



Transport Access Program

Lapstone Station Upgrade

Determination Report



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

Lapstone Station Upgrade Determination Report

**Transport Access Program
Ref 6,391,682**

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Glossary and abbreviations

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

Term	Meaning
Proposed Activity	The construction and operation of the Lapstone Station Upgrade
REF	Review of Environmental Factors
RPM	Raised Pavement Markers
SoHI	Statement of Heritage Impacts
TCP	Traffic Control Plan
TfNSW	Transport for NSW (the Proponent)
TMP	Traffic Management Plan
TGSI	Tactile Ground Surface Indicators
UDP	Urban Design Plan

Executive summary

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.

Lapstone 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:

- a new station entrance south of the station building
- a new ramp from the existing footbridge to the commuter car park
- a new lift from the existing footbridge to the eastern platform (Platform 2)
- new accessible facilities within the station building.
- an upgraded accessible parking space and new kiss and ride space within the commuter car park.
- upgrades to stairs, handrails, platform gradients and clearances and installation of Tactile Ground Surface Indicators (TGSIs).

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 SNC Lavalin 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 Lapstone 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

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.

Lapstone 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 Lapstone Station Upgrade (referred to as the 'Proposed Activity' for the purposes of this document).

1.2 Review of Environmental Factors

A Review of Environmental Factors (REF) was prepared, which detailed the scope of works and environmental impacts associated with the Proposed Activity (Appendix A). The REF was prepared by SNC-Lavalin on behalf of TfNSW in accordance with clause 228 of the *Environmental Planning and Assessment Regulation 2000* (EP&A Regulation). The REF was placed on public display from 4 November 2019 to 23 November 2019 and 27 submissions were received by TfNSW (including those from Blue Mountains City Council (BMCC) and Penrith City Council (PCC)).

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* (the 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 Lapstone Station Upgrade REF, is provided in the Executive Summary with full details set out in Chapter 3 of the REF. In summary, the Proposed Activity as outlined in the REF comprises:

- installation of one new lift to the eastern end of the existing footbridge and a new footpath from the base of the lift to connect to Platform 2
- construction of a new DSAPT compliant ramp that provides access on the western side of station from the commuter car park to the footbridge
- construction of a new entrance point south of the station building on Platform 1, including new stair and ramp access from the commuter car park
- relocation and upgrade of the existing non-compliant accessible parking space within the commuter car park closer to the new Platform 1 entrance
- provision of a new kiss and ride space which would replace an existing car space
- closure of the steep ramp immediately north of the station building that currently provides access to Platform 1
- all stairs upgraded with compliant handrails, Tactile Ground Surface Indicators (TGSIs) and stair nosings
- installation of TGSIs along the full length of both platforms
- localised regrading of some platform areas to achieve compliant cross falls
- modifications to the existing station building layout including; reconfiguring the existing station toilets and storeroom to accommodate one family accessible toilet, one male ambulant toilet, one female ambulant toilet and a new storeroom

- the building modifications would include providing level access from Platform 1 into both the waiting room and the new family accessible toilet
- installation of seating cut into the sandstone rail cutting on Platform 1
- closed circuit television (CCTV) cameras to provide coverage to meet security standards for new infrastructure
- power supply upgrade to support new infrastructure, including upgrade of existing connection, transformer and distribution board
- trimming and removal of trees and vegetation to construct and accommodate the new accessible paths and lift
- ancillary work including installation of platform hearing loops, electrical conduits, pits, cabling, service relocation, lighting, opal card reader relocation, landscaping, drainage works, wayfinding signage, relocation of bins and furniture, and new bin storage area.

