



Transport
for NSW

Victoria Street Station Upgrade

Determination Report



Artist's impression of Victoria Street Station Upgrade, subject to detailed design

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Glossary and abbreviations

| Term | Meaning |
|----------------------------|--|
| CoA | Condition of Approval |
| Concept design | The concept design is the preliminary design presented in the REF, which would be refined by the Contractor (should the Proposal proceed) to a design suitable for construction (subject to TfNSW acceptance). |
| Contractor | The Contractor for the Proposed Activity would be appointed by TfNSW to undertake the detailed design and construction of the Proposed Activity |
| CPTED | Crime Prevention Through Environmental Design |
| DDA | <i>Disability Discrimination Act 1992 (Cwlth)</i> |
| Detailed design | Detailed design broadly refers to the process that the Contractor undertakes (should the Proposal proceed) to refine the concept design to a design suitable for construction (subject to TfNSW acceptance). |
| DSAPT | <i>Disability Standards for Accessible Public Transport (2002)</i> |
| EP&A Act | <i>Environmental Planning and Assessment Act 1979 (NSW)</i> |
| EP&A Regulation | <i>Environmental Planning and Assessment Regulation 2000 (NSW)</i> |
| EPBC Act | <i>Environment Protection and Biodiversity Conservation Act 1999 (Cwlth)</i> |
| Infrastructure SEPP | <i>State Environmental Planning Policy (Infrastructure) 2007 (NSW)</i> |
| MCA | Multi-Criteria Assessment |
| NES | Matters of 'National Environmental Significance' under the EPBC Act |
| Proponent | A person or body proposing to carry out an activity under Part 5 of the EP&A Act – in this instance, TfNSW |
| Proposed Activity | The construction and operation of the Victoria Street Station Upgrade |
| REF | Review of Environmental Factors |
| Roads and Maritime | NSW Roads and Maritime Services (formerly Roads and Traffic Authority) |
| Section 60 Approval | Refers to the Section 60 Approval issued for the Proposed Activity under the <i>Heritage Act 1977</i> by the Heritage Council on 7 June 2017 (included at Appendix C.). |
| SoHI | Statement of Heritage Impact |
| TCP | Traffic Control Plan |
| TfNSW | Transport for NSW (the Proponent) |
| TMP | Traffic Management Plan |
| UDP | Urban Design Plan |

Executive summary

Overview of Proposed Activity

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

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

The Proposed Activity involves the installation of three new lifts, new canopies along the existing footbridge, stairs, lift landings and platform and other infrastructure upgrades to provide an accessible path of travel to the existing footbridge, platform and across the railway. Other works include upgrades of station and interchange facilities to improve customer facilities and amenity. The improvements would in turn assist in supporting the growth in public transport use and would provide an improved customer experience for existing and future users of the station.

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 on behalf of TfNSW in accordance with the requirements of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and clause 228 of the *Environmental Planning and Assessment Regulation 2000* (EP&A Regulation).

Modifications to the Proposed Activity

Since the REF was prepared and following further design development, the nominated temporary construction compound within the grassed area to the west of the Victoria Street commuter car park is proposed to be extended to within the car park, occupying approximately 15 car spaces. This extension is needed to accommodate the required site offices, amenities, laydown and storage area for materials for the Proposed Activity and would be in place for the duration of construction (around 18 months).

The impacts associated with the proposed extension to the temporary construction compound have been considered in accordance with clause 228 of the EP&A Regulation.

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

Purpose of this report

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

Conclusion

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

1 Introduction

1.1 Background

Transport for NSW (TfNSW) is the NSW Government's lead public transport agency that ensures planning and policy is fully integrated across all modes of transport in NSW. It manages a multi-billion dollar budget allocation for train, bus, ferry, light rail and taxi services and related infrastructure in NSW.

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

The Transport Access Program has been established to provide a better experience for public transport customers across the State by ensuring infrastructure improvements are delivered in a co-ordinated and integrated way. The Transport Access Program ensures the integrated planning and delivery of works with the aim of providing:

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

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

1.2 Review of Environmental Factors

A Review of Environmental Factors (REF) has been prepared by AECOM on behalf of TfNSW in accordance with sections 111 and 112 of the *Environmental Planning and Assessment 1979* (EP&A Act), and clause 228 of the *Environmental Planning and Assessment Regulation 2000* (EP&A Regulation), to ensure that TfNSW takes into account to the fullest extent possible, all matters affecting or likely to affect the environment as a result of the Proposed Activity. The REF is included at Appendix A.

The Victoria Street Station Upgrade REF was placed on public display from 17 March to 7 April 2017, with nine 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 Part 5 of the EP&A Act (refer Figure 1).



Figure 1: Planning approval process

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

- assess the environmental impacts with respect to the Proposed Activity, which are detailed in the environmental impact assessment (and any proposed modifications, as detailed and assessed in this Determination Report)
- identify mitigation measures to minimise potential environmental impacts
- determine whether potential environmental impacts are likely to be significant
- address whether the provisions of the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) apply to the Proposed Activity.

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

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

1.4 Description of the Proposed Activity in the REF

The Proposed Activity would include works to Victoria Street Station and the surrounding interchange area located in the Maitland Local Government Area. The station is located in the suburb of East Maitland around 30 kilometres north-west of Newcastle and 170 kilometres north of the Sydney Central Business District.

Victoria Street Station and the surrounding interchange area do not currently meet key requirements of the *Disability Standards for Accessible Public Transport 2002* (DSAPT) or the Commonwealth *Disability Discrimination Act 1992* (DDA).

Stairs currently provide the only means of access to the station platform from the existing footbridge and do not provide an accessible path of travel for the elderly, people with reduced mobility, parents/carers with prams or customers with luggage. In addition, there is limited weather protection over the existing footbridge, stairs and platform.

The Proposed Activity would provide safe and equitable access to the station platform and the surrounding pedestrian network and would improve customer facilities and amenity. The improvements would in turn assist in supporting the growth in public transport use and would provide an improved customer experience for existing and future users of the station.

An overview of the Proposed Activity, which is the subject of the Victoria Street Station Upgrade REF, is provided in the Executive Summary with full details set out in Chapter 3 of the REF.

In summary, the Proposed Activity as outlined in the REF comprises:

- installation of three new lifts to provide access to the existing footbridge and island platform
- new canopies installed at both station entrances and along the existing footbridge, stairs, lift landings and platform
- upgrades to the northern and southern station entrances
- refurbishment of the Platform Building with a new family accessible toilet, staff amenities and communications room to replace existing facilities

- provision of new undercover bicycle racks on the northern and southern side of the station
- provision of a kiss and ride area and taxi rank on the northern side of the station on Waller Street
- provision of a new accessible parking space within Waller Street commuter car park on the northern side of the station
- new kerb ramps to provide an accessible path of travel to new and existing interchange facilities
- relocation of existing and installation of new services including communications systems and low and high voltage electrical cabling
- ancillary works including platform stabilisation and regrading, station power supply upgrade, minor drainage works, adjustments to lighting, upgrades to fencing and landscaping, new ticketing facilities including additional Opal card readers, improvement to station communication systems (including CCTV cameras) and wayfinding signage.

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

Construction is expected to commence in mid-2017 and take around 18 months to complete.

