



Transport Access Program

Mittagong Station Upgrade

Determination Report



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

August 2019

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Glossary and abbreviations

Term	Meaning
ARTC	Australian Rail Track Corporation
CCTV	Closed-circuit television
CEMP	Construction Environmental Management Plan
CoA	Condition of Approval
Concept design	The concept design is the preliminary design presented in the REF, which would be refined by the 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</i> (Cwlth)
Detailed design	Detailed design broadly refers to the process that is undertaken (should the Proposed Activity proceed) to refine the concept design to a design suitable for construction.
DSAPT	<i>Disability Standards for Accessible Public Transport 2002</i> (Cwlth)
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i> (NSW)
EP&A Regulation	<i>Environmental Planning and Assessment Regulation 2000</i> (NSW)
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999</i> (Cwlth)
ISCA	Infrastructure Sustainability Council of Australia
Kiss and ride space	A kiss and ride space allows for quick entry and exit which helps minimise congestion and risk when used properly. These types of bays operate under the same conditions as no parking zones, which means a driver may stop to drop off or pick up others for a maximum of two minutes. The driver is required to remain in, or within three metres of their vehicle.
LGA	Local Government Area
NES	Matters of 'National Environmental Significance' under the EPBC Act
NSW	New South Wales
Proponent	A person or body proposing to carry out an activity under Division 5.1 of the EP&A Act – in this instance, TfNSW
Proposed Activity	The construction and operation of the Mittagong Station Upgrade
REF	Review of Environmental Factors

Term	Meaning
(former) Roads and Maritime	(former) NSW Roads and Maritime Services (amalgamated into TfNSW from 1 July 2019)
TfNSW	Transport for NSW (the Proponent)
TGSI	Tactile ground surface indicators

Executive summary

Overview of Proposed Activity

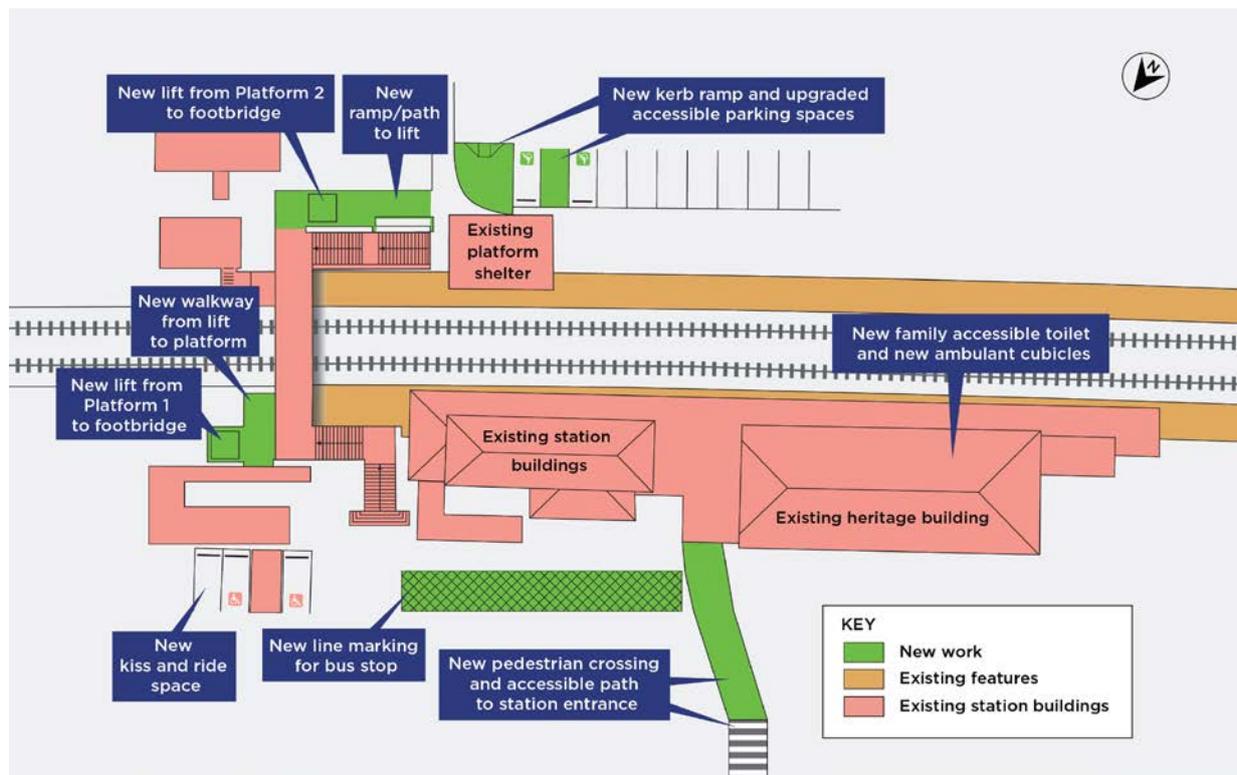
Transport for NSW (TfNSW) is the government agency responsible for the delivery of major transport infrastructure projects in NSW and is the proponent for the Mittagong Station Upgrade (the Proposed Activity).

The Proposed Activity forms part of the Transport Access Program, a NSW Government initiative to provide a better experience for public transport customers by delivering accessible, modern, secure and integrated transport infrastructure.

In summary, the Proposed Activity, as outlined in the Review of Environmental Factors (REF) includes:

- installation of two lifts to access station platforms
- improved amenities such as new ambulant toilets and a family accessible toilet
- improvements to CCTV, lighting and wayfinding
- provision of a formal bus stop, compliant accessible car spaces and a kiss and ride space.

An overview of the Proposed Activity is shown in Figure ES.1 below.



(Indicative only, subject to detailed design)

Figure ES.1 Key features of the Proposed Activity

The Proposed Activity would improve accessibility to Mittagong Station in accordance with the *Disability Discrimination Act 1992* (DDA) and the *Disability Standards for Accessible Public Transport 2002* (DSAPT). The need for, and benefits of, the Proposed Activity are further described in Chapter 2 of the REF. Construction is expected to commence in late 2019 and take around 12 months to complete.

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 AECOM Australia 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).

Purpose of this report

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

The NSW Government is committed to facilitating and encouraging use of public transport, such as trains, by upgrading stations to make them more accessible, and improving interchanges around stations with other modes of transport such as buses, bicycles and cars. 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 where it is needed most.

The Mittagong Station Upgrade (the 'Proposed Activity') forms part of the Transport Access Program.

The Proposed Activity would help to fulfil the objectives of the Transport Access Program, which include:

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

TfNSW is the Proponent for the Proposed Activity. The Proposed Activity would improve accessibility to Mittagong Station in accordance with the *Disability Discrimination Act 1992* (DDA) (Commonwealth) and the *Disability Standards for Accessible Public Transport 2002* (DSAPT).

The Proposed Activity is consistent with NSW planning strategies, including *NSW: Making It Happen* (NSW Government, 2015) and the *Future Transport Strategy 2056* (TfNSW, 2018).

1.2 Review of Environmental Factors

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

The Mittagong Station Upgrade REF was placed on public display by TfNSW from 28 June to 22 July 2019, with 54 submissions received.

Issues raised in these submissions are addressed in Section 2.3 of this report.

1.3 Determination Report

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

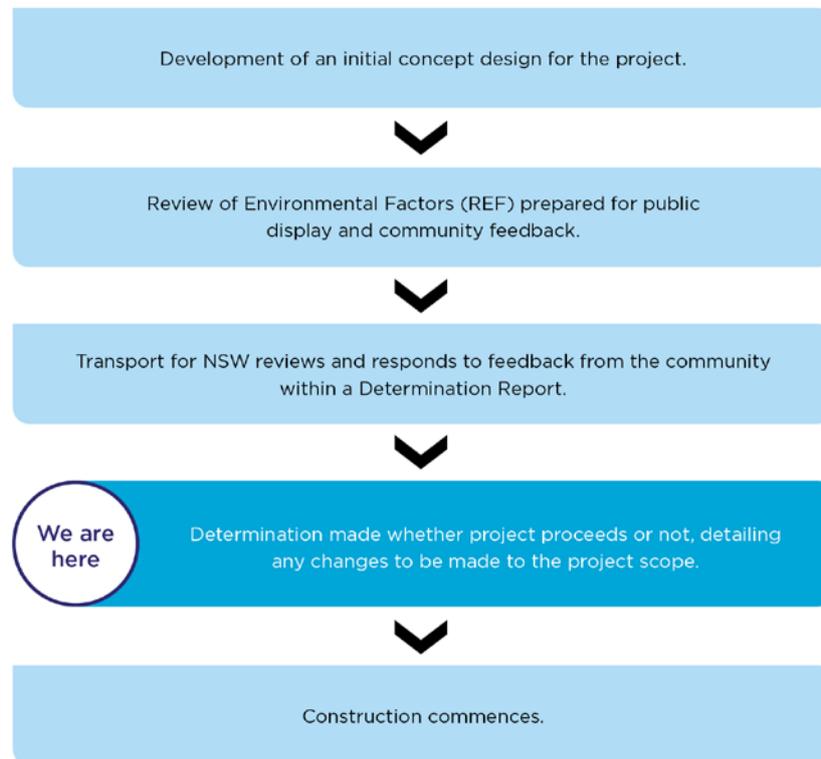


Figure 1 Planning approval process

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

- present a summary of the submissions received during the public display of the REF and TfNSW’s response to the issues and comments raised in these submissions
- consider the environmental impacts with respect to the Proposed Activity, which are assessed in the REF
- identify mitigation measures to minimise potential environmental impacts
- determine whether potential environmental impacts are likely to be significant
- address whether the provisions of the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) apply to the Proposed Activity.

