road Design Part 6A.	Footpaths would be designed and implemented in accordance with relevant codes and standards.
T&P.4	All line marking to have relevant RPMs (Raised Pavement Markers).	Line marking would be designed and implemented in accordance with relevant codes and standards.
T&P.5	Council requests that the Proposed Activity consider bicycle connectivity and access to the station. Council also requested consideration of the Blue Mountains Bike Plan 2020 and Pedestrian Access and Mobility Plan 2025.	The Proposed Activity includes the provision of five bike hoops with capacity for ten bicycles. The designer for the Proposed Activity would consult BMCC regarding location of these bike hoops in the station precinct.
T&P.6	New batters and related new kerbs impact on existing car parking. This needs further discussion with Council.	Further consultation with BMCC will be undertaken in relation to direct impacts on council owned and operated assets.

Issue no. (BMCC Ref)	Issue/s raised	TfNSW response
T&P.7	It is noted that wheel stops are proposed at the accessible spaces. Council request that wheel stops with high durability and good visual contrast to the carpark surface be installed.	Noted.
T&P.8	Tactile Indicators should also be installed at the appropriate locations as per the Australian Standards for the new paths proposed.	Tactile Ground Surface Indicators would be installed in accordance with relevant codes and standards.
<b>Local Roads and Facilities Impact (LRI)</b>		
LRI.1	When available, Construction Traffic Management Plans (CTMPs) that would be prepared as part of a broader Construction Environmental Management Plan (CEMP) need to be provided to Council prior to work commencing.	Noted. Further consultation would occur with BMCC during finalisation of the CEMP and TMP as per the recommended Conditions of Approval in Appendix B.
<b>Urban Design and Landscaping (UDL)</b>		
UDL.1	UD/Landscaping Plans – Council needs to review the detailed plans to more fully assess the impacts and mitigation measures.	An Urban Design Plan (UDP), including a Public Domain Plan (PDP), is to be submitted to TfNSW and endorsed by the Precincts and Urban Design team during detailed design.  Any landscaping outside of land owned by RailCorp including planting material and species selection would be considered through the PDP in consultation with BMCC and consider Blue Mountain City Council's <i>Street Tree Masterplan</i> (2012) (as per the recommended Conditions of Approval in Appendix B).
UDL.2	The Council advocates for a minimum maintenance establishment period of 12 months.	The PDP will include a schedule which details the landscape maintenance requirements of assets following the commencement of operation (as per the recommended conditions of approval in Appendix B).  Defects Liability Period (DLP) for new assets will extend until 12 months after completion (excluding routine maintenance or repairs required due to vandalism etc.).
UDL.3	Reference should be made to Council's Public Domain Technical Manual.	The PDP will consider Blue Mountains City Council's Public Domain Technical Manual and Street Tree Master Plan as applicable.

Issue no. (BMCC Ref)	Issue/s raised	TfNSW response
UDL.4	Reference should be made to Council's Street Tree Master Plan.	The PDP will consider Blue Mountains City Council's Public Domain Technical Manual and Street Tree Master Plan as applicable.
UDL.5	Council needs to see more detailed information on proposed finishes and materials before it can comment in detail on visual impacts. Materials should be chosen to ensure that existing visual appeal of the bridge façade and surrounding buildings are not diminished.	Further consultation with BMCC will be undertaken in relation to direct impacts on council owned and operated assets. Opportunities to reduce visual and landscape impacts will be investigated during detailed design in consultation with a heritage advisor in accordance with the Conditions of Approval (as per the recommended Conditions of Approval in Appendix B).
<b>Environmental (E)</b>		
E.1	Council expects that rigorous site/environmental management processes throughout the project and associated works will be employed and clearly conveyed to the construction and maintenance teams due to proximity to Blue Mountains World Heritage Area, National Park and water supply catchment.	A range of environmental management measures, including contractor inductions that would be used to promote awareness of the Blue Mountains World Heritage Area National Park and water supply catchment, would be included in the CEMP to be prepared for the Proposed Activity.  Sensitive areas and no-go zones would be identified on Environmental Controls Map (ECM) (as per the recommended Conditions of Approval in Appendix B).