2 Consultation and assessment of submissions

2.1 REF public display

The Victoria Street Station Upgrade REF was placed on public display from 17 March to 7 April 2017 at three locations, as well as on the [TfNSW website](http://www.transport.nsw.gov.au/projects-tap)¹ and the NSW Government [Have Your Say website](http://www.haveyoursay.nsw.gov.au)²

Community consultation activities undertaken for the public display included:

- installation of a pop-up stall at Victoria Street Station to allow customers and community members to speak with the project team from 3pm – 7pm on 30 March 2017
- distribution of approximately 3000 flyers to customers at the station, nearby residents and businesses on 17 March 2017
- installation of project signage at Victoria Street Station entrances outlining the scope of the Proposed Activity, information on where to view the REF and specialist studies on the TfNSW website, along with details on how to make a submission
- public display of the REF at the Maitland City Council Office at 285-287 High Street, Maitland, the East Maitland Library at 3 Garnett Road, East Maitland and the Transport for NSW Office at Level 5, Tower A, Zenith Centre, 821 Pacific Highway, Chatswood
- placement of an advertisement in the Lower Hunter Star on 23 and 30 March 2017 outlining the scope of the Proposed Activity, information on where to view the REF and specialist studies on the TfNSW website, along with details on how to make a submission
- placement of information on the TfNSW website
- a letter outlining the scope of the Proposed Activity, information on where to view the REF and specialist studies on the TfNSW website, along with details on how to make a submission was sent to Maitland City Council as per the consultation requirements under clauses 13, 14 and 15 of the Infrastructure SEPP.

2.2 REF submissions

A total of nine submissions were received by TfNSW, including one from Maitland City Council and one from Hunter Valley Buses. Submissions included feedback on a range of issues in relation to the Proposed Activity. The key issues raised in submissions were:

- design of the Proposed Activity
- potential heritage impacts
- construction and operational traffic considerations.

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

² <http://www.haveyoursay.nsw.gov.au>

2.3 Consideration and response to submissions

Community submissions

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

Table 1: Response to community submissions received

| No. | Submission no. | Issue/s raised | TfNSW response |
|----------|-------------------------|---|---|
| 1 | General | | |
| 1.1 | VIC01 VIC02 VIC03 | Support for the Proposed Activity, and/or for improving accessibility at the station. | Noted. |
| 1.2 | VIC02 | Suggestion that Hamilton Station, Newcastle requires more urgent upgrades than Victoria Street Station as stairs currently provide the only means of access to the station platforms. | <p>Projects planned and delivered under the Transport Access Program are determined using a prioritisation assessment framework which considers current and future patronage, needs and demographics of customers, proximity to important services such as hospitals and educational facilities, and access to nearby transport interchanges and facilities. This framework approach ensures upgrades are delivered where and when they are needed most.</p> <p>Upgrades to Hamilton Station under the Transport Access Program were completed in 2013 and included redesigning and rebuilding the existing ramp from the platform to the station entrance off Beaumont Street.</p> <p>Upgrades to the transport network under this program remain on-going.</p> |
| 1.3 | VIC06 VIC07 | Request that improved security measures be implemented as part of the Proposed Activity. Noted that the station feels unsafe and cars are frequently broken into or burnt. | <p>The Proposed Activity would include additional CCTV coverage, lighting, hearing loops and help points at and surrounding the station contributing to positive Crime Prevention Through Environmental Design (CPTED) outcomes for the station.</p> <p>An Urban Design Plan (UDP) would be prepared by the Contractor during detailed design which would include consideration of CPTED principles including connectivity and integration with surrounding local and regional movement networks including street networks, other transport modes and active transport networks.</p> <p>The Proposed Activity would provide safe and equitable access to the platforms and the surrounding pedestrian network and improve customer facilities and amenity through the introduction of new lifts, canopies for weather protection, and upgrades to interchange facilities.</p> |

| No. | Submission no. | Issue/s raised | TfNSW response |
|----------|--------------------------------------|--|--|
| 2 | Traffic, Transport and access | | |
| 2.1 | VIC02 | Request that bus/train interchange services be reviewed to minimise wait times between services. | The scheduling and connection of train and bus services is not part of the project scope. The Proposed Activity would ensure that Victoria Street Station meets the legislative requirements under the DSAPT and the DDA as well as providing improved safety, access and amenity for users of Victoria Street Station. |
| 2.2 | VIC04 | Suggestion to use bicycle stair and/or pram stair ramps at other stations where lifts aren't proposed. | Noted. The existing stairs would be retained and upgraded to meet the legislative requirements under the DSAPT and the DDA as well as providing improved safety, access and amenity for users of Victoria Street Station (including new handrails and tactiles). |

| No. | Submission no. | Issue/s raised | TfNSW response |
|----------|----------------|---|--|
| 3 | Design | | |
| 3.1 | VIC05 | Suggestion to provide ramps, rather than lifts, to eliminate potential for break downs. | <p>During the development of the concept design, feasible alternatives were developed and considered by TfNSW through a series of workshops. The options were then assessed using a Multi-Criteria Assessment (MCA) that included consideration of factors such as customer experience, accessibility, engineering constraints, modal integration and cost to select a preferred option.</p> <p>Following the workshops and review of MCA outcomes, a preferred option was selected to progress to the next stages of planning and design development.</p> <p>The installation of ramps was not considered a viable option given the spatial and engineering constraints which would make it impractical to construct lifts and DDA compliant ramps (with appropriate slope and rest landings) within the constrained space available in the rail corridor.</p> <p>Sydney Trains will be responsible for the operation of the lifts, and each station typically manages lift issues based on station risk profiles, with different arrangements in place for lift maintenance, lift breakdown and emergency situations (e.g. providing advanced notification of lift maintenance, or arrangements for alternative access).</p> <p>Processes for lift breakdowns would be developed by Sydney Trains for Victoria Street Station prior to operation of the Proposed Activity.</p> |
| 3.2 | VIC05 | Noted that lift materials should be sympathetic to existing stations structures and suggested a glass lift shaft. | <p>Efforts have been made to reduce the scale and bulk of new infrastructure for the Proposed Activity, including the new lifts. The colours, materials and finishes have been selected for their visually recessive nature and relationship to the existing heritage structures at the station. Recommendations for further design refinement have been outlined in Section 6 of the REF to ensure the design of these elements are less dominant and contribute to the heritage setting of the station.</p> <p>A heritage conservation architect would be engaged to provide heritage and conservation advice throughout detailed design and any subsequent relevant design modifications (refer to CoA 41).</p> |

Other stakeholder submissions

Table 2 outlines issues raised by Maitland City Council and Hunter Valley Buses in their submissions, along with TfNSW's response.

Table 2: Response to other stakeholder submissions received

| Issue no. | Stakeholder | Issue/s raised | TfNSW response |
|-----------|--------------------------------------|--|---|
| 1 | General | | |
| 1.1 | Hunter Valley Buses | Support for the Proposed Activity, and for improving accessibility at the station. | Noted. |
| 2 | Traffic, transport and access | | |
| 2.1 | Maitland City Council | Request that a Signage and Line Marking Plan is submitted to Council for approval regarding proposed works to the surrounding street network including Waller Street, Victoria Street (south) and the Victoria Street commuter car park. | Noted. Revised and new road signage and line marking plans would be prepared and submitted to Maitland City Council for approval by the local traffic committee as required. |
| 2.2 | Maitland City Council | Request that the pathway along the southern side of the rail corridor be considered as an off-road cycleway during the design of the forecourt on the southern side of the station and access to the bus stop. | <p>Temporary disruptions to the cycle path south of the station adjacent to the Victoria Street commuter car park may occur during construction. If this is to occur, temporary diversions would be utilised (as required) with appropriate fencing and wayfinding signage to indicate clear safe alternative access paths with access maintained.</p> <p>An UDP would be prepared in consultation with Maitland City Council which would consider the appropriateness of the proposed design with respect to the existing surrounding landscape including integration with surrounding streetscape and connectivity with surrounding local and regional movement networks including street networks, other transport modes and active transport networks. Existing and proposed paths of travel for pedestrians and bicycles will be shown (refer Condition of Approval (CoA) 38).</p> |
| 2.3 | Maitland City Council | Request that a pedestrian treatment is considered on the northern side of the station on Waller Street to manage pedestrian and vehicle movements in this area and improve safety. | Noted. The provision of a pedestrian crossing or other pedestrian treatment on Waller Street on the northern side of the station to improve pedestrian safety would be further investigated during detailed design in consultation with Maitland City Council. |