This report has been prepared having regard to, among other things, the objectives of TfNSW under the *Transport Administration Act 1988*:

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

1.4 Description of the Proposed Activity in the REF

Mittagong Station is located off Regent Street, Mittagong. The station services the Southern Highlands Line travelling between Campbelltown and Moss Vale. It is also serviced by NSW TrainLink Xplorer from Sydney to Canberra and Griffith. Mittagong Station is situated around 94 kilometres from Sydney's Central Station and is located within the Wingecarribee Shire local government area (LGA).

As outlined in Section 3.1 of the REF, the Proposed Activity, based on the concept design, comprises:

Station accessibility upgrade

Lifts and footbridge

- construction of two lifts, one at each end of the existing footbridge
- low voltage (LV) electrical work to support the installation of two new lifts, including trenching on the station platform for new LV service routes, upgrades and installation of fuses, switches, distribution board, circuit breakers and cables
- installation of air conditioning in all lift cars
- upgrading existing footbridge stairs with new compliant hand-rails, tactile ground surface indicators (TGSi) and nosing.

Platforms and lift lobbies

- new path at the city end of Platform 1 of the station to gain access to the lift lobby
- installation of additional lighting to all upper and lower lift lobbies and platform extension
- installation of a new Opal card reader near the lift on Platform 1
- upgrading existing phone booth and installation of a new drinking fountain
- existing memorial plaque and memorial rock would be retained.

Platform buildings

- construction of a new family accessible toilet, replacing the existing lobby to the female toilets on Platform 1
- provision of a new entry to the existing female toilet, and retention of the existing door to the lobby of the female toilets (in a permanently open position) to improve accessibility and safety
- construction of a new ambulant toilet in the male toilets and a new ambulant toilet in the female toilets, and adjustment of the existing toilet cubicles to accommodate them
- provision of a portable fire extinguisher attached to the wall in the Station Master's office.

General

- installation of wayfinding signage to indicate the location of the new toilets and lifts
- installation of a minimum of nine additional closed-circuit television (CCTV) cameras to ensure coverage of all accessible areas.

Commuter car park

Regent Street

- construction of a new pedestrian crossing on Regent Street and a connecting access footpath from the new pedestrian crossing to the station with associated kerb ramps and TGSIs
- re-grading of the Regent Street commuter car park at the eastern end near the station entrance
- provision of a kiss and ride space adjacent to the existing accessible parking spaces in the Regent Street commuter car park
- removal of existing kerbside kiss and ride spaces at the front of the station, and provision of a formal bus stop.

Railway Parade

- reconfiguration of two existing accessible car spaces in the Railway Parade commuter car park to achieve compliance with current applicable statutory requirements (including line markings with a new kerb ramp extension to provide access from these parking spaces).

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

Construction is expected to commence in late 2019 and take around 12 months to complete.

2 Consultation and assessment of submissions

2.1 REF public display

The Mittagong Station Upgrade REF was on public display between 28 June 2019 and 22 July 2019 at three locations, as well as on the [TfNSW website](#)¹ and the [NSW Government Have Your Say website](#)². Community consultation activities undertaken for the public display included:

- a community information session held on Saturday 29 June 2019 at Mittagong Markets
- installation of signage about the Proposed Activity at the station
- distribution of a project newsletter to the local residents, businesses and key stakeholder groups outlining the Proposed Activity and inviting feedback on the REF
- public display of the REF at:
 - Southern Highlands Welcome Centre
62-70 Main Street
Mittagong NSW 2575
 - Mittagong Public Library
6 Queen Street
Mittagong NSW 2575
 - Transport for NSW Office
Level 5, Tower A, Zenith Centre
821 Pacific Highway
Chatswood NSW 2067
- placement of an advertisement in the Southern Highland News on Wednesday 26 June 2019 and Southern Highlands Post on Thursday 27 June 2019
- placement of information on the TfNSW website and the launch of a virtual reality feature, allowing submissions to be made through this platform.

2.2 REF submissions

A total of 54 submissions were received by TfNSW, including one from Wingecarribee Shire Council. Of the 54 submissions, 40 expressed support for the Proposed Activity.

In addition to general support for the Proposed Activity, key issues that were raised in the submissions included:

- request for additional station infrastructure to be included as part of the Proposed Activity, including additional drinking fountains, seating and shelter, and louder station announcements
- requests for more commuter parking, including motorcycle parking
- concern that the gap between the train and platform is unsafe, and requests that any uneven pathways are re-graded and steps removed for access purposes
- suggestions to upgrade the pedestrian crossing for improved access.

¹ www.nsw.gov.au/improving-nsw/have-your-say/mittagong-station-upgrade/

² www.yoursay.transport.nsw.gov.au/

Additional issues raised by some submissions also included:

- pedestrian accessibility of the station, including requests to upgrade pedestrian paths and lighting along adjoining streets
- the need for heritage to be considered during the upgrade works.

2.3 Consideration and response to submissions

Community submissions

A summary of all issues raised in community submissions, and TfNSW's responses to these issues is provided in Table 1.

Table 1: Response to community submissions received

No.	Stakeholder ID number	Issue/s raised	TfNSW response
1	Support for Proposed Activity		
1.1	MIT001, MIT002, MIT005, MIT007, MIT008, MIT009, MIT010, MIT012, MIT013, MIT014, MIT015, MIT016, MIT017, MIT022, MIT023, MIT024, MIT025, MIT028, MIT029, MIT030, MIT033, MIT034, MIT035, MIT036, MIT037, MIT038, MIT039, MIT040, MIT041, MIT042, MIT043, MIT044, MIT045, MIT046, MIT047, MIT048, MIT049, MIT050, MIT051	39 community submissions expressed support for the Proposed Activity.	The respondents' support for the Proposed Activity is noted.
2	Community consultation		
2.1	MIT007, MIT033	Two submissions informed that the method of communication (face-to-face) was a positive way to inform the public. Further comments include that this approach is better than reading it in the newspaper or a sign at the station and that the staff were good, helpful and engaging. One of the submissions specified that future consultation should be face-to-face.	The respondents' support for the public consultation approach is noted.

No.	Stakeholder ID number	Issue/s raised	TfNSW response
2.2	MIT053	One submission has emailed a copy of their submission to the Member of Parliament for Wollondilly, Nathaniel Smith.	This has been noted by TfNSW.
3 Proposed Activity need and justification			
3.1	MIT053	One submission questioned the justification of the Proposed Activity and stated that the upgrade would be an unnecessary luxury given that both platforms are easily accessible from street level.	<p>The Proposed Activity has been developed under the Transport Access Program, which aims to ensure stations are accessible to people with disabilities, limited mobility, parents/carers with prams, and customers with luggage, amongst other objectives. The proposed upgrades are required to ensure Mittagong Station is in accordance with the DDA and complies with DSAPT.</p> <p>While the platforms are accessible from street level, the two new lifts would provide an accessible path of travel between both platforms and adjacent streets. This allows people to make a journey from one platform and a return journey to the other platform with accessible travel between both sides of the station.</p> <p>Section 2 of the REF provides further information on the need and justification for the Proposed Activity.</p>
3.2	MIT053	One submission noted that the current Proposed Activity does not plan to reserve any land for future rail lines or corridor/s. The submission made several requests /suggestions for land around the station and land adjacent to the proposed lifts to be reserved for future rail uses, including new passenger/freight rail lines and commuter parking for future growth.	<p>The Proposed Activity has been developed under the Transport Access Program, which aims to ensure stations are accessible to people with disabilities, limited mobility, parents/carers with prams, and customers with luggage, amongst other objectives. The focus of the Proposed Activity is to improve accessibility in accordance with the DDA and DSAPT.</p> <p>The Proposed Activity does not propose to permanently use any currently vacant land except for where the lifts are planned to be installed (noting that during construction a temporary compound area would be established in the current vacant area west of the Regent Street commuter car park; the use of this vacant land would be temporary only).</p> <p>TfNSW is currently investigating, through other projects and programs, future opportunities to provide increased numbers of trains/services and commuter parking across the broader train network.</p>

No.	Stakeholder ID number	Issue/s raised	TfNSW response
3.3	MIT027	One submission questioned why Bowral Station has two lifts when the platforms are accessible from the street level.	<p>The NSW Government is committed to facilitating and encouraging use of public transport, such as trains, by upgrading stations to make them more accessible.</p> <p>Bowral Station is not part of the Proposed Activity. The lifts at Bowral Station were installed to improve access to the station and interchange with other modes of travel and allow an accessible path of travel between the station platforms and the adjacent streets.</p> <p>Similarly, the current Proposed Activity to install lifts at Mittagong station would improve accessibility as it provides an accessible path of travel between the station platforms.</p>
4 Errors and omissions			
4.1	MIT053	One submission was unable to find the total monetary expenditure for the project.	The 2019/20 budget announced \$300 million will be invested in the Transport Access Program, which includes the funding for this Proposed Activity.
4.2	MIT053	One submission stated that figures obtained from Opal card transactions should not be relied upon to determine patronage, due to some customers not tapping off.	<p>Mittagong has been identified for upgrade along with a number of other stations, and prioritised based on a number of factors including current and future patronage; the needs and demographics of customers who use the location; whether important services such as hospitals or educational facilities are nearby; cumulative impacts of other construction projects; and the accessibility of other nearby transport interchanges and facilities.</p> <p>Several sources of information have been utilised in this process in addition to Opal card usage, including forecast population growth from the <i>South East and Tablelands Regional Plan 2036</i> provided by the Department of Planning and Environment, Australian Bureau of Statistics census data, and also information from the Bureau of Transport Statistics. Further information on the need and justification for the Proposed Activity is provided in Section 2 of the REF.</p>