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

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

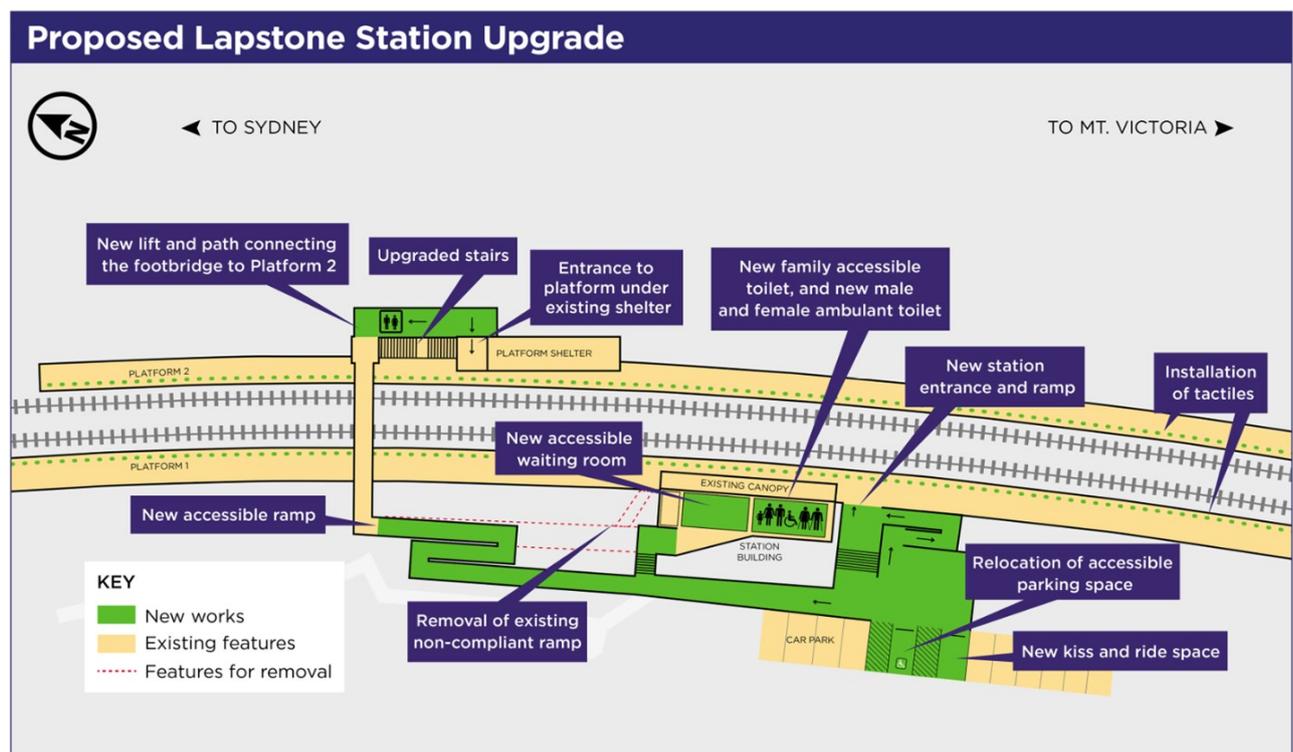


Figure 1 Key features of the Proposal (indicative, subject to detailed design)

2 Consultation and assessment of submissions

2.1 REF public display

The Lapstone Station Upgrade REF was placed on public display from Monday 4 November 2019 to Saturday 23 November 2019 at three locations, as well as on the [TfNSW website](#) at and the NSW Government '[Have Your Say](#)' website.

Community consultation activities undertaken during this period included:

- a community information session on Tuesday 19 November between 4pm and 6pm at Lapstone Station (re-scheduled from Tuesday 12 November due to a State of Emergency announcement)
- distribution of brochures to the surrounding area, including businesses, residents and commuters at the station
- installation of project signage at Lapstone Station
- public display of hard copies of the REF at:
 - Lapstone Station waiting room
 - Blaxland Library: 33 Hope St, Blaxland
 - the Transport for NSW Office: 821 Pacific Highway Level, Tower A, Zenith Centre Chatswood
- public display of the information online:
 - TfNSW project website, www.transport.nsw.gov.au/lapstone
 - NSW Government Have Your Say website, www.nsw.gov.au/improving-nsw/have-your-say
- placement of ads in the Blue Mountains Gazette and Penrith Press
- ISEPP consultation with both Blue Mountains City Council (BMCC) and Penrith City Council (PCC) as the rail corridor separates the two local government areas.
- arrangement of a briefing to BMCC Access Advisory Committee

A total of 27 formal submissions were received by TfNSW, 25 from the community and submissions from BMCC and PCC as a result of the above activities.

2.2 Community Submissions

A total of 25 formal submissions were received from members of the community 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:

- general support for the Proposal
- requests that access to and from the nearby suburb of Leonay via an existing fire trail will remain open during construction and operation
- requests that an accessible path of travel is provided between Lapstone Station and the suburb of Leonay, and counter requests to maintain the existing fire trail that connects the two as is
- audio announcement system to be improved
- that an accessible toilet be available to persons with a disability at all times
- requests for opal top-up machine, visual display screens, telephone

- that landscaping use local native plants.

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
1	General		
1.1	LAP002, LAP003, LAP004, LAP006, LAP007, LAP008, LAP010, LAP017, LAP021, LAP025	Support for the Proposed Activity, and/or for improving accessibility at the station.	Support for the Proposed Activity is noted
1.2	LAP012	Old fashioned timber seats were previously removed from the northern end of the city bound platform. Could seating be reintroduced in the Proposal?	Seating to the north of the city bound platform is being provided as part of the proposal.
1.3	LAP014	Telephone assistance should be provided on the platforms.	There are existing help points on both platforms, which will continue to be provided.
1.4	LAP 014	Prominent signage for wheelchair assistance bay to be introduced.	Signage compatible with DSAPT requirements will be provided. A Boarding Assistance Zone is included in the scope of the Proposed Activity.
1.5	LAP10	The request for feedback should have been accompanied by a floorplan of what is proposed.	The final plans accurately reflecting all of the proposed changes have not yet been developed. To avoid confusion a schematic of the station layout was provided.
1.6	LAP001	Some protective cover should be considered over the walkways.	The Proposal is for accessibility upgrades at the station. Additional protective covers over walkways are not proposed as part of this accessibility upgrade.
1.7	LAP017	Commence as soon as possible and what is the timeline for completion.	It is anticipated that the Proposed Activity would commence in the second quarter of 2020 with construction taking approximately 12-18 months to complete.
1.8	LAP025	Suggest a bus shelter be provided for those needing to wait for a bus especially in the heat and the rain.	The Proposal is for accessibility upgrades at the station. An additional bus shelter is not proposed as part of this accessibility upgrade The request will be forwarded to Blue Mountains City Council (BMCC).