| Issue no. | Stakeholder | Issue/s raised | TfNSW response |
|-----------|-----------------------|--|--|
| 2.4 | Maitland City Council | Council notes the loss of five car parking spaces along Waller Street, however the provision of one disability access space, one taxi rank, and two kiss and ride spaces will assist to improve transport access at the station entrance. | Noted. Whilst there would be a loss of car parking spaces along Waller Street, this would facilitate improved accessibility and upgraded facilities at the station to benefit station customers and the local community. |
| 2.5 | Maitland City Council | Council's assets area – Infrastructure strategy & Works Programming can provide advice in relation to road pavements and trenching for utilities. | Noted. |
| 2.6 | Maitland City Council | Council requests that any wayfinding also consider inclusion of the shared path along the south boundary of the rail corridor linking High Street and Victoria Street and that the majority of the pathway is located on Council land and not the rail corridor. | The Proposed Activity would include new and improved wayfinding signage and provision of other signage, including statutory/regulatory signage. Opportunities to incorporate the shared path into the proposed station wayfinding signage would be investigated during detailed design. |
| 2.7 | Maitland City Council | Council notes (and has attached) a design drawing of the Proposed Bus Stop Shelter Victoria Street Station East Maitland which is currently in fabrication. Council requests that consideration is given to installation of Tactile Ground Surface Indicators at the bus stop on Victoria Street, south of the railway line, similar to as detailed on Council's plan (noted: Sec 5.3 Public transport, Victoria Street Station Upgrade – Traffic, Transport and Access Impact Assessment). | TfNSW notes that Council has ordered a new bus shelter for Victoria Street (south), however notes that there is currently a recently installed bus shelter at this location. TfNSW has previously approved a separate package of works for the Victoria Street Station Commuter Car Park Upgrade (the commuter car park project). The commuter car park project involves refurbishment of the existing commuter car park at Victoria Street (south) on the southern side of the station and upgrades to the southern interchange facilities. A key element of that project includes provision of a new, larger bus shelter on Victoria Street (south) adjacent to the commuter car park. Tactile Ground Surface Indicators would be installed at the new bus shelter. |

| Issue no. | Stakeholder | Issue/s raised | TfNSW response |
|-----------|-----------------------|--|---|
| 2.8 | Maitland City Council | Offer that a link to the TfNSW project website be provided on Council's website for the duration of construction to provide residents with information of temporary traffic changes during construction. | Noted. Communication such as written notifications, signage and updates on the TfNSW website would be provided to the community and local residents to inform them of changes to parking, pedestrian access and/or traffic conditions including vehicle movements and anticipated effects on the local road network relating to site works at least seven days prior to their occurrence. Consultation with Council and other affected stakeholders would continue through the detailed design and construction of the Proposed Activity. TfNSW would work closely with Maitland City Council to maximise communication to residents and stakeholder regarding the Proposed Activity. |
| 2.9 | Maitland City Council | Council requests that for temporary road and/or lane closures, please contact Council's Roads Safety & Traffic Management Section for Road Occupancy Permits. A key reference document is the Traffic Control at Worksites Manual, Roads & Maritime Services. | Noted. A construction Traffic Control Plan (TCP) would be prepared by the Contractor as part of the TMP for the Proposed Activity and would provide details on proposed interchange facility works on the surrounding local road network, including the requirement for temporary lane closures. The construction TMP would be provided to Maitland City Council and would be the primary tool to manage potential traffic and pedestrian impacts associated with construction of the Proposed Activity. Any approvals required under the <i>Roads Act 1993</i> would be obtained (refer CoA 35). |
| 2.10 | Maitland City Council | Council supports the opportunity to provide a footpath on the eastside of Victoria Street (north of the railway line), noting that this may allow for future angle parking in this area of Victoria Street. In such a case, it is suggested that this be planned early in relation to the location of the transformer/kiosk proposed for Waller Street, and any other minor civil works associated with road and drainage. | Noted. As part of detailed design, the Contractor would give further consideration to providing a paved footpath along Victoria Street (north) to improve accessibility and provide an accessible path of travel to the station. The design and construction of any paved footpath along this section of Victoria Street would be undertaken in consultation with Maitland City Council. The provision of on-street angle parking at this location would be the responsibility of Maitland City Council as the local road authority. |

| Issue no. | Stakeholder | Issue/s raised | TfNSW response |
|-----------|-----------------------|--|---|
| 2.11 | Maitland City Council | <p>Council notes that Stockland Greenhills shopping centre expansion is a major development that is currently under construction, and this project involves highway works that relate to upgrading the Chelmsford Drive and Mitchell Drive intersections. All bus service routes from Victoria Street railway station connect with the bus interchange on Mitchell Drive at Greenhills.</p> <p>Request that all temporary changes to bus routing should be notified at least at this bus interchange (both sides of the road – please confirm with Hunter Valley Buses).</p> | <p>Any diversions or changes to bus services would be adequately sign-posted with appropriate community notification of any changes. Consultation would be undertaken with Hunter Valley Buses as part of the detailed design of the Proposal during preparation of the construction TMP regarding temporary impacts to the bus zone and bus turning bay during construction.</p> |
| 2.12 | Maitland City Council | <p>Council notes the Roads and Maritime Services (Roads and Maritime) proposal for pedestrian refuges along Lindesay Street in East Maitland is planned to commence Monday 7 April 2017, and completed by the end of June this year. Construction will be undertaken by Council.</p> | <p>Consultation with Maitland City Council and other affected stakeholders would continue through the detailed design and construction of the Proposed Activity to manage cumulative impacts.</p> |
| 2.13 | Maitland City Council | <p>Prior to finalisation of the construction plans, Council would like to provide input to ensure it meets with Council design and construction requirements. Council requests identification of road, traffic devices and/or facilities and other assets that will be required to be part of a handover to Council at the completion of the project.</p> | <p>Noted. Consultation with Maitland City Council and other affected stakeholders would continue through the detailed design and construction of the Proposed Activity.</p> |

| Issue no. | Stakeholder | Issue/s raised | TfNSW response |
|-----------|-----------------------|--|---|
| 3 | Heritage | | |
| 3.1 | Maitland City Council | Council notes that Option 2b has been selected as the preferred option to specifically address heritage considerations and consultation undertaken under Cause 14 of the <i>State Environmental Planning Policy (Infrastructure)</i> (Infrastructure SEPP). | Noted. |
| 3.2 | Maitland City Council | Council endorses recommendations of the Statement of Heritage Impact (SoHI) prepared for the Proposed Activity (AECOM, 2017b) and note that additional information and design amendments will be required. Council requests that conditions of the SoHI form part of the consent. | Noted. Consultation with Maitland City Council and other affected stakeholders would continue through the detailed design and construction of the Proposed Activity. Measures to minimise potential heritage impacts have been included in CoA 22. |
| 3.3 | Maitland City Council | Request that a copy of the section 60 application lodged with the NSW Heritage Office be provided to Council and that the application include measures outlined in the SoHI (AECOM, 2017b). | A copy of the section 60 application was provided to Maitland City Council as requested. The section 60 <i>Heritage Act 1997</i> Approval and Conditions of Approval is included in Appendix C. Management measures included in the SoHI (AECOM, 2017b) formed part of the Section 60 application. |