No.	Stakeholder ID number	Issue/s raised	TfNSW response
5	Proposed Activity Description / Scope of works		
5.1	MIT022, MIT031	<p>One submission suggested that the Station Street overbridge needs a footpath.</p> <p>One submission stated that the lack of footpaths on Regent Street would create a safety hazard.</p>	<p>The Proposed Activity includes the installation of lifts and provision of access footpaths at each entrance to Mittagong Station. This would extend to a new pedestrian crossing on Regent Street and a connecting access footpath from the new pedestrian crossing to the station. These upgrades are being made in accordance with the DDA and DSAPT.</p> <p>Any further upgrades to footpaths/overbridges in the area surrounding the station are not included in the scope of work for the Proposed Activity.</p> <p>A road safety audit would be undertaken during detailed design (refer Appendix B – Conditions of Approval). Any independent findings would also be provided to Council for their consideration where relevant. This may include pedestrian crossings or footpath improvements.</p>
5.2	MIT024, MIT051	<p>Two submissions requested that lighting upgrades are provided.</p> <p>One of the submissions suggested that smart lights should be provided on the platform to reduce carbon emissions and to reduce the brightness.</p>	<p>Lighting upgrades and the provision of additional lighting are part of the Proposed Activity, in line with the objectives of the Transport Access Program.</p> <p>As described in the mitigation measures in Section 7.2 of the REF and Condition of Approval 33 in this report (refer Appendix B), a lighting scheme would be developed during detailed design, with consideration of elements such as energy efficient lighting. A key component of the lighting scheme would be to ensure lighting is compliant with the requirements of Australian Standard AS4282 <i>Control of the Obtrusive Effect of Outdoor Lighting</i>.</p>
5.3	MIT031	<p>One of the submissions suggested that better lighting on the streets near the station should be provided to ensure safety.</p>	<p>Any further upgrades to lighting along footpaths in the wider area are not included in the scope for the Proposed Activity.</p> <p>The request for additional lighting along Railway Parade and Regent Street will be forwarded to Wingecarribee Shire Council for consideration.</p>
5.4	MIT020, MIT048, MIT049, MIT050, MIT051	<p>Four submissions raised concerns about the gap between the platform and train, which is considered to be unsafe and does not provide level access for people in wheelchairs, mobility scooters, walking frames, prams and strollers. It was requested that any uneven pathways be re-graded and steps removed, including the platform gap.</p>	<p>The focus of the Proposed Activity is to improve accessibility in accordance with the DDA and DSAPT.</p> <p>The gap between the platform and the train would not be altered under the Proposed Activity. Assistance from station staff is available if required.</p> <p>As part of a separate program of work, the NSW Government is replacing the ageing regional rail fleet of XPT, XPLOER and Endeavour trains with a new fleet. To bridge the gap between the train and the platform, the new trains will feature a retractable external step which will improve access at the majority of regional stations.</p>

No.	Stakeholder ID number	Issue/s raised	TfNSW response
		Similarly, one submission suggested that all surfaces at the station be levelled.	The changes proposed include provision of a new pedestrian crossing on Regent Street and a connecting accessible footpath to the station with kerb ramps and associated TGSi. Regent Street car park would also be regraded. The key objective of the works is to improve ease of access around the station for people in wheelchairs, mobility scooters, walking frames, prams and strollers.
5.5	MIT006, MIT018	Two submissions suggested that a machine to buy or top-up Opal cards should be provided at the station.	The Proposed Activity would include the installation of a new Opal card reader near the lift on Platform 1. Installing new Opal card machines (to buy or top-up) is not a requirement under the DSAPT and does not form part of the scope of work for the Proposed Activity. This request will be passed onto NSW Trains for consideration.
5.6	MIT017, MIT018, MIT047, MIT052	Four submissions requested that additional station amenity infrastructure is provided, including louder station announcements, toilets, drinking fountains, shelter/awning, additional seating and unlocking the waiting room on eastern side of Platform 2. One of the submissions suggested that the second toilet should be for men only.	The Proposed Activity includes a new family accessible toilet and two ambulant toilets (converted from existing toilets). The Proposed Activity also includes: <ul style="list-style-type: none"> • replacing the drinking fountain on the platform • upgrading the phone booth on the platform • additional lighting, CCTV security cameras and wayfinding signage. Opportunities for other additional facilities and using the locked waiting room on Platform 2 would be further considered during the detailed design phase.
5.7	MIT019	One submission suggested that the proposed upgrade works should be sustainable and include installation of solar panels and water management measures (e.g. collecting water in the permeable surfaces rather than the gutter, and to implement water limits).	The Mittagong Station Upgrade is one of a number of projects within the Transport Access Program that is using version 1.2 of the Infrastructure Sustainability Council of Australia (ISCA) rating tool, and is targeting an 'Excellent' rating. The development of the concept design for the Proposed Activity has been undertaken in accordance with the project targets identified in the program-wide Transport Access Program Sustainability Strategy. The Strategy sets targets across key issues such as climate change, renewable energy, waste, materials and social procurement. Key design elements and strategies developed during scoping design will be used to further input into detailed design and construction of the Proposed Activity.

No.	Stakeholder ID number	Issue/s raised	TfNSW response
5.8	MIT019, MIT026	<p>Two submissions suggested the need for heritage to be considered during the upgrade works. One of the submissions suggested that construction works should match the heritage buildings as much as possible.</p> <p>One of the submissions suggested that heritage items should be retained at the station and its surroundings.</p>	<p>The REF has considered potential impacts to heritage (refer REF Section 6.4 and 6.5) and incorporates a number of measures to minimise the impact of the Proposed Activity on the heritage values of Mittagong Station. Measures include selecting colours, materials and finishes to be aesthetically sympathetic to heritage elements of the station. A heritage conservation advisor would also be engaged to provide ongoing heritage and conservation advice throughout detailed design and any subsequent design modifications. The full list of mitigation measures is provided in Section 7.2 of the REF. Several Conditions of Approval (refer Appendix B of this report) have been proposed to ensure that heritage impacts are appropriately managed.</p>
5.9	MIT026, MIT027	<p>Two submissions suggested that investigations should be made into the commercial potential of the old heritage buildings at the station.</p>	<p>TfNSW recognises the heritage value associated with the station, however the investigation of commercial potential for the station buildings is not within the objectives of the Transport Access Program, and as such has not been considered for the Proposed Activity. This feedback will be passed on to NSW Trains for consideration.</p>
5.11	MIT028, MIT040	<p>Two submissions suggested that accessibility for the aged and disabled should be provided at all stations.</p>	<p>The Transport Access Program is a NSW Government initiative delivering safe, modern and accessible public transport infrastructure across the state. Stations are being reviewed and prioritised for upgrades under this program, which would ensure they are upgraded to provide improved accessibility for older people and people with a disability. All stations on the network are required to be in accordance with DDA and DSAPT and are being reviewed for upgrading over time.</p>
5.12	MIT021	<p>One submission stated that the design and access for the station upgrade has disregarded the customers of Mittagong Station catching trains.</p>	<p>The Proposed Activity has been developed under the Transport Access Program, which aims to ensure stations are accessible to people with disabilities, limited mobility, parents/carers with prams, and customers with luggage, amongst other objectives.</p> <p>Community and stakeholder consultation (including station customers) has been undertaken for the Proposed Activity, which has allowed for the community to provide feedback during the public display period of the REF. Feedback is considered by TfNSW during the determination of this Proposed Activity. Refer to Section 2 of this report and Section 5 of the REF for further information on the community and stakeholder consultation undertaken.</p> <p>Construction of the Proposed Activity would be subject to the mitigation measures in the REF (refer Section 7.2 of the REF) and the Conditions of Approval in this determination report (refer</p>

No.	Stakeholder ID number	Issue/s raised	TfNSW response
			Appendix B), to ensure that impacts to pedestrians/commuters and members of the public are minimised. It should be noted that construction works would not affect train services running, or the ability to catch trains from the station.
6	Traffic and Transport		
6.1	MIT001, MIT004, MIT011, MIT031	Four submissions requested that additional car parking spaces be provided. Three of the submissions specified that additional parking should be provided for the Railway Parade commuter car park.	The intention of the Proposed Activity is to ensure that station accessibility provisions are in accordance with the DDA and DSAPT. Additional parking spaces are not part of the scope for the Proposed Activity. TfNSW periodically reviews the capacity of commuter car parks in line with forecast population growth and predicted customer numbers at stations, to ensure that projects consider necessary parking provisions. The request has been noted by TfNSW for future consideration.
6.2	MIT032	One submission requested that motorcycle parking is provided.	The focus of the Proposed Activity is to improve accessibility in accordance with the DDA and DSAPT. The Proposed Activity does not include provision for motorcycle parking, however the request has been noted by TfNSW for future consideration.
6.3	MIT039	One submission requested that additional disabled parking is provided.	The focus of the Proposed Activity is to improve accessibility in accordance with the DDA and DSAPT. The Proposed Activity includes reconfiguration of accessible car spaces, and overall would result in the four accessible parking spaces at the station being retained (two on each side of the station). The provision of accessible car parking spaces at both commuter car parks is considered adequate as they would be in accordance with the DDA and DSAPT and would also meet accessible car parking requirements under the Building Code of Australia/National Construction Code.
6.4	MIT039	One submission stated that the removal of parking/kiss and ride to provide a formalised bus stop would be a negative result.	The Proposed Activity aims to provide a station precinct that is accessible to people with a disability, limited mobility, parents/carers with prams, and customers with luggage. The Proposed Activity would ensure that Mittagong Station is in accordance with the DDA and the DSAPT. Impacts to parking are addressed in Section 6.1.2 of the REF. The REF found that the loss of car parking spaces to accommodate the reconfiguration of parking spaces and new formalised bus stop would not have a major impact on car parking demand, due to the existing number of parking spaces within the

