

Power Supply Upgrade Program

Surry Hills to Central Station Feeder Upgrade

Determination Report



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Glossary and abbreviations

Term	Meaning
CEMP	Construction Environmental Management Plan
CoA	Condition of Approval
Concept design	The concept design is the preliminary design presented in the REF, which would be refined by the Construction Contractor (should the Proposed Activity proceed) to a design suitable for construction (subject to TfNSW acceptance)
Construction Contractor	The Construction Contractor for the Proposed Activity would be appointed by TfNSW to undertake the detailed design and construction of the Proposed Activity
Detailed design	Detailed design broadly refers to the process that the Construction Contractor undertakes (should the Proposed Activity proceed) to refine the concept design to a design suitable for construction (subject to TfNSW acceptance)
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>
NES	Matters of 'National Environmental Significance' under the EPBC Act
NSW	New South Wales
OEH	NSW Office of Environment and Heritage
Proponent	A person or body proposing to carry out an activity under Division 5.1 of the EP&A Act – in this instance, TfNSW
Proposed Activity	The construction and operation of the Surry Hills to Central Station Feeder Upgrade
Rail possession	Possession is the term used by railway workers to indicate that they have taken possession of the track (usually a section of track) for a specified period, so that no trains operate for a specified time. This is necessary to ensure the safety of workers and rail users.
REF	Review of Environmental Factors
TfNSW	Transport for NSW (the Proponent)
33kv Feeder 7U5	A new power supply cable proposed to be constructed under this Proposed Activity

Executive summary

Overview of Proposed Activity

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

Transport for NSW is upgrading heavy rail electrical infrastructure as part of the Power Supply Upgrade (PSU) Program, which is a NSW Government initiative to provide new electrical infrastructure and upgrades to substations, section huts, overhead wiring and feeders across the network to provide additional power to operate trains, support the introduction of air-conditioned trains and improve service reliability by reducing the risk of disruption to rail services.

A new power supply cable (33kv Feeder 7U5) is proposed to be constructed between the exiting Ausgrid substation at Surry Hills and the new Chalmers Street substation at Central Station to meet increased supply needs for the rail network (the Proposed Activity).

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

Modifications to the Proposed Activity

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

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

Purpose of this report

The purpose of this Determination Report is for TfNSW, as the Proponent of the Surry Hills to Central Station Feeder Upgrade, to determine whether or not to proceed with the Proposed Activity. TfNSW must make a determination in accordance with the provisions of Part 5, Division 5.1 of the EP&A Act.

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

Conclusion

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

1 Introduction

Transport for NSW (TfNSW) is the lead agency for integrated delivery of public transport services across all modes of transport in NSW. TfNSW is the proponent for the construction of 33kV Feeder 7U5, known as the Surry Hills to Central Station Feeder Upgrade (the Proposed Activity), to be delivered by the Infrastructure and Place Division.

1.1 Background

To ensure that sufficient power supply would be available for the introduction of future timetables, a power supply study was prepared by Sydney Trains. Power modelling considered the high voltage 33kV and 66kV network requirements. This included an assessment of the full deployment of new train fleets, and considered the integration of the future Sydney Metro and completion of currently planned PSU works.

The power supply study made recommendations to assess and upgrade identified power feeder cables (which supply power to the rail network from adjacent electricity distribution substations) across the Sydney Trains electrical network to ensure future power and traction demands are met.

One of the existing feeders connecting to Chalmers Street Substation identified for replacement was 33kV Feeder 755, which is subject to ongoing maintenance and reliability issues. The Chalmers Street Substation feeders are the main supply of the power for the Sydney Trains rail network in and around Central Station.

In order to meet increasing power demands of the network, it is proposed to construct a new 33kV feeder (known as Feeder 7U5) extending along a 1.2 kilometre route from the Surry Hills Substation to the Chalmers Street Substation.

Overall, the installation of the new 33kV feeder would provide a reliable source of power for the network, enabling Sydney Trains and the future Sydney Metro to meet their power supply needs. TfNSW is the Proponent for the Surry Hills to Central Station Feeder Upgrade (referred to as the 'Proposed Activity' for the purposes of this document).

1.2 Review of Environmental Factors

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

The Surry Hills to Central Station Feeder Upgrade REF was placed on public display from 5 April 2019 to 19 April 2019, with 3 submissions received. Key issues raised were parking, noise and access. These issues are addressed in Section 2.3 of this report.

1.3 Determination report

Prior to proceeding with the Proposed Activity, TfNSW must make a determination in accordance with Division 5.1 of the EP&A Act (refer Figure 1.1).