No.	Submission no.	Issue/s raised	TfNSW response
2 Need and prioritisation			
2.1	LAP011	The submission questioned the need for this upgrade, and requested an upgrade for Doonside Station.	The upgrades are being carried out to improve accessibility to Lapstone Station and provide safe and equitable access to the platforms and carpark, to meet DDA legislation and DSAPT requirements. Transport for NSW is continuing to upgrade all stations across the Sydney Trains and NSW Trains networks, which will include upgrades to Doonside Station in the future.
2.2	LAP022	The submission questioned the need for the upgrade given the proximity to Glenbrook, which is being upgraded.	The upgrades are being carried out to improve accessibility to Lapstone Station and provide safe and equitable access to the platforms and carpark, to meet DDA legislation and DSAPT requirements. Transport for NSW is continuing to upgrade all stations across the Sydney Trains and NSW Trains networks to meet these requirements.
3 Access			
3.1	LAP003, LAP005, LAP019, LAP20	Request access improvements to Leonay. Requests include upgrade of existing or establishment of new pedestrian path, pedestrian bridge or road link.	The Proposal is for accessibility upgrades at the station. Upgrades to the walking trails east of the station is outside of the scope of the Proposed Activity. The request will be forwarded to Penrith City Council.
3.2	LAP002, LAP004, LAP021	Request that access to and from the trails on the opposite side from the car park remain in place during and after the works. Two of these submissions sought that the trails at least in part are not upgraded and remain “natural” recreation areas.	TfNSW will endeavour to maintain access at all times during construction. Pedestrian traffic management may be implemented during rail possessions to escort pedestrians over the footbridge. No changes are proposed to the trails east of the station. The Proposal is for accessibility upgrades at the station. Upgrades to the walking trails is outside of the scope of the Proposed Activity.

No.	Submission no.	Issue/s raised	TfNSW response
4	Design		
4.1	LAP014	Platforms look very narrow, which could be a concern for a crowded platform, but not many people embark or alight from Lapstone.	The scope of works for the Proposed Activity does not include the widening of the platforms.
4.2	LAP014	Accessible provisions should include the platform being level with the train so not reliant on guard jumping off to assist.	The scope of works for the Proposed Activity does not include platform edge modifications.
4.3	LAP023	The drop of the proposed ramp on the western side appears excessive.	The gradient of the ramp has been designed to meet the requirements of the DSAPT, and is therefore fit for purpose.
4.4	LAP023, LAP024	Concrete hardstand at entry seems excessive.	The detailed design process will seek to minimise areas of hardstand, in particular the area from the commuter car park to the new ramp and new station entrance. The detailed design process will also seek to balance new hardstand areas with the introduction of landscaping.
5	Landscaping		
5.1	LAP008	Request gardens be improved as bark and sticks currently a fire hazard.	Landscaping improvements will be carried out in association with the new works, and in accordance with the Urban Design Plan as per the recommended Conditions of Approval in Appendix B.
5.2	LAP008, LAP024	Request use of local, native Australian plants in landscaping.	Where possible vegetation planted on-site will consist of locally endemic native species as per the recommended Conditions of Approval in Appendix B.
5.3	LAP024	Request ramp be routed to retain existing garden which has a long history of community involvement and has been planted and maintained by staff and locals over the past 5 years.	Unfortunately, existing site constraints do not enable the garden to be retained.
5.4	LAP024	If garden cannot be retained, opportunity be provided for plant relocation.	TfNSW will contact the community and provide opportunity for the relocation or alternative utilisation of the plants which require removal.

No.	Submission no.	Issue/s raised	TfNSW response
5.5	LAP024	A water tank and irrigation system (gravity or solar powered) should be installed for the station gardens.	A water tank and irrigation system are outside of the scope of accessibility upgrades but will be considered within the detailed design. Where possible vegetation planted on-site will consist of locally endemic native species, as per the recommended Conditions of Approval in Appendix B, which do not generally require supplementary irrigation.
5.6	LAP024	An agreement with local residents and maintenance staff should be reached so that community involvement with the Lapstone Station gardens can be maintained.	Station facilities are managed by NSW TrainLink. This feedback will be passed onto NSW TrainLink for consideration.
6 Audio announcement system			
6.1	LAP008	Request consideration of provisions for deaf and hearing impaired.	Currently there is a Public Address (PA) system comprising loudspeakers on both platforms, located under the cover of the station verandah on Platform 1 and near the stairs under the shelter on Platform 2. It is proposed to install hearing loops to cover similar areas as the current PA system.
6.2	LAP013, LAP016	Raised the need for extending the audio announcements system so it can be heard on all areas of the platforms.	It is proposed to install hearing loops within similar areas to those addressed by the current PA system of loudspeakers. Audio upgrades across the whole of the platforms is not within the scope of the project.
7 Visual Display Screens			
7.1	LAP008, LAP015	Requested the provision of screens to display train services.	The scope of works for the Proposed Activity does not include the installation of display screens. This request will be passed onto NSW TrainLink for consideration.
8 Request for an Opal top-up facility			
8.1	LAP009, LAP018, LAP019	Request provision of an Opal top-up machine	The scope of works for the Proposed Activity does not include provision of an Opal top-up machine. Alternative options are available for Opal top-up including: <ul style="list-style-type: none"> • online by adding a payment card to your account • on the Opal Travel app • over the counter at Opal retailers • at Transport Customer Service Centres • at selected Service NSW Centres.