No.	Stakeholder ID number	Issue/s raised	TfNSW response
			<p>Regent Street commuter car park, and unrestricted on-street car parking around the station.</p> <p>The new kiss and ride space to the east of the station entrance may assist in reducing impediments to traffic flow directly in front of the station. Signage would also be erected to direct kiss and ride movements to the new designated kiss and ride space.</p>
6.5	MIT038	One submission requested that roads are in need of upgrade	<p>Upgrades to the local road network are not within the scope of the Proposed Activity.</p> <p>This comment will be passed onto Wingecarribee Shire Council, who are responsible for managing the local roads surrounding the station.</p>
6.6	MIT005, MIT018, MIT027, MIT046	<p>Four submissions suggested that an upgrade to the pedestrian crossing is provided for improved access, particularly for those with a disability.</p> <p>One of the submissions specified upgrades for mobility scooters.</p> <p>One of the submissions specified for connectivity of the pedestrian level crossing to the station platforms.</p> <p>One of the submissions suggested that safety considerations are made for the narrow bridge over the railway line at Range Road for pedestrians.</p>	<p>The focus of the Proposed Activity is to improve accessibility in accordance with the DDA and DSAPT. The Proposed Activity includes a pedestrian crossing and a connecting accessible footpath to the station, with associated kerb ramps and TGSIs, which would provide access for mobility scooters, for example. The Proposed Activity has been designed to ensure that accessibility is provided from areas outside of the station through to the station platforms, and across the rail corridor (via the lifts and overpass).</p> <p>Further upgrades within the wider station precinct (such as the bridge over the railway line to the east of the station, or the pedestrian level crossing to the west of the station) are not included as part of the scope for the current Proposed Activity, as they are not required for Mittagong Station to be in accordance with the DDA and DSAPT.</p> <p>TfNSW will provide these community responses to the Australian Rail Track Corporation (ARTC) and Wingecarribee Shire Council for consideration, as they are responsible for managing the level crossing and local roads surrounding the station.</p>
6.7	MIT038	One submission suggested that additional parking be provided at Bowral.	<p>Upgrades to Bowral Station are not within the scope of the Proposed Activity which is to ensure that stations are in accordance with the DDA and DSAPT.</p> <p>TfNSW periodically reviews the capacity of commuter car parks in line with forecast growth of the patronage of stations, to ensure that future projects account for parking provisions where possible. During this process, TfNSW would consult with Wingecarribee Shire Council.</p>

No.	Stakeholder ID number	Issue/s raised	TfNSW response
7	Urban design, landscape and visual amenity		
7.1	MIT008, MIT018	Two submissions suggested that the footbridge be covered for additional weather protection (e.g. to provide shelter for customers when it rains).	<p>The Proposed Activity includes the installation of canopies at the lift entrances for weather protection.</p> <p>The focus of the Proposed Activity is to improve accessibility in accordance with the DDA and DSAPT and does not include provision for covering the footbridge.</p> <p>This feedback will be considered by TfNSW in future planning.</p>
8	Construction activities		
8.1	MIT036, MIT041	Two submissions requested that works should be completed quickly.	<p>As described in section 3.2.1 of the REF, the Proposed Activity is projected to take around 12 months to complete, with construction expected to commence in late 2019. This timeline is subject to the detailed design methodology and planning with the Construction Contractor (including methodology, program and sequencing of work). Works may not occur at all times during the 12 month construction period, as some elements of the Proposed Activity would only be able to occur during scheduled rail shutdown periods (when train services are not operating).</p> <p>Construction of the Proposed Activity would be subject to the mitigation measures in the REF (refer Section 7.2 of the REF) and the Conditions of Approval in this determination report (refer Appendix B), to ensure that impacts to pedestrians/commuters and members of the public are minimised. It should be noted that construction work would not affect train services running, or the ability to catch trains from the station.</p>
9	Operation		
9.1	MIT014, MIT045, MIT047	Three submissions requested that facilities (i.e. toilets and waiting rooms) be opened longer or be opened 24/7.	Operational hours and station facilities are managed by NSW Trains. This feedback will be passed onto NSW Trains for consideration.
9.2	MIT002, MIT003, MIT007, MIT008, MIT014, MIT015, MIT027, MIT040, MIT046	<p>Nine submissions commented on the need for additional services at Mittagong Station.</p> <p>One submission requested for faster trains on the Southern Highlands Line.</p> <p>One submission questioned when the high-speed rail from Sydney to Melbourne would happen.</p>	<p>The focus of the Proposed Activity is to improve accessibility in accordance with the DDA and DSAPT.</p> <p>Increasing the number of trains and timetabling of trains stopping at Mittagong Station is not part of the scope of the Proposed Activity, however TfNSW is currently investigating, through other projects and programs, opportunities to provide increased numbers of trains/services across the whole of the transport network.</p>

No.	Stakeholder ID number	Issue/s raised	TfNSW response
9.3	MIT002, MIT018, MIT019, MIT027	<p>Two submissions suggested that the staffed hours be extended at the station, e.g. during the weekend.</p> <p>One submission raised concerns about the lack of staff inspections on train services, noting that some passengers sit with their feet up on the seats.</p> <p>One submission suggested that staff are made available to talk to customers in order to improve the feeling of safety (described in the submission as psychological accessibility).</p>	<p>The focus of the Proposed Activity is to improve accessibility in accordance with the DDA and DSAPT.</p> <p>Staff hours and inspections on train services are managed by NSW Trains. This feedback will be passed onto NSW Trains for consideration.</p>
9.4	MIT002, MIT007	<p>Two submissions suggested that the Southern Highlands Line needs to be electrified (from Campbelltown to Goulburn) given growth in the area.</p>	<p>The focus of the Proposed Activity is to improve accessibility in accordance with the DDA and DSAPT.</p> <p>As part of a separate program of work, the NSW Government is replacing the ageing regional rail fleet of XPT, XPLOER and Endeavour trains with a new fleet. The trains in the new regional rail fleet are Diesel Electric Multiple Units. Diesel is used to generate electricity to power the train's electrical traction system, producing less emissions than the current fleet. The new trains will improve safety, comfort, accessibility and reliability for customers who travel to and from Sydney.</p> <p>This feedback will be passed onto the relevant divisions within TfNSW.</p>
9.5	MIT039	<p>One submission questioned what bus services the station.</p>	<p>There is one bus stop located at the northern entrance to the station on Regent Street. Two bus routes serve the station, which are operated by Berrima Buslines. These routes include:</p> <ul style="list-style-type: none"> • Route 811: Willow Vale to Moss Vale, via Mittagong, Welby and Bowral • Route 828: Loop line, Bowral to Picton. <p>For more information regarding timetabling of the Berrima Buslines, please refer to the following website: https://www.buslinesgroup.com.au/berrima-maps-timetables</p>

No.	Stakeholder ID number	Issue/s raised	TfNSW response
9.7	MIT002	One submission raised concerns about the diesel fumes entering poorly ventilated carriages on the current two-carriage service (Moss Vale to Macarthur).	As part of a separate program of work, the NSW Government is replacing the ageing regional rail fleet of XPT, XPLOER and Endeavour trains with a new fleet. The trains in the new regional rail fleet are Diesel Electric Multiple Units. Diesel is used to generate electricity to power the train's electrical traction system, producing less emissions than the current fleet. The first new trains are expected to be running from 2023, with the full fleet coming into service progressively.

Other stakeholder submissions

A response to the public display of the REF was provided by Wingecarribee Shire Council on 23 July 2019. The submission was generally supportive of the upgrades.

Table 2 outlines the issues raised by Wingecarribee Shire Council as part of its submission, along with TfNSW's response.

Table 2: Response to Wingecarribee Shire Council submission

No.	Issue/s raised	TfNSW response
1	Support for the Proposed Activity and for improving accessibility at Mittagong Station.	Council's support for the Proposed Activity is noted.
2	<p>Council has requested more information on the proposed pedestrian crossing on Regent Street and stated that the pedestrian crossing facilities would need to be endorsed by the Local Traffic Committee. Further details requested include:</p> <ul style="list-style-type: none"> • expected pedestrian numbers (peak and off-peak periods) that would cross Regent Street • traffic classifier counts • details of the crossing location to the northern footpath on Regent Street (including features such as existing driveways, proposed kerb ramps, proposed kerb and gutter, proposed TGSIs, proposed signage and impact on parking to be provided) • how the Proposed Activity meets the Roads and Maritime Services warrants for the safe operation of pedestrian crossings. 	<p>TfNSW will provide the requested information to Wingecarribee Shire Council, including ensuring that the pedestrian crossing is assessed in accordance with (the former) Roads and Maritime Services warrants for the safe operation of pedestrian crossings (noting that Roads and Maritime services and TfNSW are now amalgamated). TfNSW will continue to consult with Council where relevant in regards to these matters.</p> <p>A road safety audit would be undertaken during detailed design (refer Appendix B – Conditions of Approval). Any independent findings would also be provided for Council's consideration where relevant. This may include pedestrian crossings or footpath improvements.</p>
3	Council noted that the Proposed Activity will improve access for commuters and will open up opportunities for future increased supply for commuter car parking, particularly for customers currently parking at Bowral Station. Council acknowledges that while additional parking at Mittagong Station is not within the current project scope, Council encourages TfNSW to consider the potential	<p>As noted by Wingecarribee Shire Council, the Proposed Activity does not provide additional parking provision, but rather is limited to ensuring that the station is in accordance with the DDA and DSAPT.</p> <p>TfNSW periodically reviews the capacity of commuter car parks in line with forecast growth of the patronage of stations, to ensure that future projects account for parking</p>

No.	Issue/s raised	TfNSW response
	<p>for additional parking which would benefit rail commuters and the growth of the Bowral Town Centre as the economic hub of the region.</p> <p>Council has prepared a concept sketch for additional parking at Mittagong Station.</p>	<p>provisions where possible. During this process, TfNSW would consult with Wingecarribee Shire Council.</p>

2.4 Future consultation

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

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

The [TfNSW email address](mailto:projects@transport.nsw.gov.au)³, TfNSW Infoline (1800 684 490) and 24-hour Construction Response Line (1800 775 465) will be available during the construction phase. Targeted consultation methods, such as use of notifications, signage, email and verbal communications, would continue to occur. The [TfNSW website](https://www.transport.nsw.gov.au/projects/current-projects/mittagong-station-upgrade)⁴ would also include updates on the progress of construction.