Issue no. (BMCC Ref)	Issue/s raised	TfNSW response
<b>Heritage and Landscape Character (HLC)</b>		
HLC.1	<p>The Proposed Activity should consider the potential impacts on the heritage, visual, physical and landscape fabric of the station platform and its curtilage.</p>	<p>TfNSW prepared a Statement of Heritage Impact and a Visual Impact Assessment to assess the impacts to Faulconbridge Railway Station Group. These assessments concluded that overall, the construction of the Proposal would have neutral to moderate direct (physical impact) and negligible to minor indirect (visual) impact to the heritage significance of the Faulconbridge Station. The Proposal would not result in any direct (physical) impacts to heritage listed items surrounding the Proposal. However, the proposed works may result in a negligible indirect (visual) impact to the heritage significance of nearby three heritage listed items.</p> <p>Opportunities to reduce heritage, visual and landscape impacts will be investigated during detailed design in consultation with a heritage advisor in accordance with the Conditions of Approval in Appendix B.</p>
HLC.2	<p>Council advises that the Proposed Activity would have heritage impacts on the stairs, platform, physical and visual connections to the street and precinct as works are within the Faulconbridge Station group listing boundary except for the commuter car park located on the eastern side of the railway.</p> <p>The submission also notes that Faulconbridge Station is listed on RailCorp's Section 170 Heritage and Conservation Register and the Blue Mountains LEP.</p>	<p>The heritage significance of Faulconbridge Station is recognised and was considered as part of the REF and supporting Statement of Heritage Impact.</p> <p>Further consultation with Sydney Trains heritage specialists would be undertaken during detailed design.</p>

Issue no. (BMCC Ref)	Issue/s raised	TfNSW response
HLC.3	Council notes that the platform gardens are recorded in the Section 170 heritage as a unique characteristic of Faulconbridge Station and impacts to the platform gardens should be minimised.	<p>The importance of the garden beds and the garden setting at Faulconbridge has been taken into account during design development.</p> <p>There is insufficient platform width to retain all platform garden beds in their current locations and provide compliant access paths along the platform. Garden beds would be reinstated in areas of the platform that do not impede on access paths or circulation space.</p> <p>Alternatively, new garden beds will be provided within the station precinct to offset the loss of those that would be removed for the installation of a compliant access path along the station platform, in line with the TfNSW Vegetation Offset Guide (2019).</p>
HLC.4	A landscape plan highlighting planting and streetscape design should be prepared in alignment with the civil design, with the intent to provide some integration between the new Proposal elements and the existing / planned landscape character. Council requires further engagement on these matters.	<p>An Urban Design Plan (UDP), including a Public Domain Plan (PDP), is to be submitted to TfNSW and endorsed by the Precincts and Urban Design team during detailed design.</p> <p>Any landscaping outside of land owned by RailCorp including planting material and species selection would be considered through the PDP in consultation with BMCC and consider Council's Street Tree Masterplan (2012) (refer to Appendix B).</p>
HLC.5	The detailed design and construction of the proposal should be undertaken with consideration to the heritage values of the station. In order to minimise impacts on the heritage fabric of the station. Council requires further engagement on these matters.	<p>Opportunities to reduce potential heritage impacts will be been investigated during detailed design in consultation with a heritage advisor in accordance with Appendix B.</p>

## 2.4 Informal submissions

Informal feedback from the community pop-up events was generally positive. At the night market pop-up 93% of individuals who provided feedback supported the project and at the station pop-up 100% of individuals supported the project. Key issues raised at these sessions are described in Table 3.

**Table 3: Response to informal community information sessions submissions**

Issue no.	Issue/s raised	TfNSW response
IS.1	Requests for additional upgrades to the eastern side of the station including upgrade of the informal parking area and a pedestrian crossing at the existing vehicle level crossing northeast of the station.	<p>Upgrading of the informal parking space is outside the scope of the Proposed Activity. A new DSAPT compliant ramp from the existing footbridge to the western commuter park would be provided and will provide an accessible path of travel to the station.</p> <p>Scope of works for crossings in the wider area near the station are not included in the Proposed Activity.</p>
IS.2	Request for an additional lift on the eastern side of the station.	<p>The option to install a lift on the eastern side of the station was considered in Section 2.4 of the REF. Each of the options were quantitatively and qualitatively assessed using TfNSW’s Multi-Criteria Assessment (MCA) framework by TfNSW representatives and other key stakeholders. The ramp was selected as:</p> <ul style="list-style-type: none"> <li>• it provides similar level of accessibility compared with the other option with substantially reduced maintenance costs due to a reduced number of lifts</li> <li>• it would provide a reduced construction duration compared to the other option, which would also reduce the construction impact on community and customers</li> <li>• it would provide reduced visual impacts including less impacts to local heritage listed station when compared to the other option.</li> </ul>
IS.3	Requests for design of lifts to consider the heritage listed station building.	<p>The Statement of Heritage Impact concluded that the construction of lift structures would cause a minor indirect (visual) heritage impact, and identified opportunities for selection of sympathetic materials to minimise heritage impacts.</p> <p>A Heritage Advisor will be engaged and provide ongoing heritage, design and conservation advice throughout any relevant design modifications (refer to the Conditions of Approval in Appendix B).</p>

Issue no.	Issue/s raised	TfNSW response
IS.4	Requests for upgrades to Sir Henrys Parade including footpaths due to drainage and safety concerns.	Upgrading of the informal parking space, and areas along Sir Henrys Parade are not included in the Proposed Activity.  Request for additional safety upgrades for the informal parking space and along Sir Henrys Parade will be forwarded to BMCC for consideration.
IS.5	Concerns on management of infrastructure.	Maintenance of station facilities are managed by NSW TrainLink. This feedback will be passed onto NSW TrainLink for consideration.