No.	Submission no.	Issue/s raised	TfNSW response
9	Family Accessible Toilet		
9.1	LAP014	Make accessible toilets all Master Locksmiths Access Key (MLAK) system accessible at all times.	Due to safety and equality concerns, it is not proposed to introduce MLAK keys at Lapstone station. Operational hours and station facilities are managed by NSW TrainLink. This feedback will be passed onto NSW TrainLink for consideration.
9.2	LAP010	An accessible toilet is essential for exclusive use of a person with a disability. Provision of a family accessible toilet makes provision for a baby change table and is a bad outcome for persons with a disability as the toilet can be occupied for up to 20mins for a person changing a baby.	It is TfNSW's policy to include a changing table in family accessible toilets. The Transport access program is designed to provide access to public transport options for all members of the community including people with a disability, those with limited mobility and carers with prams.

2.3 Other Stakeholder submissions

Blue Mountains City Council

A response to the briefing to the Blue Mountains City Council Access Advisory Committee, and the public display of the REF was provided by Blue Mountains City Council (BMCC). The submission was generally supportive of the upgrades. 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
General		
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 to 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	The 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	Please ensure 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 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	Measures to provide deterrents to minimise graffiti on the proposed equipment at ground level should be identified.	<p>A Public Domain Plan (PDP) would be prepared by the Contractor as part of the Urban Design Plan (UDP) 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 (as per the recommended conditions of approval in Appendix B).</p> <p>During construction 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 will be maintained free of graffiti and advertising (as per the recommended conditions of approval in Appendix B).</p>

Issue no. (BMCC Ref)	Issue/s raised	TfNSW response
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.	Further consultation with BMCC will be undertaken in relation to direct impacts on council owned and operated assets.
G.7	It is noted that the proposed upgrades do not incur a loss of parking.	The completed upgrade will not incur loss of parking. Temporary loss of parking will be unavoidable during construction to allow for the regrading and realignment of accessible and kiss and ride spaces; and construction access during weekend rail shutdowns.
G.8	Construction workers are to be instructed 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"> • encouraging the use of public transport • car-pooling • reinforcement of appropriate parking behaviour at toolbox talks <p>Construction workers will be allowed to park in the commuter carpark during possession periods, where the carpark will be closed to the general public.</p>
G.9	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.10, G.11	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 and carry out rectification works if required (as per the recommended conditions of approval in Appendix B).

Issue no. (BMCC Ref)	Issue/s raised	TfNSW response
G.12	<p>Council is unsupportive of the proposed location of the accessible space and the kiss and ride parking space.</p> <p>As shown in Viewpoint 3, two shared zones have been provided for each of the new parking spaces. Under AS2890.6, a common shared zone is permitted between two adjoining accessible spaces – it is recommended that this approach is taken to reduce the loss of commuter parking.</p> <p>Council in the first instances supports the accessible parking space to be located in the existing accessible space in the northern end of the carpark to reduce the distance to Platform 2.</p>	<p>TfNSW initially moved the accessible and kiss-and-ride spaces into alignment with the existing parking spaces following consultation with BMCC on the draft design drawings.</p> <p>This new alignment was displayed in the REF.</p> <p>The Proposed Activity includes the relocation of one accessible space and a new kiss and ride space, not two accessible spaces.</p> <p>Council's support is noted.</p>
G.13	<p>Council request that all new line marking proposed is detailed on the designs to determine that Australian Standards are being met.</p>	<p>Line marking would be designed and implemented in accordance with relevant codes and standards.</p> <p>Further consultation with BMCC will be undertaken in relation to direct impacts on council owned and operated assets</p>
G.14	<p>Council does not support the inclusion of a large concrete slab near the new southern station access as depicted in Viewpoint 5. This seems excessive in size, and would significantly reduce size of the turfed area between the carpark and the platforms. It is unclear what the purpose of this area is and why it has been included.</p> <p>Council requests that TfNSW review the design of this area to ensure that impacts to existing facilities are minimised where possible.</p>	<p>The photomontages displayed in the REF represent a worst case scenario.</p> <p>Opportunities to minimise the concrete hardstand will be investigated in detailed design in consultation with the TfNSW Precincts and Urban Design team (as per the recommended Conditions of Approval in Appendix B).</p>
G.15	<p>Note that a compliant DDA ramp of grade 1:14 (proposed on the western side of the railway) will require landings at intervals no greater than 6m (the DSAPT requires compliance with AS1428.1 Clause 8 for ramps). It is also noted that the width of the ramp has not yet been detailed, and will need to be compliant for accessible travel under the relevant standards.</p>	<p>Noted.</p> <p>Proposed ramps would be installed in accordance with relevant codes and standards.</p>
G.16	<p>Council requests that weather protection covers/shading of some sort be considered over the ramps and pathways to the station.</p>	<p>The Proposed Activity includes sheltered areas around the lift lobbies.</p> <p>The station currently provides a sheltered area on both platforms.</p> <p>Additional canopies along the station platforms or paths are not proposed as part of this accessibility upgrade.</p>