³ projects@transport.nsw.gov.au

⁴ <https://www.transport.nsw.gov.au/projects/current-projects/mittagong-station-upgrade> **Error! Hyperlink reference not valid.**

3 Consideration of the environmental impacts

3.1 *Environmental Planning and Assessment Act 1979*

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

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

Based on the assessment contained in the REF, it is considered that the Proposed Activity is not likely to have a significant impact upon the environment or any threatened species, populations or communities. Accordingly, an environmental impact statement is not required, nor is the approval of the Minister for Planning.

3.2 *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 to determine 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.

4 Conditions of Approval

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

5 Conclusion

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

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

The Proposed Activity is expected to provide a better experience for public transport customers by improving interchange facilities and ensuring that Mittagong Station is accessible to people with a disability, limited mobility, parents/carers with prams and customers with luggage.

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

Determination

MITTAGONG STATION UPGRADE

APPROVAL

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

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



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

Date: 28.8.19.

References

AECOM 2019, *Mittagong Station Upgrade Review of Environmental Factors*, June, Sydney.

AECOM 2019b, *Mittagong Station Upgrade Statement of Heritage Impact*, June, Sydney.

NSW Government, 2015, *Making It Happen*, Sydney

TfNSW, 2018, *Future Transport 2056*, Sydney

Appendix A Review of Environmental Factors

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

- *Mittagong Station Upgrade Review of Environmental Factors*, June 2019 – Transport Access Program (Desk site reference 6303403)
- Link to the TfNSW, Transport Access Program - Mittagong website:
<https://www.transport.nsw.gov.au/projects/current-projects/mittagong-station-upgrade>

Appendix B Conditions of Approval

CONDITIONS OF APPROVAL

Mittagong Station Upgrade

Note: these conditions of approval must be read in conjunction with the final mitigation measures in the *Mittagong Station Upgrade Review of Environmental Factors* (June, 2019).

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)
AFC	Approved for Construction
CECR	Construction Environmental Compliance Report
CEMP	Construction Environmental Management Plan
CLMP	Community Liaison Management Plan
CoA	Conditions of Approval
dBA	Decibels (A-weighted scale)
DPIE	NSW Department of Planning, Industry and Environment
ECM	Environmental Controls Map
EIA	Environmental Impact Assessment
EMR	Environmental Management Representative
EMS	Environmental Management System
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> .
ISO	International Standards Organisation
OOHWP	Out of Hours Works Protocol
PCSR	Pre-Construction Sustainability Report
PECM	Pre-construction environmental compliance matrix
POCR	Pre-operational compliance report
RBL	Rating Background Level

Acronym	Definition
REF	Review of Environmental Factors
TfNSW	Transport for NSW
TMP	Traffic Management Plan
UDP	Urban Design Plan

Term	Definition
Construction	Includes all work in respect of the Proposed Activity, other than survey, acquisitions, fencing, investigative drilling or excavation, building/road dilapidation surveys, or other activities determined by the TfNSW ADEM to have minimal environmental impact such as minor access roads, minor adjustments to services/utilities, establishing temporary construction compounds (in accordance with this approval), or minor clearing (except where threatened species, populations or ecological communities would be affected, 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.
Environmental Management Representative	An independent environmental representative appointed to the Project or a delegate nominated by Transport for NSW.
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.
Reasonable	Selecting reasonable measures from those that are feasible involves making a judgement to determine whether the overall benefits outweigh the overall adverse social, economic and environmental effects, including the cost of the measure.
the Project	The construction and operation of the Mittagong Station Upgrade as described in the Environmental Impact Assessment.
the Proponent	A person or body proposing to carry out an activity under Division 5.1 of the EP&A Act – in the case of the Project, Transport for NSW.

CoA number	Condition
	General
1	<p>Terms of Approval</p> <p>The Project shall be carried out generally in accordance with the environmental impact assessment (EIA) for this Project, which comprises the following documents:</p> <ul style="list-style-type: none"> a) <i>Mittagong Station Upgrade – Review of Environmental Factors</i> (AECOM, June 2019) b) <i>Mittagong Station Upgrade – Determination Report</i> (AECOM, August 2019). <p>In the event of an inconsistency between these conditions and the EIA, these conditions will prevail to the extent of the inconsistency.</p>
2	<p>Project Modifications</p> <p>Any modification to the Project as approved in the EIA would be subject to further assessment. This assessment would need to demonstrate that any environmental impacts resulting from the modifications have been minimised. The assessment shall be subject to approval under delegated authority by TfNSW. The Proponent shall comply with any additional requirements from the assessment of the Project modification.</p>
3	<p>Statutory Requirements</p> <p>These conditions do not relieve the Proponent of the obligation to obtain all other licences, permits, approvals and land owner consents from all relevant authorities and land owners as required under any other legislation for the Project. The Proponent shall comply with the terms and conditions of such licences, permits, approvals and permissions.</p>
4	<p>Pre-Construction Environmental Compliance Matrix</p> <p>A Pre-Construction Environmental Compliance Matrix (PECM) for the Project (or such stages of the Project as agreed to by the Associate Director Environmental Management (ADEM)) shall be prepared detailing compliance with all relevant conditions and mitigation measures prior to commencement of construction. The PECM shall also include details of approvals, licences and permits required to be obtained under any other legislation for the Project.</p> <p>A copy of the PECM shall be submitted to the ADEM for approval, at least 21 days prior to commencement of construction of the Project (or within such time as otherwise agreed to by the ADEM).</p>
5	<p>Construction Environmental Compliance Report</p> <p>The Proponent shall prepare a construction environmental compliance report (CECR) which addresses the following matters:</p> <ul style="list-style-type: none"> a) compliance with the construction environmental management plan (CEMP) and these conditions b) compliance with Infrastructure Sustainability Council of Australia (ISCA) Infrastructure Sustainability Rating Scheme (v1.2) 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

CoA number	Condition
<p>5 (cont.)</p>	<p>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)</p> <p>h) details of any review and amendments to the CEMP resulting from construction during the reporting period</p> <p>i) any other matter as requested by the ADEM.</p> <p>The Proponent shall:</p> <ol style="list-style-type: none"> 1. 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 2. submit a copy of the CECR to the ADEM (or nominated delegate) for approval upon completion of the EMR review period. <p>The first CECR shall report on the first six months of construction and be submitted within 21 days of expiry of that period (or at any other time interval agreed to by the ADEM). CECRs shall be submitted no later than six months after the date of submission of the preceding CECR (or at other such periods as requested by the ADEM) for the duration of construction.</p>
<p>6</p>	<p>Pre-Operation Compliance Report</p> <p>A pre-operation compliance report (POCR) for the Project shall be prepared, prior to commencement of operation of the Project. The POCR shall detail compliance with all conditions of approval, licences and permits required to be obtained under any other legislation for the Project.</p> <p>The Proponent shall:</p> <ol style="list-style-type: none"> 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).
<p>7</p>	<p>Graffiti and advertising</p> <p>Hoardings, site sheds, fencing, acoustic walls around the perimeter of the site, and any structures within the Project footprint or built as part of the Project are to be maintained free of graffiti and advertising not authorised by the Proponent during the construction period. Graffiti and unauthorised advertising will be removed or covered within the following timeframes:</p> <ol style="list-style-type: none"> 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	Condition
	Communications
8	<p>Community Liaison Management Plan</p> <p>A Community Liaison Management Plan (CLMP) shall be prepared and implemented to engage with government agencies, relevant councils, landowners, community members and other relevant stakeholders (such as utility and service providers, bus companies and businesses). The CLMP shall comply with the obligations of these conditions and should include, but not necessarily be limited to:</p> <ul style="list-style-type: none"> a) details of the protocols and procedures for disseminating information and liaising with the community and other key stakeholders about construction activities (including timing and staging) and any associated impacts during the construction period b) stakeholder and issues identification and analysis c) procedures for dealing with complaints or disputes and response requirements, including advertising the 24 hour construction response line number d) details (including a program) of training for all employees, contractors and sub-contractors on the requirements of the CLMP. <p>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.</p>
9	<p>Community Notification and Liaison</p> <p>The local community shall be advised of any activities related to the Project with the potential to impact upon them.</p> <p>Prior to any site activities commencing and throughout the Project duration, the community is to be notified of work to be undertaken, the estimated hours of construction and details of how further information can be obtained (i.e. contact telephone number/email, website, newsletters, etc.) including the 24 hour construction response line number.</p> <p>Construction-specific impacts including information on traffic and parking changes, access changes, detours, services disruptions, public transport changes, high noise generating work activities and work required outside the nominated working hours shall be advised to the local community at least seven days prior to such work being undertaken or other period as agreed to by the Director Community Engagement or as required by the Environment Protection Authority (EPA) (where an Environment Protection Licence (EPL) is in effect).</p>
10	<p>Website</p> <p>The Proponent shall provide electronic information (or details of where hard copies of this information may be accessed by members of the public) related to the Project, on dedicated pages within its existing website, including:</p> <ul style="list-style-type: none"> a) a copy of the documents referred to under Condition 1 of this approval b) a list of environmental management reports that are publicly available c) 24 hour contact telephone number for information and complaints. <p>All documents uploaded to the website must be compliant with the <i>Web Content Accessibility Guidelines Version 2.0</i>.</p>