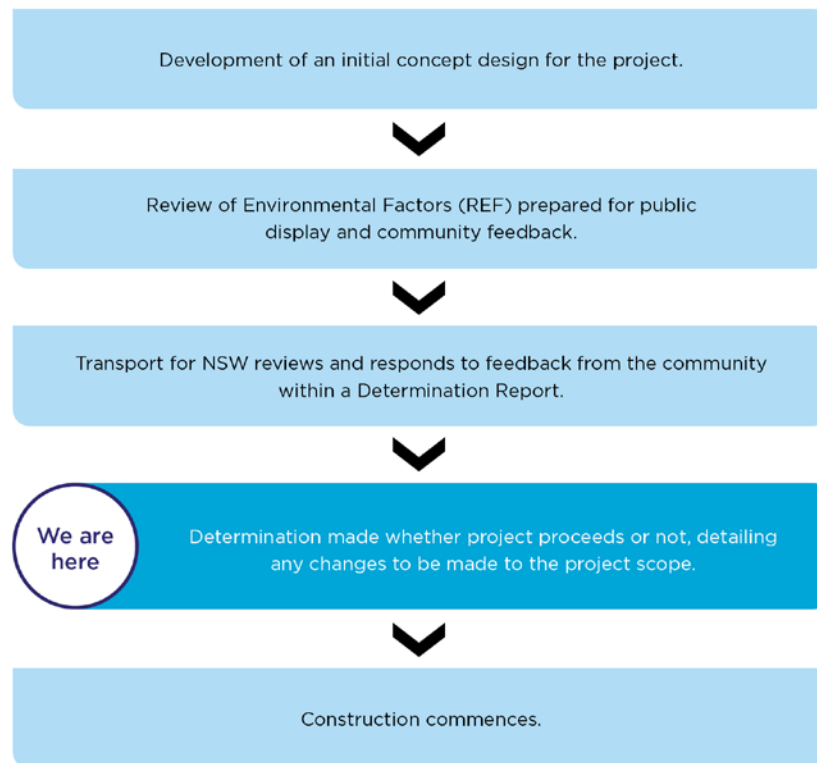


Figure 1.1: Planning approval process

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

- present a summary of the submissions received during the public display of the REF and TfNSW's response to the issues and comments raised in these submissions
- assess the environmental impacts with respect to the Proposed Activity, which are detailed in the Review of Environmental Factors
- 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 new 33kV Feeder 7U5 would be constructed between Chalmers Street Substation and Surry Hills Substation. The total route is approximately 1.2km in length, starting at Surry Hills Substation traveling west on Ann Street, south on Commonwealth Street, west on Albion St, then across into Elizabeth/Foveaux Street, passing Eddy Avenue and into the eastern side of the rail corridor of Central Station.

Key features of the Proposed Activity are summarised as follows:

- geotechnical investigations within the Chalmers Street station entrance garden and Elizabeth Street footpath
- potholing within the Combined Services Route including the Prince Alfred siding gate, Chalmers Street entrance garden, Elizabeth Street footpath and road corridor
- trenching within the road reserve of Ann Street, Commonwealth Street, Albion Street and Elizabeth Street, including the Elizabeth Street footpath
- underboring to cross the Sydney Light Rail alignment and Eddy Avenue
- drilling through the footings of the sandstone retaining wall at Chalmers Street station entrance
- excavation and installation of cable access pits along the route
- installation of combined services along the route (ie signals, power and communications)
- installation of fixed and free-standing Galvanised Steel Troughing along the rail corridor retaining wall
- compounds and laydown areas may include the Elizabeth Street footpath, Chalmers Street entrance garden, Prince Alfred Siding Carpark, Mortuary Station siding and Eveleigh Rail Yard which would involve:
 - storage of materials
 - temporary fencing and signage
 - lighting towers for night works
 - a site cabin (Elizabeth Street footpath, Mortuary Station siding)
 - ablution block or toilets (Elizabeth Street footpath and Prince Alfred Siding)

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

Construction is expected to commence in May 2019 and take 12 to 18 months to complete depending on possession availability. The project will be delivered in stages to reduce the amount of time spent in one location and reduce community impacts.

2 Consultation and assessment of submissions

2.1 REF public display

The Surry Hills to Central Station Feeder Upgrade REF was placed on public display from 5 April 2019 to 19 April 2019, at three locations, as well as on the [TfNSW website](#)¹. Community consultation activities undertaken for the public display included:

- community drop in session on 17 April 2019 at Central Station
- visiting impacted residents and businesses directly along the proposed route
- distribution of a project overview newsletter to the local community along the route and key stakeholders, outlining the Proposed Activity and inviting feedback on the REF
- advertisement of the REF public display in local newspapers with a link to the TfNSW website that includes a summary of the Proposed Activity and information on how to provide feedback
- public display of the REF at:
 - Sydney City Library Haymarket, 744 George Street, Haymarket
 - Surry Hills Library, 405 Crown Street, Surry Hills
 - Transport for NSW Office, Level 5, Tower A, Zenith Centre, 821 Pacific Highway, Chatswood.
- placement of information on the [TfNSW website](#)
- ongoing consultation with Council, Sydney Trains and other stakeholders

During consultation TfNSW visited businesses directly along the route and impacted residents in Ann Street and Commonwealth Street, Surry Hills. Key themes raised included:

- whether power supply would be maintained to residents and businesses during works
- whether parking access would be maintained and if alternative parking arrangements would be offered
- what time of day or night the works would take place (day works preferred by most residents, night works preferred by most businesses)
- the duration of works
- whether the power supply works are linked to light rail construction.