## 2.5 Future consultation

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

- the community and stakeholders are notified in advance of any upcoming works, including changes to pedestrian or traffic access arrangements and construction activities outside standard construction hours
- accurate and accessible information is made available
- a timely response is given to enquiries and concerns raised by the community
- feedback from the community is encouraged.

The [TfNSW email address](mailto:projects@transport.nsw.gov.au)<sup>3</sup> and TfNSW Infoline (1800 684 490) would continue to be available during the construction phase. Targeted consultation methods, such as use of letters, notifications, pop up stalls, signage and verbal communications, would continue to occur.

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<sup>3</sup> [projects@transport.nsw.gov.au](mailto:projects@transport.nsw.gov.au)

### **3 Description and assessment of design changes following public display**

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There have been no design changes to the proposal subsequent to the public display of the REF.

However, opportunities for other additional facilities would be further considered during the detailed design phase.

## 4 Consideration of the environmental impacts

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

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

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

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

The likely significance of the environmental impacts of the Proposed Activity has been assessed in accordance with the then NSW Department of Planning's 1995 best practice guideline [\*Is an EIS Required?\*](#)<sup>4</sup> It is concluded that the Proposed Activity is not likely to significantly affect the environment (including critical habitat) or threatened species, populations of ecological communities, or their habitats. Accordingly, an environmental impact statement under Division 5.2 of the EP&A Act is not required.

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

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

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

### ***Heritage Act 1977***

The Proposed Activity would be undertaken within the curtilage of the Faulconbridge Railway Station Group, which is listed on the RailCorp Heritage and Conservation Register. The potential heritage impacts of the Proposed Activity are assessed in Section 6.5 of the REF. A notification under Section 170A of the Heritage Act would be required to Heritage Division of the Department of Premier and Cabinet (formerly the NSW Office of Environment and Heritage) by Sydney Trains at least 14 days prior to the commencement of works.

Overall, the construction phase of the Proposed Work would have neutral to moderate direct (physical impact) and negligible to minor indirect (visual) impact to heritage significance of the Faulconbridge Station. Detailed impacts and mitigation measures are detailed in the REF.

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<sup>4</sup> Refer to the National Library of Australia's 'Trove' website  
<http://trove.nla.gov.au/work/7003034?selectedversion=NBD11474648>

## **5 Conditions of Approval**

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

## 6 Conclusion

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Having regard to the assessment in the REF, consideration of the submissions received, and no design changes subsequent to the public display of the REF, it can be concluded that the Proposed Activity is not likely to significantly affect the environment (including critical habitat) or threatened species, populations of ecological communities, or their habitats. Consequently, an environmental impact statement is not required to be prepared under Division 5.2 of the EP&A Act.

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

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

# Environmental Impact Assessment Determination

## FAULCONBRIDGE STATION UPGRADE

### APPROVAL

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

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



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

Date: 13.12.19

## References

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Artefact, 2019, *Transport Access Program 3 Falconbridge Station Statement of Heritage Impact*, Sydney

TfNSW, 2019, *Vegetation Offset Guide*, Sydney

# Appendix A      Review of Environmental Factors

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

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

# Appendix B Conditions of Approval

## CONDITIONS OF APPROVAL

### Faulconbridge Station Upgrade

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

#### Schedule of acronyms and definitions used:

Acronym	Definition
ADEIA	Associate Director Environmental Impact Assessment (or nominated delegate)
ADEM	Associate Director Environmental Management (or nominated delegate)
ADSPD	Associate Director Sustainability, Planning & Development (or nominated delegate)
CECR	Construction Environmental Compliance Report
CEMP	Construction Environmental Management Plan
CLMP	Community Liaison Management Plan
CoA	Condition of Approval
dBA	Decibels (A-weighted scale)
ECM	Environmental Controls Map
EIA	Environmental Impact Assessment
EPA	NSW Environment Protection Authority
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EPL	Environment Protection Licence issued by the Environmental Protection Authority under the <i>Protection of the Environment Operations Act 1997</i>
EMR	Environmental Management Representative
EMS	Environmental Management System
ISCA	Infrastructure Sustainability Council of Australia
ISO	International Standards Organisation
OEH	NSW Office of Environment and Heritage
OOHWP	Out of Hours Works Protocol
PCSR	Pre-Construction Sustainability Report
PDP	Public Domain Plan
PCECM	Pre-Construction Environmental Compliance Matrix
POCR	Pre-Operational Compliance Report

<b>Acronym</b>	<b>Definition</b>
<b>RBL</b>	Rating Background Level
<b>REF</b>	Review of Environmental Factors
<b>RNP</b>	<i>NSW Road Noise Policy</i> (Department of Environmental, Climate Change and Water, 2011)
<b>TfNSW</b>	Transport for NSW
<b>TMP</b>	Traffic Management Plan
<b>UDP</b>	Urban Design Plan