CoA number	Condition
11	<p>Complaints Management</p> <p>The Proponent shall set up a 24 hour construction response line number.</p> <p>Details of all complaints received during construction are to be recorded on a complaints register. A verbal response to phone enquiries on what action is proposed to be undertaken is to be provided to the complainant within two hours during all times construction is being undertaken and within 24 hours during non-construction times (unless the complainant agrees otherwise). A verbal response to written complaints (email/letter) should be provided within 48 hours of receipt of the communication. A detailed written response is to be provided to the complainant within seven calendar days for verbal and/or written complaints.</p> <p>Information on all complaints received during the previous 24 hours shall be forwarded to the TfNSW Community Engagement Manager and the TfNSW Environment and Planning Manager each working day.</p>
	<p>Environmental Management</p>
12	<p>Construction Environmental Management Plan</p> <p>A Construction Environmental Management Plan (CEMP) shall be prepared prior to commencement of construction which addresses the following matters, as a minimum:</p> <ul style="list-style-type: none"> a) traffic and pedestrian management (in consultation with the relevant roads authority) b) noise and vibration management c) water and soil management d) air quality management (including dust suppression) e) indigenous and non-indigenous heritage management f) flora and fauna management g) storage and use of hazardous materials h) contaminated land management i) weed management j) waste management k) sustainability l) environmental incident reporting and management procedures m) non-compliance and corrective/preventative action procedures. <p>The CEMP shall:</p> <ul style="list-style-type: none"> i) comply with the Conditions of Approval, conditions of any licences, permits or other approvals issued by government authorities for the Project, all relevant legislation and regulations, and accepted best practice management ii) comply with the relevant requirements of <i>Guideline for Preparation of Environmental Management Plans</i> (Department of Infrastructure, Planning and Natural Resources, 2004) iii) include an Environmental Policy.

CoA number	Condition
<p>12 (cont.)</p>	<p>The Proponent shall:</p> <ul style="list-style-type: none"> a) consult with government agencies and relevant service/utility providers as part of the preparation of the CEMP b) submit a copy of the CEMP to EMR for review c) submit a copy of the CEMP to the ADEM (or nominated delegate) for approval d) 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 e) ensure updates to the CEMP are made within seven days of the completion of the review or receipt of actions identified by any audit of the document and be submitted to the ADEM for approval. <p>The CEMP must be approved by the ADEM prior to the commencement of construction work associated with the Project.</p>
<p>13</p>	<p>Environment Personnel</p> <p>Suitably qualified and experienced environmental management personnel shall be available and be responsible for implementing the environmental objectives for the Project Activity, including undertaking regular site inspections, preparation of environmental documentation and ensuring the Project meets the requirements of the Environmental Management System (EMS).</p> <p>Details of the environmental personnel, including relevant experience, defined responsibilities and resource allocation throughout the Project (including time to be spent on-site/off-site) are to be submitted for the approval of the ADEM, at least 21 days prior to commencement of construction of the Project (or within such time as otherwise agreed to by the ADEM).</p> <p>Any adjustments to environmental resource allocations (on-site or off-site) are to be approved by the ADEM.</p>
<p>14</p>	<p>Environmental Management Representative</p> <p>Prior to the commencement of construction, the ADEM shall appoint an EMR for the duration of the construction period for the Project.</p> <p>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:</p> <ul style="list-style-type: none"> 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

CoA number	Condition
14 (cont.)	<p>h) providing reports to the Proponent on matters relevant to the carrying out of the EMR role as necessary</p> <p>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</p> <p>j) reviewing and approving updates to the CEMP.</p> <p>The EMR shall be available during construction activities to inspect the site(s) and be present on-site as required.</p>
15	<p>Environmental Controls Map</p> <p>The Proponent shall prepare an environmental controls map (ECM) in accordance with TfNSW's <i>Guide to Environmental Controls Map</i> prior to the commencement of construction for implementation for the duration of construction. The ECM is to be endorsed by the EMR and may be prepared in stages as set out in the CEMP.</p> <p>The Proponent shall submit a copy of the ECM to the EMR for review and endorsement. The EMR is to be given a minimum period of 7 days to review and endorse the ECM. Following receipt of the EMR's endorsement, the ECM shall be submitted to the ADEM (or nominated delegate) for approval, at least 14 days prior to commencement of construction (or such time as is otherwise agreed to by the ADEM).</p> <p>The ECM shall be prepared as a map – suitably enlarged (e.g. A3 size or larger) for mounting on the wall of a site office and included in site inductions, supported by relevant written information.</p> <p>Updates to the ECM shall be made within 7 days of the completion of the review or receipt of actions identified by any EMR audit of the document and be submitted to the EMR for approval.</p>
	<p>Hours of Work</p>
16	<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).
17	<p>High Noise Generating Activities</p> <p>Rock breaking or hammering, jack hammering, pile driving, vibratory rolling, cutting of pavement, concrete or steel and any other activities which result in impulsive or tonal noise generation shall not be undertaken for more than three hours, without a minimum one hour respite period unless otherwise agreed to by the ADEM, or as approved by the EPA (where relevant to the issuing of an EPL).</p>

CoA number	Condition
	Noise and Vibration
18	<p>Construction Noise and Vibration</p> <p>Construction noise and vibration mitigation measures shall be implemented through the CEMP, in accordance with TfNSW's <i>Construction Noise and Vibration Strategy</i> and the EPA's <i>Interim Construction Noise Guideline</i> (Department of Environment and Climate Change, 2009). The mitigation measures shall include, but not be limited to:</p> <ol style="list-style-type: none"> details of construction activities and an indicative schedule for construction work identification of construction activities that have the potential to generate noise and/or vibration impacts on surrounding land uses, particularly sensitive noise receivers detail what reasonable and feasible actions and measures shall be implemented to minimise noise impacts (including those identified in the EIA) 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 an Out Of Hours Work Protocol (OOHWP) for the assessment, management and approval of work outside the standard construction hours identified in Condition 16 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 work is subject to approval by the ADEM, or as approved by the EPA (where relevant to the issuing of an EPL). The OOHWP should be consistent with TfNSW's <i>Construction Noise and Vibration Strategy</i> a description of how the effectiveness of actions and measures shall be monitored during the proposed work, 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.
19	<p>Vibration Criteria</p> <p>Vibration (other than from blasting) resulting from construction and received at any structure outside of the Project shall be limited to:</p> <ol style="list-style-type: none"> for structural damage vibration – German Standard DIN 4150: Part 3 – 1999: <i>Structural Vibration in Buildings: Effects on Structures</i> and British Standard BS 7385-2:1993 <i>Guide to Evaluation of Human Exposure to Vibration in Buildings (1 Hz to 80 Hz)</i> for human exposure to vibration – the acceptable vibration values set out in the <i>Environmental Noise Management Assessing Vibration: A Technical Guideline</i> (Department of Environment and Conservation, 2006) which includes British Standard BS 7385-2:1993 <i>Guide to Evaluation of Human Exposure to Vibration in Buildings (1 Hz to 80 Hz)</i>. <p>These limits apply unless otherwise approved by the ADEM through the CEMP.</p>
20	<p>Piling</p> <p>Wherever practical, piling activities shall be completed using non-percussive piles. If percussive piles are proposed to be used, approval of the ADEM shall be obtained prior to commencement of piling activities.</p>
21	<p>Non-Tonal Reversing Beepers</p> <p>Non-tonal reversing beepers (or an equivalent mechanism) shall be fitted and used on all construction vehicles and mobile plant regularly used on site (i.e. greater than one day) and for any out of hours work.</p>

CoA number	Condition
22	<p>Noise impact on educational facilities</p> <p>Potentially affected pre-schools, schools, universities and any other affected permanent educational institutions shall be consulted in relation to noise mitigation measures to identify any noise sensitive periods (e.g. exam periods). As much as reasonably practicable noise intensive construction works in the vicinity of affected educational buildings are to be minimised.</p>
23	<p>Property condition surveys</p> <p>Subject to landowner agreement, property condition surveys shall be completed prior to piling, excavation or bulk fill or any vibratory impact works including jack hammering and compaction (Designated Works) in the vicinity of the following buildings/structures:</p> <ul style="list-style-type: none"> a) all buildings/structures/roads within a plan distance of 50 metres from the edge of the Designated Works b) all heritage listed buildings and other sensitive structures within 100 metres from the edge of the Designated Works. <p>Property condition surveys need not be undertaken if a risk assessment indicates that selected buildings/structures/roads identified in (a) and (b) will not be affected as determined by a qualified geotechnical and construction engineering expert with appropriate registration on the National Professional Engineers Register prior to commencement of Designated Works.</p> <p>Selected potentially sensitive buildings and/or structures shall first be surveyed prior to the commencement of the Designated Works and again immediately upon completion of the Designated Works.</p> <p>All owners of assets to be surveyed, as defined above, are to be advised (at least 14 days prior to the first survey) of the scope and methodology of the survey, and the process for making a claim regarding property damage.</p> <p>A copy of the survey(s) shall be given to each owner. A register of all properties surveyed shall be maintained.</p> <p>Any damage to buildings, structures, lawns, trees, sheds, gardens, etc. as a result of construction activity direct and indirect (i.e. including vibration and groundwater changes) shall be rectified at no cost to the owner(s).</p>
	<p>Flora and Fauna</p>
24	<p>Replanting program</p> <p>All cleared vegetation shall be offset in accordance with TfNSW's <i>Vegetation Offset Guide</i>. 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>
25	<p>Removal of trees or vegetation</p> <p>Separate approval, in accordance with TfNSW's <i>Application for Removal or Trimming of Vegetation</i>, is required for the trimming, cutting, pruning or removal of trees or vegetation where the impact has not already been identified in the EIA for the Project. The trimming, cutting, pruning or removal of trees or vegetation shall be undertaken in accordance with the conditions of that approval.</p>