Issue no. (BMCC Ref)	Issue/s raised	TfNSW response
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.	New seating within the station boundary will comply with operator/maintainer approved furniture, with consideration for armrest requirements. This request is noted for seating in other areas outside of the station boundary.
G.18	Council requests that the lift is compliant with lighting requirements and voice notifications as 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.
G.19	Council requests that all bins, lights and ancillary facilities adjacent to the proposed/existing seating are moved to ensure that adequate circulation space is provided adjacent to the seats for wheelchairs.	A clear accessible path will be provided, including adequate circulation space adjacent allocated spaces. Relocation of ancillary facilities will be further developed in detailed design.
G.20	Council requests that the brick kerbing be reinstated where possible as per proposed mitigation number 46.	Noted. Road condition reports will be prepared, and any damage repaired (as per the recommended Conditions of Approval in Appendix B).
G.21	Council encourages TfNSW to review pedestrian access from Leonay to Lapstone station, and investigate options for improvements.	Any further upgrades to pedestrian access in the area surrounding the station is outside the scope of the Proposed Activity. The walking trail between Leonay and Lapstone Station is on land owned by Penrith City Council (PCC). This request will be forwarded to PCC for consideration.
Stormwater Drainage (SD)		
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.

Issue no. (BMCC Ref)	Issue/s raised	TfNSW response
Roadworks & Construction (RWC)		
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>Section 6.7 of the REF considered community and socio-economic impacts associated with the Proposed Activity.</p> <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 Lapstone Station.</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"> • encouraging the use of public transport • car-pooling • reinforcement of appropriate parking behaviour at toolbox talks.

Issue no. (BMCC Ref)	Issue/s raised	TfNSW response
RWC.4	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>Section 6.1 of the REF considered parking impacts associated with the Proposed activity.</p> <p>The existing commuter car park at 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 the disabled car parking space and the kiss and ride space. These works are expected to result in temporary loss of car spaces in the lower half of the carpark.</p> <p>The unrestricted street parking available is considered to have sufficient capacity to cover this temporary loss of spaces.</p> <p>It should be noted that when the station is closed during possession periods the commuter carpark may also be closed.</p> <p>Parking was discussed during the meeting with BMCC on 8 August 2019.</p>
RWC.5	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.	Noted.
RWC.6	A parking exclusion zone for workers should be detailed in the TMP to reduce impact to commuters in the area immediately surrounding the train station. Council should be provided the opportunity to review.	<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"> • managing impacts and changes to on and off-street parking and requirements for any temporary replacement parking • parking locations for construction workers away from stations and busy residential areas and details of how this would be monitored for compliance.
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.

Issue no. (BMCC Ref)	Issue/s raised	TfNSW response
Traffic and Pedestrians (T&P)		
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, additional travel width would be considered where possible.
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 supports the inclusion of bicycle parking to this upgrade. Bicycle parking spaces should be provided in a prominent and easy to access location.	Noted.
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.
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. Council also requests that wheel stops be provided along parking spaces where vehicle may overhang the new accessible path of travel	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.

Issue no. (BMCC Ref)	Issue/s raised	TfNSW response
Local Roads and Facilities Impact (LRI)		
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.
Urban Design and Landscaping (UDL)		
UDL.1	UD/Landscaping Plans – Council needs to review the detailed plans to more fully assess the impacts and mitigation measures.	<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 Blue Mountain City Council's <i>Street Tree Masterplan (2012)</i> (as per the recommended Conditions of Approval in Appendix B).</p>
UDL.2	The Council strongly advocates for a minimum maintenance establishment period of 12 months.	<p>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).</p> <p>Defects Liability Period (DLP) for new assets will extend until 12 months after completion (excluding routine maintenance or repairs required due to vandalism etc).</p>
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.
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.	<p>Further consultation with BMCC will be undertaken in relation to direct impacts on council owned and operated assets.</p> <p>Opportunities to reduce visual and landscape impacts will be investigated during detailed design.</p>

Issue no. (BMCC Ref)	Issue/s raised	TfNSW response
Environmental (E)		
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.	<p>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.</p> <p>Sensitive areas and no-go zones would be identified on Environmental Controls Map (ECM) (as per the recommended Conditions of Approval in Appendix B).</p>
Heritage and Landscape Character (HLC)		
HLC.1	Council has notes that proposal will have irreversible impacts to the heritage listed Sedimentary Dykes in the rail cutting.	<p>TfNSW have commissioned a Statement of Heritage Impacts (SoHI). The SoHI concluded that the current scope of works would cause an irreversible loss of heritage fabric from the Sedimentary Dykes (Item L002). There will not however, be an adverse impact on the Lapstone Monocline Group in its entirety.</p> <p>The impacts to the heritage listed Sedimentary Dykes are required in order to provide an accessible path of travel along the entire platform whilst also meeting Tactile Ground Surface Indicator (TGSI's) and resting place requirements under DSAPT.</p> <p>TfNSW have provided site specific mitigation measures including archival recording, commissioning a heritage architect, investigating heritage interpretations and local involvement in design of the new seating.</p>
HLC.2	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.	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.