| Issue no. | Stakeholder | Issue/s raised | TfNSW response |
|-----------------|-----------------------|---|--|
| 3.4 | Maitland City Council | <p>Council notes the assessment of moderate negative impacts associated with the construction of the proposed lifts and canopies.</p> <p>Request that consideration be given to reducing the bulk of the lift wells in particular, through the introduction of lighter weight materials and variation of material.</p> <p>Reference to the overbridge trestle substructure construction may be beneficial. It is requested that the conservation architect commissioned to review other elements of the design (including the canopy over the accessible toilet entrance) also consider this objective.</p> | <p>Noted. Efforts have been made to reduce the scale and bulk of new infrastructure for the Proposed Activity, including the new lifts and canopies. The colours, materials and finishes have been selected for their visually recessive nature and relationship to the existing heritage structures at the station.</p> <p>Design and construction of the Proposed Activity within the curtilage of the Victoria Street Station would be undertaken in accordance with the conditions of approval granted under section 60 of the <i>Heritage Act 1977</i> and the mitigation measures recommended in the SoHI (AECOM, 2017b) (refer CoA 22).</p> <p>Recommendations for further design refinement have been outlined in Section 6 of the REF and within the section 60 conditions of approval to ensure the design of the lifts and canopies are less dominant and contribute to the heritage setting of the station.</p> <p>A heritage conservation architect would be engaged to provide heritage and conservation advice throughout detailed design and any subsequent relevant design modifications (refer to CoA 41).</p> |
| 4 Design | | | |
| 4.1 | Hunter Valley Buses | <p>Request that the proposed canopy on the southern side of the station be extended to cover the walkway from the bus stop on Victoria Street (south) to the station for weather protection for customers.</p> | <p>The provision of canopy coverage between the bus shelter on Victoria Street (south) and the station forecourt is not part of the project scope. The proposed canopies have been designed to improve customer experience, amenity and safety at the station, including on the station platform, footbridge, stairs and forecourt areas.</p> |
| 4.2 | Hunter Valley Buses | <p>Request that the existing power utility pole is relocated as the relocated bus stop further north towards the station would result in buses colliding with the pole.</p> | <p>Noted. Detailed design would involve a swept path analysis of the buses servicing the bus stop at Victoria Street (south) and existing services would be relocated as required. A Road Safety Audit would also be undertaken as part of detailed design and on completion of construction as required by the separate approval granted for the commuter car park project.</p> |

| Issue no. | Stakeholder | Issue/s raised | TfNSW response |
|---------------------------------|-----------------------|--|--|
| 5 Interchange facilities | | | |
| 5.1 | Hunter Valley Buses | Request that space be made available for two buses at the bus stop on Victoria Street (south of the station) to facilitate drop-off and pick-up services in both directions and services during rail track work and emergency shutdowns. | The existing arrangement along Victoria Street (south) currently allows parking for only one bus whilst still maintaining vehicular access to the commuter car park. No change is proposed to this arrangement as part of the commuter car park project. |
| 5.2 | Hunter Valley Buses | Request that road markings be installed at the bus stop indicating 'Buses Only' to prevent cars using the bus stop as a kiss and ride area. | Noted. The installation of road markings would be investigated during detailed design in consultation with the relevant road authority. The introduction of formalised kiss and ride areas as part of the commuter car park project is intended to address current illegal drop-offs at the bus stop. |
| 5.3 | Hunter Valley Buses | Request that a kiss and ride be located within the Victoria Street commuter car park, rather than on Victoria Street (south) to discourage illegal parking on Victoria Street (south). | Kiss and ride spaces are provided to allow short stay drop off and pick up in close proximity to the station. The proposed kiss and ride spaces at Victoria Street (south) have been proposed to formalise existing illegal drop off which currently occur at this location. The existing commuter car park would continue to provide longer term parking for station customers. |
| 5.4 | Maitland City Council | Council has provided a new bus shelter at the bus stop on Victoria Street (south), south of the railway station at the cul-de-sac. Request that should removal of the bus shelter be required as part of the project, Council's works depot at Metford should be notified. | Noted. Consultation with Council and other affected stakeholders would continue through the detailed design and construction of the Proposed Activity. If the existing bus shelter is required to be removed, Council's works depot at Metford would be notified. |
| 6 Lighting and Security | | | |
| 6.1 | Maitland City Council | Request that public road lighting of Victoria Street (south) forecourt, Waller Street forecourt and the area near the Waller Street forecourt area where pedestrians cross Waller Street meet Australian Standards <i>AS1158 Public lighting standards</i> . | Noted. All permanent lighting for the Proposed Activity would 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> (refer CoA 31). |

| Issue no. | Stakeholder | Issue/s raised | TfNSW response |
|-----------|-----------------------|--|---|
| 6.2 | Maitland City Council | Council note that they have solar lighting installed on the Waller Street footpath (1 light), and Victoria Street footpath south of the railway (3 lights) as part of the Safer Suburbs Program – Taxi Security Scheme. Should these lights require removal as part of the project, Council requires them to be provided to Council in good order for reuse in alternate locations. It is requested that consideration be given to reusing these solar lights on the shared path south of the railway between Victoria Street and High Street to improve lighting and resolve an issue where underground cabling was not permitted as part of the shared path project. | Noted. Consultation with Council and other affected stakeholders would continue through the detailed design and construction of the Proposed Activity. If these lights are required to be removed, they would be returned to Council in good order for reuse in alternate locations. |
| 6.3 | Hunter Valley Buses | Request that a CCTV camera is installed in the direction of the bus shelter | Noted. CCTV cameras installed as part of the Proposed Activity would capture the bus shelter. |
| 7 | Hydrology | | |
| 7.1 | Maitland City Council | Request that a stormwater management plan of the proposed stormwater drainage system is provided to Council once finalised. | Noted. Consultation with Council and other affected stakeholders would continue through the detailed design and construction of the Proposed Activity. |
| 7.2 | Maitland City Council | Council note that Victoria Street Station is outside the modelled 1 in 100 year flood level as provided by Council's record of flood modelling data. | Noted. A range of flood mitigation measures are outlined in Section 6 of the REF. |

2.4 Future consultation

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

- local council and other relevant stakeholders have an opportunity to provide feedback on the detailed design

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

The [TfNSW email address](#)³ and TfNSW Infoline (1800 684 490) would continue to be available during the construction phase. Targeted consultation methods, such as use of letters, notifications, signage and verbal communications, would continue to occur. The [TfNSW website](#)⁴ would also include updates on the progress of construction.

³ projects@transport.nsw.gov.au

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

3 Changes to the Proposed Activity

3.1 Summary of design changes

Since the REF was prepared and following further design development, the nominated temporary construction compound within the grassed area to the west of the Victoria Street commuter car park is proposed to be extended to within the car park, occupying approximately 15 car spaces. This extension is needed to accommodate the required site offices, amenities, laydown and storage area for materials for the Proposed Activity and would be in place for the duration of construction (around 18 months).

The proposed site compound area within the commuter carpark is shown on Figure 2.



Figure 2 Proposed work areas including proposed extended construction compound into the Victoria Street (south) commuter carpark

3.2 Assessment of design changes

An assessment of the proposed design changes on environmental and community factors is provided in Table 3.

Table 3 Assessment of design changes on environmental factors

| Environmental Factor | Assessment of impacts | Additional Mitigation* |
|--|---|--|
| Design change: Extension of the construction compound | | |
| Traffic and transport | The proposed design change would require the use of approximately 15 car parking spaces from the southern commuter car park. This would temporarily reduce the availability of parking during the construction activities. It is considered that there is adequate parking availability for this temporary loss to have a minimal impact. | Mitigation proposed in the REF is considered sufficient to manage changes as a result of this design change. |
| Urban design, landscape and visual amenity | The proposed design change would increase the size of the temporary construction compound making it more visible to visual receivers during construction. The proposed change would not significantly change the visual and landscape impacts assessed in the REF. | Mitigation proposed in the REF is considered sufficient to manage changes as a result of this design change. |
| Noise and vibration | The noise and vibration impacts associated with the use of the additional area are considered negligible and consistent with the scope of works and associated impacts as assessed in the REF. | Mitigation proposed in the REF is considered sufficient to manage changes as a result of this design change. |
| Indigenous heritage | No additional impact | Nil. |
| Non-Indigenous heritage | No additional impact | Nil. |
| Socio-economic impacts | No additional impact | Nil. |
| Biodiversity | No additional impact | Nil. |
| Contamination, landform, geology and soils | No additional impact | Nil. |
| Hydrology and water quality | No additional impact | Nil. |
| Air quality | No additional impact | Nil. |
| Other impacts | No additional impact | Nil. |
| Cumulative impacts | No additional impact | Nil. |
| Climate change and sustainability | No additional impact | Nil. |

4 Consideration of the environmental impacts

Environmental Planning and Assessment Act 1979

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

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

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

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

Environment Protection and Biodiversity Conservation Act 1999

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

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

Heritage Act NSW 1977

The Proposed Activity would be undertaken within the curtilage of the Victoria Street Railway Station Group which is listed on the State Heritage Register, RailCorp's Section 170 Heritage and Conservation Register and the heritage schedule of the *Maitland Local Environmental Plan 2011*.