CoA number	Condition
	Contamination and Hazardous Materials
26	<p>Duty to Notify</p> <p>If previously unidentified contamination is identified within the site, the Proponent is to determine whether there is a Duty to Report under section 60 of the <i>Contaminated Land Management Act 1997</i> and notify the EPA in accordance with the EPA's Guidelines on the Duty to Report Contamination under the <i>Contaminated Land Management Act 1997</i> (Department of Environment and Climate Change, 2009).</p>
27	<p>Unidentified Contamination (other than asbestos)</p> <p>If previously unidentified contamination (excluding asbestos) is discovered during construction, work in the affected area must cease immediately, and an investigation must be undertaken, and a report prepared to determine the nature, extent and degree of any contamination. The level of reporting must be appropriate for the identified contamination in accordance relevant EPA guidelines, including <i>Guidelines for Consultants Reporting on Contaminated Sites</i> (Office of Environment and Heritage, 2011). A copy of any contamination report must be submitted to the ADEM for review for a minimum period of seven days. The ADEM shall determine whether consultation with the relevant council and/or EPA is required prior to continuation of construction works within the affected area.</p> <p>Note: <i>In circumstances where both previously unidentified asbestos contamination and other contamination are discovered within a common area, nothing in these conditions shall prevent the preparation of a single investigation report to satisfy the requirements of both Condition 27 and Condition 28.</i></p>
28	<p>Asbestos Management</p> <p>If previously unidentified asbestos contamination is discovered during construction, work in the affected area must cease immediately, and an investigation must be undertaken, and a report prepared to determine the nature, extent and degree of the asbestos contamination. The level of reporting must be appropriate for the identified contamination in accordance with relevant EPA and SafeWork NSW guidelines and include the proposed methodology for the remediation of the asbestos contamination. Remediation activities must not take place until receipt of the investigation report.</p> <p>Works may only recommence upon receipt of a validation report from a suitably qualified contamination specialist that the remediation activities have been undertaken in accordance with the investigation report and remediation methodology.</p> <p>Note: <i>In circumstances where both previously unidentified asbestos contamination and other contamination are discovered within a common area, nothing in these conditions shall prevent the preparation of a single investigation report to satisfy the requirements of both Condition 27 and Condition 28.</i></p>

CoA number	Condition
29	<p>Storage and Use of Hazardous Materials</p> <p>Construction hazard and risk issues associated with the use and storage of hazardous materials shall be addressed through risk management measures, which shall be developed prior to construction as part of the overall CEMP, in accordance with relevant EPA guidelines, TfNSW's <i>Chemical Storage and Spill Response Guidelines</i> and Australian and ISO standards. These measures shall include:</p> <ol style="list-style-type: none"> 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 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 all hazardous materials spills and leaks to be reported to site managers and actions to be immediately taken to remedy spills and leaks training in the use of spill kits to be given to all personnel involved in the storage, distribution or use of hazardous materials.
30	<p>Contamination investigation</p> <p>If recommended by the Stage 1 preliminary site investigation report, a Stage 2 detailed site investigation shall be undertaken prior to construction commencing. The assessment shall generally be undertaken in accordance with:</p> <ol style="list-style-type: none"> <i>The National Environment Protection (Assessment of Site Contamination) Amendment Measure (NEPM) 2013</i> <i>Contaminated Sites - Sampling Design Guidelines (EPA, 1995)</i> <i>AS4482 (2005) Guide to investigation and sampling of site with potentially contaminated soil (2005).</i> <p>The report shall be prepared in accordance with the DECCW's <i>Guidelines for Consultants Reporting on Contaminated Sites</i> (Office of Environment and Heritage, 2011). The report shall include a preliminary waste classification in accordance with the NSW EPA <i>Waste Classification Guidelines (EPA, 2014)</i>.</p> <p>Specific requirements for further investigation, remediation or management of any contamination within the identified areas recommended in the Stage 2 Detailed Site Investigation shall be included in the CEMP as appropriate.</p> <p>If contamination is identified within the Site, the Proponent is to determine whether there is a Duty to Report under section 60 of the <i>Contaminated Land Management Act 1997</i> and the DPIE Guidelines.</p>
31	<p>Contamination Management Plan</p> <p>Specific requirements for further investigation, remediation and management of any potential contamination within the identified areas recommended in the Stage 2 contamination assessment shall be included in a contamination management plan (CMP) as appropriate.</p>
Erosion and Sediment Control	
32	<p>Erosion and Sediment Control</p> <p>Soil and water management measures shall be prepared and implemented as part of the CEMP for the mitigation of water quality and hydrology impacts during construction of the Project. The management measures shall be prepared in accordance with <i>Managing Urban Stormwater: Soils and Construction - Volume 1, 4th Edition (Landcom, 2004)</i>.</p>

CoA number	Condition
	Lighting
33	<p>Lighting scheme</p> <p>A lighting scheme for the construction and operation of the Project is to be developed by a suitably qualified lighting designer and prepared in accordance with <i>AS 1158 - Road Lighting</i> and <i>AS 4282 - 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"> consideration of lighting demands of different areas strategic placement of lighting fixtures to maximise ground coverage use of LED lighting minimising light spill by directing lighting into the station and platform control systems for lighting that dim or switch-off lights settings according to the amount of daylight the zone is receiving motion sensors to control low traffic areas allowing the lighting system to use low light or switch off light settings while meeting relevant lighting Standards requirements, and ensuring security and warning lighting is not directed at neighbouring properties. <p>The proposed lighting scheme is to be submitted to and endorsed by the TfNSW Technical Design Team.</p>
	Sustainability
34	<p>Sustainability officer</p> <p>The Proponent shall appoint 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 pre-construction sustainability report (PCSR) (if applicable).</p>
35	<p>Pre-construction sustainability report</p> <p>Prior to commencement of construction, a PCSR shall be prepared to the satisfaction of the ADSPD. The Report shall include the following minimum components:</p> <ol style="list-style-type: none"> a completed electronic checklist demonstrating compliance with ISCA Infrastructure Sustainability Rating Scheme (v1.2) a statement outlining the Proponent's own corporate sustainability obligations, goals, targets, in house tools, etc. 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>

CoA number	Condition
	Urban design and landscaping
36	<p>Urban Design Plan</p> <p>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 <i>'Around the Tracks' – urban design for heavy and light rail, TfNSW, Interim 2016</i>. The UDP shall:</p> <ol style="list-style-type: none"> 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 identify opportunities and challenges establish site specific principles to guide and test design options demonstrate how the preferred design option responds to the design principles established in <i>'Around the Tracks'</i>, including consideration of Crime Prevention through Environmental Design Principles <p>The UDP is to include the Public Domain Plan (PDP) for the chosen option and will provide analysis of the:</p> <ol style="list-style-type: none"> landscape design approach including design of pedestrian and bicycle pathways, street furniture, interchange facilities, new planting and opportunities for public art materials schedule including materials and finishes for proposed built works, colour schemes, paving and lighting types for public domain, fencing and landscaping an artist's impression or photomontage to communicate the proposed changes to the precinct 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. <p>The following design guidelines are available to assist and inform the UDP for the Project:</p> <ol style="list-style-type: none"> <i>TAP Urban Design Plan, Guidelines, TfNSW, Draft 2018</i> <i>Commuter Car Parks, urban design guidelines, TfNSW, Interim 2017</i> <i>Managing Heritage Issues in Rail Projects Guidelines, TfNSW, Interim 2016</i> <i>Creativity Guidelines for Transport Systems, TfNSW, Interim 2016</i> <i>Water Sensitive Urban Design Guidelines for TfNSW Projects, 2016</i>

CoA number	Condition
	Traffic and Access
37	<p>Traffic Management Plan</p> <p>The Proponent shall prepare a construction traffic management plan (TMP) as part of the CEMP which addresses, as a minimum, the following:</p> <ul style="list-style-type: none"> a) ensuring adequate road signage at construction work sites to inform motorists and pedestrians of the work site ahead to ensure that the risk of road accidents and disruption to surrounding land uses is minimised b) maximising safety and accessibility for pedestrians and cyclists c) ensuring adequate sight lines to allow for safe entry and exit from the site d) ensuring access to Mittagong 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. <p>The Proponent shall consult with the relevant roads authority during preparation of the TMP, as required, and obtain any approvals required under the <i>Roads Act 1993</i>. The performance of all Project traffic arrangements must be monitored during construction.</p>
38	<p>Road condition reports</p> <p>Prior to construction commencement, the Proponent shall prepare road condition surveys and reports on the condition of roads and footpaths affected by construction. Any damage resulting from the construction of the Project, aside from that resulting from normal wear and tear, shall be repaired at the Proponent's expense.</p>
39	<p>Road safety audit</p> <p>A road safety audit would 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 identification of mitigation measures proposed.</p> <p>The road safety audit is to be submitted to and accepted by TfNSW. The findings of the road safety audit would be provided to Wingecarribee Shire Council for information.</p>