Issue no. (BMCC Ref)	Issue/s raised	TfNSW response
HLC.3	<i>Due Diligence with the Code of Practice for the Protection of Aboriginal Objects in New South Wales</i> (DPIE formerly OEH, 2010) will need to be carried out.	The TAP <i>Lapstone Station Aboriginal Heritage Due Diligence Assessment</i> (AMBS Ecology and Heritage, 2019) has followed the <i>Due Diligence Code of Practice for the Protection of Aboriginal Objects in New South Wales</i> . A summary of the Due Diligence Process is provided in Section 6, Table 6.1 of the report (AMBS Ecology and Heritage, 2019).
HLC.4	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.	Lapstone station is not heritage listed, however it does contain a locally listed heritage item within its boundary (Sedimentary Dykes: Item L002). TfNSW have provided site specific mitigation measures including archival recording, commissioning a heritage architect, investigating heritage interpretations and local involvement in design of the new seating.
HLC.5	Council requests that the amount and bulk of concrete between the carpark and station access routes (both the new southern access and the pedestrian overbridge) be reviewed to minimise visual impacts and maintain the appeal of the station within the bush setting.	The photomontages displayed in the REF represent a worst case scenario. Opportunities to minimise the concrete hardstand will be investigated in detailed design in consultation with the TfNSW Precincts and Urban Design team (as per the recommended conditions of approval in Appendix B).

Penrith City Council

A response to the public display of the REF was provided by Penrith City Council (PCC). Table 3 outlines issues raised by PCC in their submission, along with TfNSW's response.

Table 3: Response to Penrith City Council's submission

Issue no. (PCC Ref)	Issue/s raised	TfNSW response
PCC.1	Has the Proposal considered the visual impact to the "Site of Edinglassie" a local heritage listed item?	<p>The SoHI accompanying the REF included a detailed assessment of the potential impacts of the proposal on the historically significant "Site of Edinglassie".</p> <p>The assessment concluded the archaeological potential of this item has been determined to most likely be limited to the site of the house and its local environment. As the site of the former house is located about 350m from the proposed construction area and there is a high level of vegetation screening between them it is unlikely that the Edinglassie property would be impacted during construction or operation of the proposal.</p>

2.4 Informal submissions

Informal feedback from the community pop-up event was generally positive. At the station pop-up 100% of individuals supported the project. Key issues raised at this session are presented in Table 4.

Table 4: Response to informal community information sessions submissions

Issue no.	Issue/s raised	TfNSW response
IS.1	Requests for replacement landscaping to include local native plants.	Where possible vegetation planted on-site will consist of locally endemic native species as per the recommended Conditions of Approval in Appendix B.
IS.2	Requests to redesign the ramp so that a switch-back is not required.	Opportunities to redesign the ramp so that a switch-back is not required will be investigated in detailed design.

Issue no.	Issue/s raised	TfNSW response
IS.3	Questions about other TfNSW projects in the area such as the New Intercity Fleet.	<p>TfNSW is continuing to upgrade all stations across the Sydney Trains and NSW Trains networks, including Stations within the Blue Mountains LGA. The neighbouring Glenbrook Station upgrade is currently progressing.</p> <p>The NSW Government is delivering a New Intercity Fleet (NIF) to replace the trains carrying customers from Sydney to the Blue Mountains as well as the Central Coast, Newcastle, and the South Coast. The new fleet will:</p> <ul style="list-style-type: none"> • improve accessibility, • enhance safety, • improve comfort • provide features such as modern heating, ventilation and air conditioning. <p>A number of modifications are needed along the rail corridor to accommodate the new trains and are currently underway. Details regarding the New Intercity Fleet are available at: www.transport.nsw.gov.au/projects/current-projects/new-intercity-fleet</p>
IS.4	Concerns about access to Platform 2 should the new lift breakdown.	<p>Regular maintenance of all station facilities is carried out by Sydney Trains to prevent breakdowns.</p> <p>Should the lift be temporarily out of operation then notifications would be provided online, on trains and at the station, as is the case for any other station.</p>
IS.5	Questions around why a lift was selected over a ramp to Platform 2.	<p>The installation of a lift to Platform 2 was the preferred option following assessment and rating under the TfNSW approved Multi Criteria Assessment (MCA) framework.</p> <p>The installation of a ramp would require an extensive structure and additional removal of vegetation.</p> <p>If a ramp was constructed to the required DSAPT grade the length of the structure would create a marked increase in the distance travelled by less mobile customers.</p>

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 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](#)¹ 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.

¹ projects@transport.nsw.gov.au

3 Description and assessment of design changes following public display

There have been no design changes to the proposal subsequent to the public display of the REF. However, as noted above, refinements to the entry from the commuter car park to the station and Platform 1 will be made in the detailed design to limit the area of concrete hardstand and where possible maximise soft landscaping.

4 Consideration of the environmental impacts

Environmental Planning and Assessment Act 1979

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

In accordance with the checklist of matters pursuant to clause 228(3) of *the Environmental Planning and Assessment Regulation 2000*, 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?*](#)² 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.

² Refer to the National Library of Australia's 'Trove' website
<http://trove.nla.gov.au/work/7003034?selectedversion=NBD11474648>

5 Conditions of Approval

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

6 Conclusion

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

Environmental Impact Assessment Determination

LAPSTONE STATION UPGRADE

APPROVAL

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

1. Have examined and considered the Proposed Activity in the *Lapstone Station Upgrade Project Review of Environmental Factors* (November, 2019), and *Lapstone 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 *Lapstone Station Upgrade Project Review of Environmental Factors* (November, 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

AMBS, 2019, *Lapstone Railway Station Upgrade 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 Lapstone Station Upgrade REF:

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

Appendix B Conditions of Approval

CONDITIONS OF APPROVAL

Lapstone Station Upgrade

Note: these conditions of approval must be read in conjunction with the final mitigation measures in the Lapstone 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
RBL	Rating Background Level

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

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

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General

1 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
Lapstone Station Upgrade – Review of Environmental Factors	SNC-Lavalin	November 2019
Lapstone Station Upgrade – Determination Report	SNC-Lavalin 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*.