Term	Definition
<b>Construction</b>	Includes all work in respect of the Project, other than survey, acquisitions, fencing, investigative drilling or excavation, building/road dilapidation surveys, or other activities determined by the TfNSW ADEM to have minimal environmental impact such as minor access roads, minor adjustments to services/utilities, establishing temporary construction compounds (in accordance with this approval), or minor clearing (except where threatened species, populations or ecological communities would be affected, unless otherwise agreed by the ADEM).
<b>Contamination</b>	The presence in, on or under land of a substance at a concentration above the concentration at which the substance is normally present in, on or under (respectively) land in the same locality, being a presence that presents a risk of harm to human health or any other aspect of the environment.
<b>Designated Works</b>	Includes tunnelling, blasting, piling, excavation or bulk fill or any vibratory impact works including jack hammering and compaction, for Construction.
<b>Emergency Work</b>	Includes works to avoid loss of life, damage to external property, utilities and infrastructure, prevent immediate harm to the environment, contamination of land or damage to a heritage (indigenous or non-indigenous) item.
<b>Environmental Impact Assessment (EIA)</b>	The documents listed in Condition 1 of this approval.
<b>Feasible</b>	A work practice or abatement measure is feasible if it is capable of being put into practice or of being engineered and is practical to build given project constraints such as safety and maintenance requirements.
<b>Noise Sensitive Receiver</b>	In addition to residential dwellings, noise sensitive receivers include, but are not limited to, hotels, entertainment venues, pre-schools and day care facilities, educational institutions (e.g. schools, TAFE colleges), health care facilities (e.g. nursing homes, hospitals), recording studios, places of worship/religious facilities (e.g. churches), and other noise sensitive receivers identified in the environmental impact assessment.
<b>Project</b>	The construction and operation of the Faulconbridge Station Upgrade as described in the Environmental Impact Assessment.
<b>Proponent</b>	A person or body proposing to carry out an activity under Part 5, Division 5.1 of the EP&A Act – in the case of the Project, Transport for NSW.
<b>Reasonable</b>	Selecting reasonable measures from those that are feasible involves making a judgment to determine whether the overall benefits outweigh the overall adverse social, economic and environmental effects, including the cost of the measure.

CoA number	Type
	General

**1 Terms of Approval**

The Project shall be carried out generally in accordance with the environmental impact assessment (EIA) for this Project, which comprises the following documents:

DOCUMENT	AUTHOR	DATE
Faulconbridge Station Upgrade – Review of Environmental Factors	WSP	October 2019
Faulconbridge Station Upgrade – Determination Report	WSP and TfNSW	December 2019

In the event of an inconsistency between these conditions and the EIA, these conditions will prevail to the extent of the inconsistency.

**2 Project Modifications**

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.

**3 Statutory Requirements**

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.

**4 Pre-Construction Environmental Compliance Matrix**

A Pre-Construction Environmental Compliance Matrix (PCECM) for the Project (or such stages of the Project as agreed to by the Associate Director Environmental Management (ADEM)) shall be prepared detailing compliance with all relevant conditions and mitigation measures prior to commencement of construction. The PCECM shall also include details of approvals, licences and permits required to be obtained under any other legislation for the Project.

A copy of the PCECM shall be submitted to the ADEM for approval, at least 21 days prior to commencement of construction of the Project (or within such time as otherwise agreed to by the ADEM).

**5 Construction Environmental Compliance Report**

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

- a) compliance with the Construction Environmental Management Plan (CEMP) and these conditions
- b) compliance with the Infrastructure Sustainability Council of Australia (ISCA) rating tool (v 1.2)
- c) compliance with any approvals or licences issued by relevant authorities for construction of the Project
- d) implementation and effectiveness of environmental controls (the assessment of effectiveness should be based on a comparison of actual impacts against performance criteria identified in the CEMP)
- e) environmental monitoring results, presented as a results summary and analysis
- f) details of the percentage of waste diverted from landfill and the percentage of spoil beneficially reused
- g) number and details of any complaints, including summary of main areas of complaint, actions taken, responses given and intended strategies to reduce recurring complaints (subject to privacy protection)
- h) details of any review and amendments to the CEMP resulting from construction during the reporting period
- i) any other matter as requested by the ADEM.

The Proponent shall:

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

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

**6 Pre-Operation Compliance Report**

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

The Proponent shall:

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

**Communications****7 Community Liaison Management Plan**

A Community Liaison Management Plan (CLMP) shall be prepared and implemented by the contractor to engage with government agencies, relevant councils, landowners, community members and other relevant stakeholders (such as utility and service providers, bus companies and businesses). The CLMP shall comply with the obligations of these conditions and should include, but not necessarily be limited to:

- 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) details of any community engagement activities required to consult with relevant stakeholders during detailed design
- c) stakeholder and issues identification and analysis
- d) procedures for dealing with enquiries, complaints or disputes and response requirements, including advertising the 24-hour construction response line number
- e) details (including a program) of training for all employees, contractors and sub-contractors on the requirements of the CLMP.