CoA number	Condition
	Heritage Management
40	<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> 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 the Department of Premier and Cabinet (Heritage) where appropriate). Works in the vicinity of the find shall not recommence until clearance has been received from TfNSW and/or the heritage advisor.</p>
41	<p>Heritage Advisor</p> <p>A suitably qualified and experienced Heritage Architect who is independent of the design and construction team's personnel shall be engaged to the satisfaction of the ADEIA. The Heritage Conservation Architect will provide ongoing heritage, design and conservation advice throughout detailed design and any subsequent relevant design modifications.</p> <p>The Heritage Advisor is required to provide specialist advice throughout the detailed design phase to ensure that the final design adheres to the recommendations of the heritage assessments provided in the EIA and the approval issued by the Office of Environment and Heritage under Section 60 of the <i>Heritage Act 1977</i>.</p> <p>For works with the potential to affect the fabric of existing station buildings and/or moveable heritage items, the Heritage Architect shall prepare and submit a Heritage Report to the ADEIA at least 21 days prior to commencement of these works (unless otherwise agreed by the ADEIA).</p> <p>The report shall include, but not be limited to:</p> <ol style="list-style-type: none"> a) confirmation of extent of involvement of the Heritage Architect in the detailed design process at completion of Approved for Construction (AFC) design stage b) identification of the proposed scope of work to be undertaken which would affect significant heritage fabric identified in the State Heritage Register listing for the Mittagong Railway Station Group c) identification of any changes to, and/or additional to the scope of work identified in the EIA which would affect heritage fabric d) a description of the impacts, and recommended mitigation measures relating to any new or amended scope of work identified in (d) above, and e) confirmation that the detailed design is compliant with the requirements of the EIA, and the approval issued by the Department of Premier and Cabinet under Section 60 of the <i>Heritage Act 1977</i> (6 August 2019) <p>Works with the potential to affect significant heritage fabric shall not commence until the Heritage Report is approved by the ADEIA (unless otherwise agreed by the ADEIA).</p>
42	<p>Vibration Impacts to Heritage Listed Structure at the Station</p> <p>To effectively mitigate potential impacts of vibration on the heritage structures within the station, activities that cause vibration are to be managed in accordance with German Standard DIN 4150 – Part 3 (DIN 1999) heritage specifications. Real time vibration monitoring is to be conducted at commencement of relevant work to confirm compliance with the German Standard DIN 4150. If vibration levels approach the determined trigger level, then the construction activity shall cease and the heritage structure is to be assessed and alternative construction methodologies developed, where practicable, before construction.</p>

CoA number	Condition
43	<p>Archival recording</p> <p>Archival recording of the station as a whole, is to be undertaken prior to the commencement of construction in accordance with the NSW Heritage Division guidelines <i>Photographic recording of heritage items using film or digital capture</i> (NSW Heritage Office, 2006) and <i>How to prepare archival records</i> (NSW Heritage Office, 1998). Copies are to be provided to Wingecarribee Shire Council and Sydney Trains Heritage Team for future reference. In particular, the station building and platforms, are to be comprehensively included as part of the archival recording.</p>
44	<p>Protection of State heritage items</p> <p>Design and construction of the Project within the State Heritage Register curtilage of the 'Mittagong Railway Station Group' must be undertaken in accordance with the conditions of the approval granted under section 60 of the NSW <i>Heritage Act 1977</i> (issued 6 August 2019) and recommendations made in the Statement of Heritage Impact (AECOM, 2019b). In the event of any inconsistency between the conditions of the section 60 approval and the Statement of Heritage Impact, the section 60 approval will prevail to the extent of the inconsistency.</p>

END OF CONDITIONS

**Appendix C Section 60 *Heritage Act 1977*
Approval and Conditions of
Approval**



Mr Ben Groth
Associate Director, Environmental Impact Assessment
Transport of New South Wales (TfNSW)
Level 5, Tower A Zenith Centre 821 Pacific Highway
CHATSWOOD NSW 2067

Via Email: Ben.Groth@transport.nsw.gov.au
Cc: Ashe Earl-peacock Ashe.Earl-Peacock@transport.nsw.gov.au
Natalie Moore Natalie.Moore2@transport.nsw.gov.au

Dear Mr Groth,

APPLICATION UNDER S60 OF THE *HERITAGE ACT 1977* MITTAGONG RAILWAY STATION AND YARD GROUP, SHR № 01195

Proposal: Transport Access Program works, including:

- Installation of two lifts, one at each end of the existing footbridge
- Installation of a new family accessible toilet and ambulant toilets
- Civil works to station forecourts to improve access
- Upgrading existing footbridge stairs with new compliant hand-railing, tactile ground surface indicators (TGSi) and nosing
- Installation of wayfinding signage and CCTV

Section 60 application no: S60/2019/100, received 26 June 2019

Information received with the application: As per Condition No. 1

Additional information requested: Yes

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

APPROVED DEVELOPMENT

1. Development must be in accordance with:
 - a) Architectural drawings prepared for Transport for NSW, as listed in the table below.

Drawing No.	Title	Date	Rev
Project Title: MITTAGONG STATION			
TAP-150082-AR-0000	COVER SHEET & DRAWING LIST	10.04.19	10
TAP-150082-AR-0001	SITE ANALYSIS	10.04.19	10
TAP-150082-AR-1001	SITE PLAN	10.04.19	10
TAP-150082-AR-1002	PLATFORM/ STREET PLAN	10.04.19	10
TAP-150082-AR-1003	FOOTBRIDGE/CONCOURSE PLAN	10.04.19	10
TAP-150082-AR-1004	ROOF PLAN	10.04.19	3
TAP-150082-AR-3001	ELEVATIONS 01	10.04.19	10
TAP-150082-AR-3002	ELEVATIONS 02	10.04.19	10

TAP-150082-AR-4001	SECTIONS 01	10.04.19	10
TAP-150082-AR-9001	3D VIEW 01	10.04.19	10
TAP-150082-AR-9002	3D VIEW 02	10.04.19	10
TAP-150082-AR-9003	3D VIEW 03	10.04.19	10
TAP-150082-AR-9004	ARTISTS IMPRESSION	10.04.19	10
TAP-150082-AR-9005	ARTISTS IMPRESSION	10.04.19	10

- b) Heritage Impact Statement titled *Transport Access Program 3 Mittagong Station Upgrade*, prepared by AECOM, 5 June 2019

EXCEPT AS AMENDED by the conditions of this approval:

FURTHER DEVELOPMENT DETAILED DESIGN

2. The following items are to be submitted for approval by the Heritage Council or delegate prior to the commencement of each component of the work:
- Further development of the lift shaft design to provide a more appropriate response to the scale, character and setting of the heritage precinct. The design should be developed in consultation with the Heritage DPC.
 - Detailed design of proposed new handrail on the footbridge balustrade. The design must consider utilising existing attachment points to minimise impact to fabric.
 - Further development of the Family Accessible Toilet and Ambulant Toilets on Platform 1. The design should be developed in consultation with the Heritage DPC.
 - Details number, size, location and fixing method for proposed wayfinding and CCTV.
 - A detailed service plan showing new services and/or relocated services, including locations, associated excavations and trenching (including depth and width). The detailed design must be accompanied by a Heritage Impact Assessment which addresses any potential heritage impacts (including archaeological) of these works.

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

PEDESTRIAN FOOTBRIDGE

3. Sections of the Warren Truss and fish bone supports proposed to be removed should be done carefully and stored in a safe and weatherproof area at the station.

Reason: To ensure retention of significant fabric onsite to be reused if necessary.

PLATFORM 1 TOILETS AND WAITING ROOM

4. The internal paint scheme must be developed in consultation with Sydney Trains Heritage Team and consider 'Engineering Standard Stations and Buildings: ESB Heritage Paint Schemes' to finalise the colour scheme.

Reason: To ensure that design is appropriate to the heritage values of the place.

MOVABLE HERITAGE

5. A suitable location for the 'Mittagong' platform benches (located in the lobby room to be converted to Family Accessible Toilet) must be identified in consultation with Sydney Trains Heritage Team.

Reason: To ensure suitable relocation of movable heritage.

SPECIALIST TRADESPERSONS

6. All work to, or affecting, significant fabric shall be carried out by suitably qualified tradespersons with practical experience in conservation and restoration of similar heritage structures, materials and construction methods.

Reason: So that the construction, conservation and repair of significant fabric follows best heritage practice.

HERITAGE CONSULTANT

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

Reason: So that appropriate heritage advice is provided to support best practice conservation and ensure works are undertaken in accordance with this approval.

SITE PROTECTION

8. Significant built and landscape elements are to be protected during site preparation and the works from potential damage. Protection systems must ensure significant fabric, including landscape elements, is not damaged or removed.

Reason: To ensure significant fabric, including vegetation, is protected during construction.

PHOTOGRAPHIC ARCHIVAL RECORDING

9. A photographic archival recording of the forecourts, pedestrian footbridge and toilets must be prepared prior to the commencement of works and at the completion of works. This recording must be in accordance with the NSW Heritage Division publication 'Photographic Recording of Heritage Items using Film or Digital Capture' (2006). The digital copy of the archival record must be provided to the Heritage Division, Office of Environment and Heritage.

Reason: To capture the condition and appearance of the place prior to, and during, modification of the site which impacts significant fabric.

UNEXPECTED HISTORICAL ARCHAEOLOGICAL RELICS

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

Reason: This is a standard condition to identify to the applicant how to proceed if historical archaeological deposits or relics are unexpectedly identified during works.

COMPLIANCE

11. If requested, the applicant and any nominated heritage consultant may be required to participate in audits of Heritage Council of NSW approvals to confirm compliance with conditions of consent.

Reason: To ensure that the proposed works are completed as approved.

DURATION OF APPROVAL

12. This approval will lapse five years from the date of the consent unless the building works associated with the approval have physically commenced.

Reason: To ensure the timely completion of works.

ADVICE

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

RIGHT OF APPEAL

If you are dissatisfied with this determination appeal may be made to the Minister for Heritage under section 70 of the *Heritage Act 1977*.

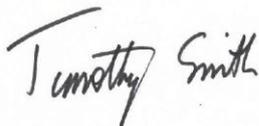
NOTE

The recommendations of the Statement of Heritage Impact (referenced in Condition 1.b) include a list of heritage opportunities to offset impacts through the proposed works. This includes an update of the current Conservation Management Plan (previously completed in 1998). The existing CMP was for the refurbishment of the station building only, and not for the station group. Therefore, it is recommended that the CMP be updated to provide a useful framework and management approach to Mittagong Railway Station.

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

If you have any questions regarding the above Transport Access Program approval for Mittagong Station please contact Alexander Timms, Senior Heritage Officer at Heritage, Community Engagement, Department of Premier and Cabinet on (02) 8837 6067 or via Alexander.Timms@environment.nsw.gov.au

Yours sincerely



Tim Smith OAM

Director Heritage Operations
Heritage, Community Engagement
Department of Premier and Cabinet
6 August 2019

As Delegate of the Heritage Council of NSW