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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.

CoA number	Type
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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.

Contamination and Hazardous Materials

15 Duty to Notify

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

16 Unidentified Contamination (other than asbestos)

If previously unidentified contamination (excluding asbestos) is discovered during construction, work in the affected area must cease immediately, and an investigation must be undertaken and a report prepared to determine the nature, extent and degree of any contamination. The level of reporting must be appropriate for the identified contamination in accordance relevant EPA guidelines, including *Guidelines for Consultants Reporting on Contaminated Sites* (OEH, 2011).

The Proponent shall:

- (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
- (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.

Note: *In circumstances where both previously unidentified asbestos contamination and other contamination are discovered within a common area, nothing in these conditions shall prevent the preparation of a single investigation report to satisfy the requirements of both Condition 16 and Condition 17.*

CoA number	Type
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17 **Asbestos Management**

If previously unidentified asbestos contamination is discovered during construction, work in the affected area must cease immediately, and an investigation must be undertaken and a report prepared to determine the nature, extent and degree of the asbestos contamination. The level of reporting must be appropriate for the identified contamination in accordance with relevant EPA and WorkCover guidelines and include the proposed methodology for the remediation of the asbestos contamination. Remediation activities must not take place until receipt of the investigation report.

Works may only recommence upon receipt of a validation report from a suitably qualified contamination specialist that the remediation activities have been undertaken in accordance with the investigation report and remediation methodology.

Note: In circumstances where both previously unidentified asbestos contamination and other contamination are discovered within a common area, nothing in these conditions shall prevent the preparation of a single investigation report to satisfy the requirements of both Condition 16 and Condition 17.

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).

CoA number	Type
Flora and Fauna	
20	<p>Removal of Trees or Vegetation</p> <p>Separate approval, in accordance with TfNSW's <i>Removal or Trimming of Vegetation Application</i> (9TP-FT-078), is required for the trimming, cutting, pruning or removal of trees or vegetation where the impact has not already been identified in the EIA for the Project. The trimming, cutting, pruning or removal of trees or vegetation shall be undertaken in accordance with the conditions of that approval.</p>
21	<p>Replanting Program</p> <p>All cleared vegetation shall be offset in accordance with TfNSW's <i>Vegetation Offset Guide</i> (9TP-SD-087). All vegetation planted on-site is to consist of locally endemic native species, unless otherwise agreed by the ADEM, following consultation with the relevant council, where relevant, and/or the owner of the land upon which the vegetation is to be planted.</p>
Heritage Management	
22	<p>Indigenous and Non-Indigenous Heritage</p> <p>If previously unidentified Indigenous or non-Indigenous heritage/archaeological items are uncovered during construction works, the procedures contained in the TfNSW <i>Unexpected Heritage Finds Guideline</i> (3TP-SD-115) shall be followed and all works in the vicinity of the find shall cease. The TfNSW Environment and Planning Manager shall be immediately notified to co-ordinate a response, which may include seeking appropriate advice from a suitably qualified and experienced heritage 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>
Hours of Work	
23	<p>Standard Construction Hours</p> <p>Construction activities shall be restricted to the hours of 7.00am to 6.00pm (Monday to Friday); 8.00am to 1.00pm (Saturday) and at no time on Sundays and public holidays except for the following works which are permitted outside these standard hours:</p> <ol style="list-style-type: none"> 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 out of hours work identified and assessed in the EIA or the approved Out of Hours Work Protocol (OOHWP) 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 Emergency Work to avoid the loss of lives, property and/or to prevent environmental harm 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).

24

High Noise Generating Activities

Rock breaking or hammering, jack hammering, pile driving, vibratory rolling, cutting of pavement, concrete or steel and any other activities which result in impulsive or tonal noise generation shall not be undertaken for more than three hours, without a minimum one hour respite period unless otherwise agreed to by the ADEM, or as approved by the EPA (where relevant to the issuing of an EPL), unless inaudible at nearby residential properties and/or other noise sensitive receivers.

Noise and Vibration

25

Construction Noise and Vibration

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

- a) details of construction activities and an indicative schedule for construction works
- b) identification of construction activities that have the potential to generate noise and/or vibration impacts on surrounding land uses, particularly sensitive noise receivers
- c) detail what reasonable and feasible actions and measures shall be implemented to minimise noise impacts (including those identified in the EIA)
- d) procedures for notifying sensitive receivers of construction activities that are likely to affect their noise and vibration amenity, as well as procedures for dealing with and responding to noise complaints
- e) an Out Of Hours Work Protocol (OOHWP) for the assessment, management and approval of works outside the standard construction hours identified in Condition 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 *Construction Noise and Vibration Strategy (7TP-ST-157)*
- f) a description of how the effectiveness of actions and measures shall be monitored during the proposed works, clearly indicating the frequency of monitoring, the locations at which monitoring shall take place, recording and reporting of monitoring results and if any exceedance is detected, the manner in which any non-compliance shall be rectified.