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

**8 Community Notification and Liaison**

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

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

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

**9 Website**

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

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

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

**CoA  
number**

**Type**

**10**

**Complaints Management**

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

Details of all complaints received during construction are to be recorded on a complaints register. A verbal response to phone enquiries on what action is proposed to be undertaken is to be provided to the complainant within two hours (unless the complainant requests otherwise). A verbal response to written complaints (email/letter) should be provided within 48 hours of receipt of the communication. A detailed written response is to be provided to the complainant within seven calendar days for verbal and/or written complaints.

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

**Environmental Management**

**11**

**Environmental Personnel**

A suitably qualified and experienced environmental resource shall be available who is responsible for implementing environmental objectives for the Project, including undertaking regular site inspections, preparation of environmental documentation and ensuring the Project meets the requirements of the Environmental Management System (EMS).

Details of the environmental resource, including relevant experience, defined responsibilities and resource allocation throughout the project (including time to be spent on-site/off-site) are to be submitted for the approval by the ADEM, at least 21 days prior to commencement of construction of the Project (or within such time as otherwise agreed to by the ADEM).

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

12

**Construction Environmental Management Plan**

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

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

The CEMP shall:

- i) comply with the Conditions of Approval, conditions of any licences, permits or other approvals issued by government authorities for the Project, all relevant legislation and regulations, and accepted best practice management
- ii) comply with the relevant requirements of *Guideline for Preparation of Environmental Management Plans* (Department of Infrastructure, Planning and Natural Resources, 2004)
- iii) include an Environmental Policy.

The Proponent shall:

1. consult with government agencies and relevant service/utility providers as part of the preparation of the CEMP
2. submit a copy of the CEMP to the EMR for review
3. submit a copy of the CEMP to the ADEM (or nominated delegate) for approval
4. review and update the CEMP at regular intervals, and in response to any actions identified as part of the EMR's audit of the document
5. ensure updates to the CEMP are made within 7 days of the completion of the review or receipt of actions identified by any EMR audit of the document, and be submitted to the EMR for approval.

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

**13 Environmental Management Representative**

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

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

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

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

**14 Environmental Controls Map**

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

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

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

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

CoA number	Type
<b>Contamination and Hazardous Materials</b>	
15	<p><b>Duty to Notify</b></p> <p>If previously unidentified contamination is identified within the site, the Proponent is to determine whether there is a Duty to Report under section 60 of the <i>Contaminated Land Management Act 1997</i>, and notify the EPA in accordance with the EPA's Guidelines on the Duty to Report Contamination under the <i>Contaminated Land Management Act 1997</i> (Department of Environment and Climate Change, 2009).</p>
16	<p><b>Unidentified Contamination (other than asbestos)</b></p> <p>If previously unidentified contamination (excluding asbestos) is discovered during construction, work in the affected area must cease immediately, and an investigation must be undertaken and a report prepared to determine the nature, extent and degree of any contamination. The level of reporting must be appropriate for the identified contamination in accordance relevant EPA guidelines, including <i>Guidelines for Consultants Reporting on Contaminated Sites</i> (OEH, 2011).</p> <p>The Proponent shall:</p> <ul style="list-style-type: none"> <li>(a) submit a copy of any contamination report to the EMR for review. The EMR is to be given a minimum period of 7 days to review and provide any comments to the Proponent in relation to the report</li> <li>(b) submit a copy of the report to the ADEM for consideration upon completion of the EMR review period. The ADEM shall determine whether consultation with the relevant council and/or EPA is required prior to continuation of construction works within the affected area.</li> </ul> <p><b>Note:</b> <i>In circumstances where both previously unidentified asbestos contamination and other contamination are discovered within a common area, nothing in these conditions shall prevent the preparation of a single investigation report to satisfy the requirements of both Condition 16 and Condition 17.</i></p>
17	<p><b>Asbestos Management</b></p> <p>If previously unidentified asbestos contamination is discovered during construction, work in the affected area must cease immediately, and an investigation must be undertaken and a report prepared to determine the nature, extent and degree of the asbestos contamination. The level of reporting must be appropriate for the identified contamination in accordance with relevant EPA and WorkCover guidelines and include the proposed methodology for the remediation of the asbestos contamination. Remediation activities must not take place until receipt of the investigation report. Works may only recommence upon receipt of a validation report from a suitably qualified contamination specialist that the remediation activities have been undertaken in accordance with the investigation report and remediation methodology.</p> <p><b>Note:</b> <i>In circumstances where both previously unidentified asbestos contamination and other contamination are discovered within a common area, nothing in these conditions shall prevent the preparation of a single investigation report to satisfy the requirements of both Condition 16 and Condition 17.</i></p>

18

**Storage and Use of Hazardous Materials**

Construction hazard and risk issues associated with the use and storage of hazardous materials shall be addressed through risk management measures, which shall be developed prior to construction as part of the overall CEMP, in accordance with relevant EPA guidelines, TfNSW's *Chemical Storage and Spill Response Guidelines* (9TP-SD-066) and Australian and ISO standards. These measures shall include:

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

**Erosion and Sediment Control**

19

**Erosion and Sediment Control**

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

**Flora and Fauna**

20

**Removal of Trees or Vegetation**

Separate approval, in accordance with TfNSW's *Removal or Trimming of Vegetation Application* (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.