The potential heritage impacts of the Proposed Activity have been assessed in the Statement of Heritage Impact and are summarised in Section 6.5 of the REF. The works would be undertaken in accordance with the approval and associated conditions issued by the Office of Environment and Heritage (Heritage Council) under section 60 of the *Heritage Act 1977*, dated 7 June 2017 (refer Appendix C).

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

5 Conditions of Approval

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

6 Conclusion

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

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

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

References

AECOM, March 2017, *Victoria Street Station Upgrade Review of Environmental Factors*, Sydney

AECOM, 2017b, *Victoria Street Station Upgrade Statement of Heritage Impact*, Sydney

Appendix A Review of Environmental Factors

Please refer to the TfNSW website to access the Victoria Street Station Upgrade REF:

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

Appendix B Conditions of Approval

CONDITIONS OF APPROVAL

Victoria Street Station Upgrade

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

Schedule of acronyms and definitions used:

| Acronym | Definition |
|---------|--|
| CECR | Construction Environmental Compliance Report |
| CEMP | Construction Environmental Management Plan |
| CLMP | Community Liaison Management Plan |
| CoA | Condition of Approval |
| dBA | Decibels (A-weighted scale) |
| ECM | Environmental Controls Map |
| EIA | Environmental Impact Assessment |
| EPA | NSW Environment Protection Authority |
| EPL | Environment Protection Licence issued by the Environmental Protection Authority under the <i>Protection of the Environment Operations Act 1997</i> . |
| EMS | Environmental Management System |
| OEH | NSW Office of Environment and Heritage |
| OOHWP | Out of Hours Works Protocol |
| PCSR | Pre-Construction Sustainability Report |
| PDP | Public Domain Plan |
| PECM | Pre-Construction Environmental Compliance Matrix |
| POCR | Pre-Operational Compliance Report |
| PMEIA | Principal Manager Environmental Impact Assessment (or nominated delegate) |
| PMEM | TfNSW Principal Manager Environmental Management (or nominated delegate) |
| PMSPD | TfNSW Principal Manager Sustainability, Planning & Development (or nominated delegate) |
| RBL | Rating Background Level |
| RNP | <i>NSW Road Noise Policy</i> (Department of Environmental, Climate Change and Water, 2011) |
| TfNSW | Transport for NSW |
| TMP | Traffic Management Plan |
| UDP | Urban Design Plan |

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

| CoA number | Type |
|----------------|---|
| General | |
| 1 | <p>Terms of Approval</p> <p>The Project shall be carried out generally in accordance with the environmental impact assessment (EIA) for this Project, which comprises the following documents:</p> <ul style="list-style-type: none"> a) <i>Victoria Street Station Upgrade – Review of Environmental Factors</i>, (AECOM, March 2017) b) <i>Victoria Street Station Upgrade – Determination Report</i>, (AECOM, June 2017). <p>In the event of an inconsistency between these conditions and the EIA, these conditions will prevail to the extent of the inconsistency.</p> |
| 2 | <p>Project Modifications</p> <p>Any modification to the Project as approved in the EIA would be subject to further assessment. This assessment would need to demonstrate that any environmental impacts resulting from the modifications have been minimised. The assessment shall be subject to approval under delegated authority by TfNSW. The Proponent shall comply with any additional requirements from the assessment of the Project modification.</p> |
| 3 | <p>Statutory Requirements</p> <p>These conditions do not relieve the Proponent of the obligation to obtain all other licences, permits, approvals and land owner consents from all relevant authorities and land owners as required under any other legislation for the Project. The Proponent shall comply with the terms and conditions of such licences, permits, approvals and permissions.</p> |
| 4 | <p>Pre-Construction Environmental Compliance Matrix</p> <p>A Pre-Construction Environmental Compliance Matrix (PECM) for the Project (or such stages of the Project as agreed to by the Principal Manager Environmental Management (PMEM)) shall be prepared detailing compliance with all relevant conditions and mitigation measures prior to commencement of construction. The PECM shall also include details of approvals, licences and permits required to be obtained under any other legislation for the Project.</p> <p>A copy of the PECM shall be submitted to the PMEM for approval, at least 21 days prior to commencement of construction of the Project (or within such time as otherwise agreed to by the PMEM).</p> |

**CoA
number****Type****5****Construction Environmental Compliance Report**

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

- a) compliance with the Construction Environmental Management Plan (CEMP) and these conditions
- b) compliance with the *NSW Sustainable Design Guidelines – Version 3.0* compliance checklist (7TP-FT-249)
- c) compliance with any approvals or licences issued by relevant authorities for construction of the Project
- d) implementation and effectiveness of environmental controls (the assessment of effectiveness should be based on a comparison of actual impacts against performance criteria identified in the CEMP)
- e) environmental monitoring results, presented as a results summary and analysis
- f) details of the percentage of waste diverted from landfill and the percentage of spoil beneficially reused
- g) number and details of any complaints, including summary of main areas of complaint, actions taken, responses given and intended strategies to reduce recurring complaints (subject to privacy protection)
- h) details of any review and amendments to the CEMP resulting from construction during the reporting period
- i) any other matter as requested by the PMEM.

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

6**Pre-Operation Compliance Report**

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

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

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

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:

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

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

8**Community Notification and Liaison**

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

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

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

9**Website**

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

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

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

**CoA
number****Type****10****Complaints Management**

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

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

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

Environmental Management**11****Environmental Personnel**

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

Details of the environmental resource, including relevant experience, defined responsibilities and resource allocation throughout the project (including time to be spent on-site/off-site) are to be submitted for the approval of the PMEM, prior to commencement of environmental pre-construction documentation.

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

12

Construction Environmental Management Plan

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

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

The CEMP shall:

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

The Proponent shall:

1. consult with government agencies and relevant service/utility providers as part of the preparation of the CEMP
2. submit a copy of the CEMP to the PMEM for approval at least 21 days prior to the commencement of construction (or within such time as otherwise agreed to by the PMEM)
3. review and update the CEMP at regular intervals, and in response to any actions identified as part of Project audits
4. ensure updates to the CEMP are made within seven days of the completion of the review or receipt of actions identified by any audit of the document, and be submitted to the PMEM for approval.

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

13

Environmental Management Representative

Not used.

**CoA
number****Type****14****Environmental Controls Map**

An Environmental Controls Map (ECM) shall be prepared in accordance with TfNSW's *Guide to Environmental Controls Map* (3TP-SD-015) prior to the commencement of construction for implementation for the duration of construction, and may be prepared in stages as set out in the CEMP.

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

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

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

Contamination and Hazardous Materials**15****Unidentified Contamination (other than asbestos)**

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

A copy of any contamination report must be submitted to the PMEM for review for a minimum period of seven days. The PMEM shall determine whether consultation with the relevant council and/or EPA is required prior to continuation of construction works within the affected area.

Note: *In circumstances where both previously unidentified asbestos contamination and other contamination are discovered within a common area, nothing in these conditions shall prevent the preparation of a single investigation report to satisfy the requirements of both Condition 15 and Condition 16.*

16**Asbestos Management**

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

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

Note: *In circumstances where both previously unidentified asbestos contamination and other contamination are discovered within a common area, nothing in these conditions shall prevent the preparation of a single investigation report to satisfy the requirements of both Condition 15 and Condition 16.*

**CoA
number****Type****17****Storage and Use of Hazardous Materials**

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

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

18**Hazardous Materials Survey**

A hazardous materials survey in accordance with AS 2601 (2001) *Demolition of Structures* shall be undertaken by an appropriately qualified environmental scientist prior to the demolition of the existing pavement at the station entrances and part of the station entry stairs.