26

Vibration Criteria

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

- a) for structural damage vibration – *British Standard 7385 Part 2–1993 Evaluation and measurement for vibration in buildings Part 2*
- b) for human exposure to vibration – the acceptable vibration values set out in the *Environmental Noise Management Assessing Vibration: A Technical Guideline* (Department of Environment and Conservation, 2006)

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

CoA number	Type
27	<p>Piling</p> <p>Wherever practical, piling activities shall be completed using non-percussive piles. If percussive piles are proposed to be used, approval of the ADEM shall be obtained prior to commencement of piling activities.</p>
28	<p>Non-Tonal Reversing BEEPERS</p> <p>Non-tonal reversing beepers (or an equivalent mechanism) shall be fitted and used on all construction vehicles and mobile plant regularly used on site (i.e. greater than one day) and for any out of hours work.</p>
29	<p>Property condition surveys</p> <p>Subject to landowner agreement, property condition surveys shall be completed prior to piling, excavation or bulk fill or any vibratory impact works including jack hammering and compaction (Designated Works) in the vicinity of the following buildings/structures: 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.</p> <p>Property condition surveys need not be undertaken if a risk assessment indicates that selected buildings/structures/roads identified in (a) and (b) will not be affected as determined by a qualified geotechnical and construction engineering expert with appropriate registration on the National Professional Engineers Register prior to commencement of Designated Works.</p> <p>Selected potentially sensitive buildings and/or structures shall first be surveyed prior to the commencement of the Designated Works and again immediately upon completion of the Designated Works.</p> <p>All owners of assets to be surveyed, as defined above, are to be advised (at least 14 days prior to the first survey) of the scope and methodology of the survey, and the process for making a claim regarding property damage.</p>
Lighting	
30	<p>Lighting Scheme</p> <p>All permanent lighting for the Project is to be developed by a suitably qualified lighting designer and prepared in accordance with AS 1158 <i>Road Lighting</i> and AS 4282 <i>Control of the Obtrusive Effect of Outdoor Lighting</i>. The lighting scheme shall address the following as relevant:</p> <ol style="list-style-type: none"> a) consideration of lighting demands of different areas b) strategic placement of lighting fixtures to maximise ground coverage c) use of LED lighting d) minimising light spill by directing lighting into the 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. <p>The proposed lighting scheme is to be submitted with the design submission and accepted by TfNSW's Precincts and Urban Design team.</p>

CoA number	Type
Sustainability	
31	<p>Sustainability Officer</p> <p>The Proponent shall identify a suitably qualified and experienced sustainability officer who is responsible for implementing sustainability objectives for the Project.</p> <p>Details of the sustainability officer, including defined responsibilities, duration and resource allocation throughout the appointment consistent with the Proponent's sustainability objectives are to be submitted to the satisfaction of the ADSPD prior to preparation of the PCSR (if applicable).</p>
32	<p>Pre-Construction Sustainability Report</p> <p>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:</p> <ul style="list-style-type: none"> 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. <p>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).</p>

Traffic and Access**33****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 Lapstone 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.

34**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.

35**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**36****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:

- a) landscape design approach including design of pedestrian and bicycle pathways, street furniture, interchange facilities, new planting and opportunities for public art
- b) materials schedule including materials and finishes for proposed built works, colour schemes, paving and lighting types for public domain, fencing and landscaping
- c) an artist's impression or photomontage to communicate the proposed changes to the precinct
- d) 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

37**Graffiti and Advertising**

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

- a) offensive graffiti will be removed or concealed within 24 hours
- b) highly visible (yet inoffensive) graffiti will be removed or concealed within a week
- c) graffiti that is neither offensive or highly visible will be removed or concealed within a month
- d) any unauthorised advertising material will be removed or concealed within 24 hours.

CoA number	Type
Site Specific Conditions	
38	<p>Detailed Design</p> <p>The following components will be investigated as part of detailed design:</p> <ul style="list-style-type: none"> • Minimise the area of concrete hardstand between the commuter carpark, the station building, and the entry to Platform 1 to only that necessary to address the operational requirements of this area. Preference is to be given to soft landscaping where possible • Opportunities to redesign the ramp so that a switch-back is not required.
39	<p>Sedimentary Dykes</p> <p>As part of the detailed design, the Proponent shall identify the proposed construction methodology and surface finishes for platform seating which will affect the sedimentary dyke formations on Platform 1. The objective of this is to minimise impacts to the sedimentary dykes, and retain a smooth natural rock finish (i.e. no shotcreting or other artificial structures which would obscure the face of the cut(s).</p> <p>The proposed methodology and surface finishes are to be submitted to the ADEIA for approval at least 14 days prior to the commencement of works which would affect the sedimentary dyke formations.</p>
40	<p>Heritage Interpretation</p> <p>During detailed design consideration should be given to including an interpretative plaque at the station to identify and provide information on the Sedimentary Dykes and their significance.</p>
41	<p>Archival Recording</p> <p>Archival recording of the Sedimentary Dykes, is to be undertaken prior to the commencement of construction in accordance with the <i>NSW Heritage Division guidelines Photographic recording of heritage items using film or digital capture</i> (NSW Heritage Office, 2006) and <i>How to prepare archival records</i> (NSW Heritage Office, 1998).</p> <p>Copies are to be provided to Blue Mountains City Council and Sydney Trains Heritage Team for future reference.</p>

END OF CONDITIONS