21

**Replanting Program**

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

CoA number	Type
<b>Heritage Management</b>	
<b>22</b>	<p><b>Indigenous and Non-Indigenous Heritage</b></p> <p>If previously unidentified Indigenous or non-Indigenous heritage/archaeological items are uncovered during construction works, the procedures contained in the TfNSW <i>Unexpected Heritage Finds Guideline</i> (3TP-SD-115) shall be followed and all works in the vicinity of the find shall cease. The TfNSW Environment and Planning Manager shall be immediately notified to co-ordinate a response, which may include seeking appropriate advice from a suitably qualified and experienced heritage advisor, in consultation with Department of Premier and Cabinet (Heritage Division) for Non-Indigenous and Indigenous Heritage items.</p> <p>Works in the vicinity of the find shall not re-commence until clearance has been received from TfNSW and/or the heritage advisor.</p>
<b>23</b>	<p><b>Archival Recording</b></p> <p>Archival recording of the station as a whole, is to be undertaken prior to the commencement of construction in accordance with the NSW Heritage Division guidelines <i>Photographic recording of heritage items using film or digital capture</i> (NSW Heritage Office, 2006) and <i>How to prepare archival records</i> (NSW Heritage Office, 1998). Copies are to be provided to Blue Mountains City Council and Sydney Trains Heritage Team for future reference. In particular, the station building, platforms, footbridge and gardens are to be comprehensively included as part of the archival recording.</p>
<b>Hours of Work</b>	
<b>24</b>	<p><b>Standard Construction Hours</b></p> <p>Construction activities shall be restricted to the hours of 7.00am to 6.00pm (Monday to Friday); 8.00am to 1.00pm (Saturday) and at no time on Sundays and public holidays except for the following works which are permitted outside these standard hours:</p> <ol style="list-style-type: none"> <li>a) any works which do not cause noise emissions to be more than 5 dBA higher than the rating background level (RBL) at any nearby residential property and/or other noise sensitive receivers</li> <li>b) out of hours work identified and assessed in the EIA or the approved Out of Hours Work Protocol (OOHWP)</li> <li>c) the delivery of plant, equipment and materials which is required outside these hours as requested by police or other authorities for safety reasons and with suitable notification to the community as agreed by the ADEM</li> <li>d) Emergency Work to avoid the loss of lives, property and/or to prevent environmental harm</li> <li>e) any other work as agreed by the ADEM (or nominated delegate) and considered essential to the Project, or as approved by the EPA (where an EPL is in effect).</li> </ol>
<b>25</b>	<p><b>High Noise Generating Activities</b></p> <p>Rock breaking or hammering, jack hammering, pile driving, vibratory rolling, cutting of pavement, concrete or steel and any other activities which result in impulsive or tonal noise generation shall not be undertaken for more than three hours, without a minimum one hour respite period unless otherwise agreed to by the ADEM, or as approved by the EPA (where relevant to the issuing of an EPL), unless inaudible at nearby residential properties and/or other noise sensitive receivers.</p>