Subsequent removal of any hazardous material is to be undertaken in accordance with applicable EPA and WorkCover guidelines.

Erosion and Sediment Control**19****Erosion and Sediment Control**

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

Flora and Fauna**20****Removal of Trees or Vegetation**

Separate approval, in accordance with TfNSW's *Removal or Trimming of Vegetation Application* (9TP-FT-078), is required for the trimming, cutting, pruning or removal of trees or vegetation where the impact has not already been identified in the EIA for the Project. The trimming, cutting, pruning or removal of trees or vegetation shall be undertaken in accordance with the conditions of that approval.

**CoA
number****Type****21****Replanting Program**

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

Heritage Management**22****Protection of State Heritage Items**

Design and construction of the Proposed Activity within the curtilage of the Victoria Street Railway Station group must be undertaken in accordance with the conditions of approval granted under section 60 of the NSW *Heritage Act 1977* issued 7 June 2017, and the recommendations contained in the Statement of Heritage Impact (AECOM, 2017b).

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.

In the event of an inconsistency between the section 60 approval and the EIA documents identified in CoA 1, the section 60 approval will prevail to the extent of the inconsistency.

23**Indigenous and Non-Indigenous Heritage**

If previously unidentified Indigenous or non-Indigenous heritage/archaeological items are uncovered during construction works, the procedures contained in the TfNSW *Unexpected Heritage Finds Guideline* (3TP-SD-115) shall be followed and all works in the vicinity of the find shall cease. The TfNSW Environment and Planning Manager shall be immediately notified to co-ordinate a response, which may include seeking appropriate advice from a suitably qualified and experienced heritage consultant (in consultation with the Heritage Division, OEH where appropriate). Works in the vicinity of the find shall not re-commence until clearance has been received from TfNSW and/or the heritage consultant.

Hours of Work**24****Standard Construction Hours**

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:

- a) any works which do not cause noise emissions to be more than 5 dBA higher than the rating background level (RBL) at any nearby residential property and/or other noise sensitive receivers
- b) out of hours work identified and assessed in the EIA or the approved Out of Hours Work Protocol (OOHWP)
- c) the delivery of plant, equipment and materials which is required outside these hours as requested by police or other authorities for safety reasons and with suitable notification to the community as agreed by the PMEM
- d) Emergency Work to avoid the loss of lives, property and/or to prevent environmental harm
- e) any other work as agreed by the PMEM (or nominated delegate) and considered essential to the Project, or as approved by the EPA (where an EPL is in effect).

25

High Noise Generating Activities

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

Noise and Vibration

26

Construction Noise and Vibration

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

- a) details of construction activities and an indicative schedule for construction works
- b) identification of construction activities that have the potential to generate noise and/or vibration impacts on surrounding land uses, particularly sensitive noise receivers
- c) detail what reasonable and feasible actions and measures shall be implemented to minimise noise impacts (including those identified in the EIA)
- d) procedures for notifying sensitive receivers of construction activities that are likely to affect their noise and vibration amenity, as well as procedures for dealing with and responding to noise complaints
- e) an Out Of Hours Work Protocol (OOHWP) for the assessment, management and approval of works outside the standard construction hours identified in Condition 24 of this approval, including a risk assessment process which deems the out of hours activities to be of low, medium or high environmental risk, is to be developed. All out of hours works are subject to approval by the PMEM, or as approved by the EPA (where relevant to the issuing of an EPL). The OOHWP should be consistent with TfNSW's *Construction Noise Strategy (7TP-ST-157)*
- f) a description of how the effectiveness of actions and measures shall be monitored during the proposed works, clearly indicating the frequency of monitoring, the locations at which monitoring shall take place, recording and reporting of monitoring results and if any exceedance is detected, the manner in which any non-compliance shall be rectified.

27

Vibration Criteria

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

- a) for structural damage vibration – German Standard DIN 4150:Part 3 – 1999: Structural Vibration in Buildings: Effects on Structures and British Standard BS 7385-2:1993 Guide to Evaluation of Human Exposure to Vibration in Buildings (1 Hz to 80 Hz)
- b) for human exposure to vibration – the acceptable vibration values set out in the Environmental Noise Management Assessing Vibration: A Technical Guideline (Department of Environment and Conservation, 2006) which includes British Standard BS 7385-2:1993 Guide to Evaluation of Human Exposure to Vibration in Buildings (1 Hz to 80 Hz).

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

**CoA
number****Type****28****Non-Tonal Reversing Beepers**

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.

29**Noise Impacts on Educational Facilities**

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.

30**Piling**

Wherever practical, piling activities shall be completed using non-percussive piles. If percussive piles are proposed to be used, approval of the PMEM shall be obtained prior to commencement of piling activities.

Lighting**31****Lighting Scheme**

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

- a) consideration of lighting demands of different areas
- b) strategic placement of lighting fixtures to maximise ground coverage
- c) use of LED lighting
- d) minimising light spill by directing lighting into the station
- e) control systems for lighting that dim or switch-off lights settings according to the amount of daylight the zone is receiving
- f) motion sensors to control low traffic areas
- g) allowing the lighting system to use low light or switch off light settings while meeting relevant lighting Standards requirements
- h) ensuring security and warning lighting is not directed at neighbouring properties.

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

**CoA
number**

Type

Property

32

Property Condition Surveys

Subject to landowner agreement, property condition surveys shall be completed prior to piling, excavation or bulk fill or any vibratory impact works including jack hammering and compaction (Designated Works) in the vicinity of the following buildings/structures:

- a) all buildings/structures/roads within a plan distance of 20 metres from the edge of the Designated Works
- b) all heritage listed buildings and other sensitive structures within 50 metres from the edge of the Designated Works.

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

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

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

A copy of the survey(s) shall be given to each affected owner. A register of all properties surveyed shall be maintained.

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).

Sustainability

33

Sustainability Officer

The Proponent shall appoint a suitably qualified and experienced Sustainability Officer who is responsible for implementing the sustainability objectives for the Project.

Details of the Sustainability Officer, including defined responsibilities, duration and resource allocation throughout the appointment, consistent with the Proponent's sustainability objectives are to be submitted to the satisfaction of the Principal Manager Sustainability, Planning & Development (PMSPD) prior to preparation of the Pre-Construction Sustainability Report (PCSR).

34

Pre-Construction Sustainability Report

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

- a) a completed electronic checklist demonstrating compliance with TfNSW's *NSW Sustainable Design Guidelines – Version 3.0 (7TP-ST-114)*
- b) a statement outlining the Proponent's own corporate sustainability obligations, goals, targets, in house tools, etc
- c) a documented process to identify and progress innovation initiatives on the Project as appropriate. Areas of innovation that have been confirmed, and those subject to ongoing evaluation for implementation on the Project, are to be identified.

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

Traffic and Access

35

Traffic Management Plan

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

- a) ensuring adequate road signage at construction work sites to inform motorists and pedestrians of the work site ahead to ensure that the risk of road accidents and disruption to surrounding land uses is minimised
- b) maximising safety and accessibility for pedestrians and cyclists
- c) ensuring adequate sight lines to allow for safe entry and exit from the site
- d) ensuring access to Victoria Street 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
- f) parking locations for construction workers away from stations and busy residential areas and details of how this will be monitored for compliance
- g) 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
- h) measures to manage traffic flows around the area affected by the Project, including as required regulatory and direction signposting, line marking and variable message signs and all other traffic control devices necessary for the implementation of the TMP.

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

36

Road Condition Reports

Prior to construction commencement, the Proponent shall prepare road condition surveys and reports on the condition of roads and footpaths affected by construction. Any damage resulting from the construction of the Project, aside from that resulting from normal wear and tear, shall be repaired at the Proponent's expense.