CoA number	Type
<b>Noise and Vibration</b>	
<b>26</b>	<p><b>Construction Noise and Vibration</b></p> <p>Construction noise and vibration mitigation measures shall be implemented through the CEMP, in accordance with TfNSW's <i>Construction Noise and Vibration Strategy</i> (7TP-ST-157) and the EPA's <i>Interim Construction Noise Guideline</i> (Department of Environment and Climate Change, 2009). The mitigation measures shall include, but not be limited to:</p> <ol style="list-style-type: none"> <li>a) details of construction activities and an indicative schedule for construction works</li> <li>b) identification of construction activities that have the potential to generate noise and/or vibration impacts on surrounding land uses, particularly sensitive noise receivers</li> <li>c) detail what reasonable and feasible actions and measures shall be implemented to minimise noise impacts (including those identified in the EIA)</li> <li>d) procedures for notifying sensitive receivers of construction activities that are likely to affect their noise and vibration amenity, as well as procedures for dealing with and responding to noise complaints</li> <li>e) an Out Of Hours Work Protocol (OOHWP) for the assessment, management and approval of works outside the standard construction hours identified in Condition 24 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 EMR and/or ADEM (or nominated delegate), or as approved by the EPA (where relevant to the issuing of an EPL). The OOHWP should be consistent with TfNSW's <i>Construction Noise and Vibration Strategy</i> (7TP-ST-157)</li> <li>f) a description of how the effectiveness of actions and measures shall be monitored during the proposed works, clearly indicating the frequency of monitoring, the locations at which monitoring shall take place, recording and reporting of monitoring results and if any exceedance is detected, the manner in which any non-compliance shall be rectified.</li> </ol>
<b>27</b>	<p><b>Vibration Criteria</b></p> <p>Vibration (other than from blasting) resulting from construction and received at any structure outside of the Project shall be limited to:</p> <ol style="list-style-type: none"> <li>a) for structural damage vibration – <i>British Standard 7385 Part 2–1993 Evaluation and measurement for vibration in buildings Part 2</i></li> <li>b) for human exposure to vibration – the acceptable vibration values set out in the <i>Environmental Noise Management Assessing Vibration: A Technical Guideline</i> (Department of Environment and Conservation, 2006)</li> </ol> <p>These limits apply unless otherwise approved by the ADEM through the CEMP.</p>
<b>28</b>	<p><b>Piling</b></p> <p>Wherever practical, piling activities shall be completed using non-percussive piles. If percussive piles are proposed to be used, approval of the ADEM shall be obtained prior to commencement of piling activities.</p>
<b>29</b>	<p><b>Non-Tonal Reversing Beepers</b></p> <p>Non-tonal reversing beepers (or an equivalent mechanism) shall be fitted and used on all construction vehicles and mobile plant regularly used on site (i.e. greater than one day) and for any out of hours work.</p>

CoA number	Type
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**30**      **Property condition surveys**

Subject to landowner agreement, property condition surveys shall be completed prior to piling, excavation or bulk fill or any vibratory impact works including jack hammering and compaction (Designated Works) in the vicinity of the following buildings/structures: all buildings/structures/roads within a plan distance of 50 metres from the edge of the Designated Works all heritage listed buildings and other sensitive structures within 100 metres from the edge of the Designated Works.

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

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

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

**Lighting**

**31**      **Lighting Scheme**

All permanent lighting for the Project is to be developed by a suitably qualified lighting designer and prepared in accordance with AS 1158 *Road Lighting* and AS 4282 *Control of the Obtrusive Effect of Outdoor Lighting*. The lighting scheme shall address the following as relevant:

- 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
- 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
- h) ensuring security and warning lighting is not directed at neighbouring properties.

The proposed lighting scheme is to be submitted with the design submission and accepted by TfNSW's Precincts and Urban Design team.

**Sustainability**

**32**      **Sustainability Officer**

The Proponent shall identify a suitably qualified and experienced sustainability officer who is responsible for implementing sustainability objectives for the Project.

Details of the sustainability officer, including defined responsibilities, duration and resource allocation throughout the appointment consistent with the Proponent's sustainability objectives are to be submitted to the satisfaction of the ADSPD prior to preparation of the PCSR (if applicable).

**33 Pre-Construction Sustainability Report**

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

- a) a completed electronic checklist demonstrating compliance with Infrastructure Sustainability Council of Australia (ISCA) rating tool (v 1.2)
- b) a statement outlining the Proponent's own corporate sustainability obligations, goals, targets, in house tools, etc
- c) a documented process to identify and progress innovation initiatives on the Project as appropriate. Areas of innovation that have been confirmed, and those subject to ongoing evaluation for implementation on the Project, are to be identified.

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

**Traffic and Access**

**34 Traffic Management Plan**

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

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

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

**35 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.

CoA number	Type
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**36 Road Safety Audit**

A Road Safety Audit shall be undertaken as part of the detailed design process and on completion of construction. The Road Safety Audit shall include, but not be limited to, detailed assessment of sight distances for vehicles and new kiss and ride area and identification of mitigation measures proposed.

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

**Urban Design and Landscaping**

**37 Urban Design Plan**

An Urban Design Plan (UDP) is to be submitted to TfNSW and endorsed by the Precincts and Urban Design team during detailed design. The UDP is to address the fundamental design principles as outlined in *'Around the Tracks' – urban design for heavy and light rail, TfNSW, Interim 2016*. The UDP shall:

- a) demonstrate a robust understanding of the site through a comprehensive site analysis to inform the design direction, demonstrate connectivity with street networks, transport modes, active transport options, and pedestrian distances
- b) identify opportunities and challenges
- c) establish site specific principles to guide and test design options
- d) demonstrate how the preferred design option responds to the design principles established in *'Around the Tracks'*, including consideration of Crime Prevention through Environmental Design Principles

The UDP is to include the Public Domain Plan (PDP) for the chosen option and will provide analysis of the:

- i. landscape design approach including design of pedestrian and bicycle pathways, street furniture, interchange facilities, new planting and opportunities for public art
- ii. materials schedule including materials and finishes for proposed built works, colour schemes, paving and lighting types for public domain, fencing and landscaping
- iii. an artist's impression or photomontage to communicate the proposed changes to the precinct
- iv. a schedule which details the landscape maintenance requirements to be implemented for the 12 month period following the commencement of operation or as agreed with TfNSW.

The following design guidelines are available to assist and inform the UDP for the Project:

1. TAP Urban Design Plan, Guidelines, TfNSW, Draft 2018
2. Commuter Car Parks, urban design guidelines, TfNSW, Interim 2017
3. Managing Heritage Issues in Rail Projects Guidelines, TfNSW, Interim 2016
4. Creativity Guidelines for Transport Systems, TfNSW, Interim 2016
5. Water Sensitive Urban Design Guidelines for TfNSW Projects, 2016

CoA number	Type
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<b>38</b>	<p><b>Graffiti and Advertising</b></p> <p>Hoardings, site sheds, fencing, acoustic walls around the perimeter of the site, and any structures within the project footprint or built as part of the Project are to be maintained free of graffiti and advertising not authorised by the Proponent during the construction period. Graffiti and unauthorised advertising will be removed or covered within the following timeframes:</p> <ol style="list-style-type: none"> <li>a) offensive graffiti will be removed or concealed within 24 hours</li> <li>b) highly visible (yet inoffensive) graffiti will be removed or concealed within a week</li> <li>c) graffiti that is neither offensive or highly visible will be removed or concealed within a month</li> <li>d) any unauthorised advertising material will be removed or concealed within 24 hours.</li> </ol>
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**Site Specific Conditions**

<b>39</b>	<p><b>Detailed Design</b></p> <p>The following components will be investigated as part of detailed design:</p> <ul style="list-style-type: none"> <li>• alternative internal amenities and facility components including lower noise hand dryers</li> <li>• length of the handrail on the ramp to the commuter carpark</li> <li>• opportunities for other additional facilities (including additional seating near the kiss and ride area)</li> <li>• a gabled roof for the canopy over the family accessible toilet during detailed design in order to better integrate with the heritage listed station building</li> <li>• opportunities to reduce potential heritage, visual and landscape in consultation with a heritage advisor/architect.</li> </ul>
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<b>40</b>	<p><b>Heritage Advisor/ architect</b></p> <p>A suitably qualified and experienced Heritage Advisor shall be engaged by the Contractor, to the satisfaction of the ADEIA. The Heritage Advisor will provide ongoing heritage, design and conservation advice throughout heritage aspects of detailed design and any subsequent relevant design modifications to the heritage item.</p> <p>The Heritage Advisor is required to provide specialist advice throughout the detailed design phase to ensure that the final design adheres to the recommendations of the heritage assessments provided in the EIA. The Heritage Advisor must provide evidence as to their involvement in the design process at completion of Approved for Construction (AFC) design, noting how the heritage requirements listed above have been addressed in the final design.</p> <p>In addition to providing specialist advice with respect to design, the Heritage Advisor will also have responsibility for:</p> <ol style="list-style-type: none"> <li>a) providing input into site heritage inductions</li> <li>b) inspecting the works to ensure the design and construction impacts on heritage fabric are consistent with the provisions of these Conditions of Approval, and the CEMP.</li> </ol>
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CoA number	Type
41	<p>As part of the detailed design process, an option to retain the following trees will be investigated:</p> <ul style="list-style-type: none"> <li>• T15 – Pin Oak</li> <li>• T16 – Pin Oak</li> <li>• T17 – Pin Oak</li> <li>• T18 – Red Bloodwood</li> <li>• T19 – Red Bloodwood</li> <li>• T20 – Scribbly Gum</li> <li>• T21 – Red Bloodwood</li> <li>• T22 – Red Bloodwood.</li> </ul> <p>Where practicable, preference will be given to the retention of these trees.</p>
42	<p><b>Protection of Platform Garden Beds</b></p> <p>Platform garden beds not nominated for removal/relocation shall be adequately protected during construction to ensure their heritage and aesthetic values are retained. Platform garden beds nominated for removal will be relocated to other locations within the Station precinct. Preference will be given to relocation on the Platform. Relocation will be supervised by the heritage advisor / architect required under Condition of Approval 40.</p>
43	<p><b>Coordination with Council for Public Events</b></p> <p>In addition to Conditions of Approval 8 and 9, the Construction Contractor shall consider interfaces and coordinate with Blue Mountains City Council with respect to large public events in the area such as: the Springwood Australia Day Festival.</p> <p>Where practicable, measures shall be put in place to ensure major construction works and impacts are minimised during key events.</p>
44	<p><b>Community initiatives</b></p> <p>The proponent shall investigate community initiatives such as the “friendship” bench i.e. a bench for people who want to talk and interact with other members of the community.</p>

END OF CONDITIONS