37

Road Safety Audit

A Road Safety Audit shall be undertaken as part of the detailed design process and on completion of construction. The Road Safety Audit shall include, but not be limited to, detailed assessment of sight distances for vehicles, proposed accessible parking spaces on the northern side of the station, new kerb ramps, new kiss and ride areas and taxi ranks and identification of mitigation measures proposed.

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

Urban Design and Landscaping

38

Urban Design Plan

An Urban Design Plan (UDP) shall be prepared which demonstrates design excellence in the essential urban design requirements of the Project, as evident in the following matters:

- a) the appropriateness of the proposed design with respect to the existing surrounding landscape, built form, behaviours and use-patterns (including consideration of Crime Prevention Through Environmental Design principles). This is to include but not be limited to:
 - i. connectivity with surrounding local and regional movement networks including street networks, other transport modes and active transport networks. Existing and proposed paths of travel for pedestrians and bicycles should be shown
 - ii. integration with surrounding local and regional open space and or landscape networks. Existing and proposed open space infrastructure/landscape elements should be shown
 - iii. integration with surrounding streetscape including street wall height, active frontages, awnings, street trees, entries, vehicle cross overs etc
 - iv. integration with surrounding built form (existing or desired future) including building height, scale, bulk, massing and land use
- (b) design detail that is sensitive to the amenity and character of the local area and heritage items located within or adjacent to the Project site
- (c) total water management principles to be integrated into the design where considered appropriate
- (d) any other matters which the conditions require the UDP to address.

The UDP shall be:

- 1) prepared and submitted to TfNSW with each design submission
- 2) prepared in consultation with council and relevant stakeholders
- 3) prepared by a registered architect and/or landscape architect who has appropriate and relevant urban design expertise
- 4) endorsed by TfNSW's Precincts and Urban Design team.

39

Public Domain Plan

A Public Domain Plan (PDP) shall be prepared which demonstrates design excellence in the essential urban design requirements of the Project, as evident in the following matters:

- a) materials, finishes, colour schemes and maintenance procedures including graffiti control for new walls, barriers and fences
- b) location and design of pedestrian and bicycle pathways, street furniture including relocated bus and taxi facilities, bicycle storage (where relevant), telephones and lighting equipment
- c) landscape treatments and street tree planting to integrate with surrounding streetscape which, at a minimum, must address the following:
 - i. consideration of the selection and location of new tree plantings along Loftus Crescent that may provide partial screening of the station from surrounding receivers, and facilitate improved amenity, such as the landscape setting of the station
 - ii. consideration of street tree plantings along the southern side of The Crescent (using period Brush Box) either to the whole street frontage or the commercial area to increase the amenity of this area
 - iii. landscape details, including details of soil preparation, mulches, plant selection, plant sizes (consideration of planting advanced stock and expected final sizes)
 - iv. a schedule which details the landscape maintenance requirements to be implemented for the for the 12 month period following the commencement of operation
 - v. design of street furniture to consider Maitland City Council guidelines as relevant
- d) opportunities for public art created by local artists to be incorporated, where considered appropriate, into the Project, including consideration of incorporating moveable heritage, or other forms of heritage interpretation, into blank street facing walls
- e) total water management principles to be integrated into the design where considered appropriate
- f) design measures included to meet TfNSW's *NSW Sustainable Design Guidelines - Version 3.0* (7TP-ST-114)
- g) identification of design and landscaping aspects that will be open for stakeholder input, as required
- h) any other matters which the conditions require the PDP to address.

The PDP shall be:

1. prepared and submitted to TfNSW with each design submission
2. prepared in consultation with councils and relevant stakeholders
3. prepared by a registered landscape architect
4. endorsed by TfNSW's Precincts and Urban Design team.

**CoA
number**

Type

Additional Conditions

40

Graffiti and Advertising

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

- 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.

Site Specific Conditions

41

Contractor's Heritage Consultant

A suitably qualified and experienced Heritage Conservation Architect, who is independent of the Contractor's personnel and approved by the PMEM, is to provide input to the detailed design process to ensure the design is sympathetic to the heritage values of the station. The independent heritage consultant shall undertake the following:

- a) prepare and submit a report to the PMEM at least 14 days prior to the commencement of construction, outlining how the recommendations in the Victoria Street Station Upgrade Statement of Heritage Impact (AECOM, 2017b) and relevant section 60 conditions of approval have been considered and complied with during detailed design.

42

Archival Recording

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 *Photographic recording of heritage items using film or digital capture* (NSW Heritage Office, 2006) and *How to prepare archival records* (NSW Heritage Office, 1998). Copies are to be provided to the Sydney Trains Heritage Team for future reference. In particular, the interior and exterior of the Platform Building and the existing footbridge are to be comprehensively included as part of the archival recording.

43

Vibration Impacts to Heritage Listed Structures at the Station

To effectively mitigate potential impacts of vibration on the heritage structures within the station, activities that cause vibration are to be managed in accordance with German Standard DIN 4150 – Part 3 (DIN 1999) heritage specifications. Real time vibration monitoring is to be conducted at commencement of relevant works to confirm compliance with the German Standard DIN 4150. If vibration levels approach the determined trigger level, then the construction activity shall cease and the heritage structure is to be assessed and alternative construction methodologies developed, where practicable, before construction recommences.

**CoA
number**

Type

44

Selection of Final Location for Temporary Construction Compound(s)

The final location of the temporary construction compound(s) is to be selected in accordance with the following criteria where reasonably practicable to ensure environmental impacts are minimised:

- a) safe access to the local road and pedestrian network is provided
- b) no excavation works required (unless approved otherwise)
- c) the site is relatively level
- d) use of the site does not adversely impact on watercourses
- e) minimal tree removal required
- f) minimal impacts on adjacent land uses.

In accordance with the requirements of CoA 2, any works for the establishment of the temporary construction site compound(s) may not commence until the environmental impacts of the proposed works have been assessed and approved by TfNSW.

END OF CONDITIONS

**Appendix C Section 60 *Heritage Act 1997*
Approval and Conditions of
Approval**



File No: SF17/17955
Ref: DOC17/203251

Mr Ben Groth
Principle Manager, Environmental Impact Assessment
Transport for NSW
Level 5, Tower A, Zenith Centre
821 Pacific Highway
CHATSWOOD NSW 2067

Via Email: ben.groth@transport.nsw.gov.au

Dear Mr Groth

**APPLICATION UNDER S60 OF THE *HERITAGE ACT 1977*
VICTORIA STREET RAILWAY STATION GROUP, STATE HERITAGE REGISTER N^o 01277**

RE: Victoria Street Railway Station Group - Transport Access Program
Proposal: Works to improve amenity and provide disability access.
Section 60 Application No: S60/2017/74, received 6 April 2017
Information received with the application: As per Condition No. 1
Additional information requested: Yes
Additional information received: 6 May 2017, 20 May 2017 & 30 May 2017

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:

1. All work shall comply with the information contained within:
 - a. Architectural Drawings prepared for Transport for NSW, as listed in the table below:

| Dwg No | Dwg Title | Date | Rev |
|--|--|----------|-----|
| Project Name: Victoria Street Station Upgrade | | | |
| TAP-C4742-VS-AR-1100 | COVER SHEET & DRAWING LIST | 16/12/16 | 4 |
| TAP-C4742-VS-AR-1120 | ARCHITECTUAL SITE PLAN | 16/12/16 | 4 |
| TAP-C4742-VS-AR-1130 | PLATFORM DEMOLITION PLAN DEMOLITION | 16/12/16 | 4 |
| TAP-C4742-VS-AR-1131 | FOOTBRIDGE DEMOLITION PLAN DEMOLITION | 16/12/16 | 2 |
| TAP-C4742-VS-AR-1200 | PROPOSED PLATFORM LEVEL GENERAL ARRANGEMENT | 16/12/16 | 4 |

| Dwg No | Dwg Title | Date | Rev |
|--|---|----------|-----|
| Project Name: Victoria Street Station Upgrade | | | |
| TAP-C4742-VS-AR-1210 | PROPOSED FOOTBRIDGE LEVEL GENERAL ARRANGEMENT | 16/12/16 | 4 |
| TAP-C4742-VS-AR-1240 | PROPOSED ROOF PLAN GENERAL ARRANGEMENT | 16/12/16 | 2 |
| TAP-C4742-VS-AR-1260 | REFLECTED CEILING PLAN - FOOTBRIDGE GENERAL ARRANGEMENT | 16/12/16 | 4 |
| TAP-C4742-VS-AR-1300 | SHEET 01 ELEVATIONS | 16/12/16 | 4 |
| TAP-C4742-VS-AR-1301 | SHEET 02 ELEVATION | 16/12/16 | 4 |
| TAP-C4742-VS-AR-1400 | SHEET 01 SECTIONS | 16/12/16 | 4 |
| TAP-C4742-VS-AR-1500 | STATION BUILDING DEMO & PROPOSED PLAN DETAILS | 16/12/16 | 2 |
| TAP-C4742-VS-AR-1502 | STATION BUILDING PROPOSED ELEVATIONS DETAILS | 16/12/16 | 2 |
| TAP-C4742-VS-AR-1003 | MATERIAL & FINISHES BOARD SAMPLE BOARD | 16/12/16 | 1 |
| TAP-C4742-VS-SK-003 | PROPOSED PLAN TRENCHING & EXCAVATION SCOPE | 06/03/17 | 2 |
| TAP-C4742-VS-LV-0205 | VS 06.2 LV ELECTRICAL EXISTING AND DEMOLITION PLAN | 01/05/17 | 3 |
| TAP-C4742-VS-LV-0210 | VS 06.2 LV ELECTRICAL LIGHTING LAYOUT PLATFORM & STREET LEVEL | 01/05/17 | 3 |
| TAP-C4742-VS-CO-0310 | HEARING LOOP, PA AND DVA - PLATFORM LEVEL GENERAL ARRANGEMENT | 01/05/17 | 3 |
| 369800-MA-0001 | PLATFORM ANCHOR LAYOUT | 03/03/17 | P1 |
| F2009/11091 | BRICK PLATFORM STABILISING GROUND ANCHORS | 07/08/13 | C |
| F2009/11091 | BRICK PLATFORM STABILISING GROUND ANCHOR TIES | 28/10/09 | A |
| TAP-C4742-VS-AR-1010 | MATERIAL FINISHES SCHEDULE 1 OF 6 | 16/12/16 | 3 |
| TAP-C4742-VS-AR-1010 | MATERIAL FINISHES SCHEDULE 2 OF 6 | 16/12/16 | 3 |
| TAP-C4742-VS-AR-1010 | MATERIAL FINISHES SCHEDULE 3 OF 6 | 16/12/16 | 3 |
| TAP-C4742-VS-AR-1010 | MATERIAL FINISHES SCHEDULE 4 OF 6 | 16/12/16 | 3 |
| TAP-C4742-VS-AR-1010 | MATERIAL FINISHES SCHEDULE 5 OF 6 | 16/12/16 | 3 |
| TAP-C4742-VS-AR-1010 | MATERIAL FINISHES SCHEDULE 6 OF 6 | 16/12/16 | 3 |

- b. **Victoria Street Station Upgrade – Statement of Heritage Impact, prepared by AECOM, 16 March 2017.**

EXCEPT AS AMENDED by the conditions of this approval:

PROPOSED WORKS

2. **The following items are to be submitted for approval by the Heritage Council or delegate prior to commencement of construction of these components:**
- a. **Further development of the canopy and 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 Division.**
 - b. **Revised fence details under the platform stairs that are more appropriate to the character of the station.**
 - c. **Detailed design of the new light post mounted speaker system on the platform.**

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

3. **Proposed anchor ties to be recessed in platform face. Recess to be concealed with cement mortar. Infill material colour to match existing.**
4. **Proposed new brickwork and mortar joints to platform building openings to match existing. New bricks to be keyed in to existing brickwork.**
5. **New timber window frames on platform building to match profile of existing timber frames. To be coloured to match existing.**
6. **Proposed new lintel to reinstated window on platform building to match existing in design and colour.**

Reason: To ensure a visual consistency with existing elements.

7. **The fixtures and wiring for new lighting works should not be chased into original fabric. Existing cut outs shall be used as often as possible and new penetrations shall be strictly limited.**

Reason: To protect original and significant fabric.

PHOTOGRAPHIC ARCHIVAL RECORDING

8. **A photographic archival recording of the station building, footbridge and context must be prepared prior to the commencement of works, in accordance with the NSW Heritage Division publications: *How to prepare archival records of heritage items* and *Photographic Recording of Heritage Items using Film or Digital Capture*. The original copy of the archival record must be deposited with the Heritage Division, Office of Environment and Heritage.**

Reason: To ensure that the existing site conditions, context and settings are properly documented prior to their modification and that copies of the archival recordings are kept with the relevant authorities and to ensure that the original copies of significant documents are retained for future reference.

NOMINATED HERITAGE CONSULTANT

- 9. A suitably qualified and experienced heritage consultant shall be nominated for the project.**
- 10. The nominated heritage consultant is to provide advice on the detailed design, undertake on-site heritage inductions and inspect the works to ensure that no significant fabric or elements are damaged or removed.**
- 11. All work shall be carried out by suitably qualified tradespeople with practical experience in conservation and restoration of similar heritage items. The nominated heritage consultant shall be consulted prior to the selection of appropriate tradespeople.**

Reason: To ensure that significant fabric is not damaged during the works.

SITE PROTECTION & WORKS

- 12. Significant building fabric and elements are to be protected during the works from potential damage. Protection systems must ensure historic fabric is not damaged or removed.**
- 13. The installation of new services shall be carried out in such a manner as to minimise damage to or removal of historic fabric and shall not obscure historic features.**

Reason: To ensure appropriate action is taken to protect significant building fabric.

ARCHAEOLOGY

- 14. If substantial intact archaeological deposits and/or State significant relics 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: To ensure appropriate action is taken to protect potential archaeological remains.

COMPLIANCE

- 15. Officers of the Office of Environment and Heritage, Heritage Division are to be permitted entry to the site at any time as a condition of this approval and may photograph, take samples or request records in relation to any aspects of the approved activity.**

- 16. The Applicant and the nominated Heritage Consultant may be required to participate in random audits of Heritage Council approvals to confirm compliance with conditions of consent at any time.**

Reason: To ensure compliance with conditions

DURATION OF APPROVAL

- 17. This approval shall be void if the activity to which it refers is not completed within five years after the date of the approval, or within the period of consent specified in any relevant development consent granted under the *Environmental Planning and Assessment Act 1979*, whichever occurs first.**

Reason: To ensure compliance with approval

It should be noted that an approval under the *Heritage Act 1977* 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 matter please contact Alexander Timms, Heritage Assets Officer at the Heritage Division, Office of Environment and Heritage on (02) 8837 6067 or email alexander.timms@environment.nsw.gov.au.

Yours sincerely



Dr Thomas Richards
Senior Team Leader, State Heritage Assessments
Heritage Division
Office of Environment and Heritage
7 June 2017

As Delegate of the Heritage Council of NSW

cc: Heidi.Gleeson@transport.nsw.gov.au

Appendix D Determination

VICTORIA STREET STATION UPGRADE

APPROVAL

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

1. Have examined and considered the Proposed Activity in the Victoria Street Station Upgrade Review of Environmental Factors and the Victoria Street Station Upgrade Determination Report in accordance with section 111 of the *Environmental Planning and Assessment Act 1979*.
2. Determine on behalf of Transport for NSW (the Proponent) that the Proposed Activity may be carried out in accordance with the Conditions of Approval in this Determination Report (June, 2017), consistent with the Proposal described in the Victoria Street Station Upgrade Review of Environmental Factors (March, 2017) as amended by this Determination Report.



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

Date:

7.6.17