2.2 REF submissions

A total of 3 submissions were received by TfNSW. One submission was opposed to the proposed alignment along Albion St. The other main issues raised by the submissions were:

- Access to parking
- Time to complete proposed works
- Maintain road and footpath access for residents and businesses

¹ <https://www.transport.nsw.gov.au/projects/current-projects/power-supply-upgrade-program-current-and-upcoming-works>

- Minimisation of construction noise impacts

2.3 Consideration and response to submissions

Community submissions

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

Table 1: Response to community submissions received

No	Stakeholder	Issue/s raised	TfNSW response
1	Parking		
1.1	1, 3	Concern that on-street parking will be restricted due to construction worker parking and construction vehicle access	<p>Prior to the commencement of construction, a construction Traffic Management Plan (TMP) would be prepared and include measures to manage staff travel to and from the site, including ensuring that parking locations for construction workers are away from busy residential areas and details of how this will be monitored for compliance. In order for construction work to be completed safely it will be necessary to temporarily impact parking.</p> <p>In addition TfNSW will investigate alternative parking options for residents who have parking permits from the City of Sydney Council. These would be communicated to residents prior to commencement of construction in each area.</p>
1.2	2	Request secure parking to replace lost parking spaces	TfNSW will investigate alternative parking options for residents who have parking permits from the City of Sydney Council. These would be communicated to residents prior to commencement of construction in each area.
2	Time to complete works		
2.1	1	Concern that the proposed works will not be completed within proposed construction timeframe	<p>Construction is expected to commence in May 2019 and take approximately 12 to 18 months to complete. The timeframe is dependent on the construction methodology, which would be further developed during the detailed design of the Proposed Activity by the nominated Contractor in consultation with TfNSW, including refinement of the construction program. Considerations include the availability of rail possessions for works in the rail corridor and the ability to access roads to complete work safely while minimising impacts on traffic.</p> <p>The project will be delivered in stages to reduce the amount of time spent in one location and reduce community impacts.</p>

No	Stakeholder	Issue/s raised	TfNSW response
3	Construction noise		
3.1	1	Concern that the proposed works will be noisy	<p>There will be some noise impacts to the community as the project progresses. The project would be delivered in stages to reduce the amount of time spent in one location.</p> <p>Transport for NSW is committed to minimising noise impacts on the community in accordance with the TfNSW <i>Construction Noise and Vibration Strategy</i>. TfNSW would monitor work activities to make sure noise levels are being managed effectively.</p> <p>Any works outside of standard construction hours (i.e. 7.00 am to 6.00 pm Monday to Friday; 8.00 am to 1.00 pm Saturdays) may be undertaken if approved by TfNSW and the community is notified prior to these works commencing.</p> <p>A Community Liaison Plan would be developed as a condition of approval and shall include details of the protocols and procedures for disseminating information and liaising with the community about construction activities (including timing and staging) and any associated impacts during the construction period.</p>
4	Traffic and access		
4.1	3	Concern that construction will impact already heavy traffic along Albion Street	<p>Construction activities are anticipated to impact pedestrian and road users due to temporary restricted access in the vicinity of the construction areas. Impacts will vary during the construction program as the location of the works progress along the route.</p> <p>To effectively manage and mitigate the traffic impacts of project construction activities on the public, a construction Traffic Management Plan (TMP) inclusive of detailed Traffic Control Plans (TCP) would be prepared in consultation with Roads and Maritime Services and City of Sydney. Work will be scheduled to minimise impacts during periods of high traffic where practicable.</p>
4.2	3	Concern about access for emergency services	Access for emergency services will be maintained at all times.

No	Stakeholder	Issue/s raised	TfNSW response
5	Alignment along Albion St		
5.1	3	Opposed to the alignment along Albion St due to impacts	<p>Several route options were explored with traffic impacts being a key consideration. The subject site occurs around Sydney's largest railway station and within busy CBD streets. This poses a number of challenges, including managing essential short term road closures for road trenching works and avoiding impacts to the extensive network of buried services including water, sewage, electrical and communications.</p> <p>The Proposed Activity route assessed in this Determination Report is the preferred option after consideration of the constraints and impacts.</p>

2.4 Future consultation

Should TfNSW proceed with the Proposed Activity, consultation activities would continue with Sydney Trains, City of Sydney Council, utility authorities, and other relevant stakeholders regarding design development. In addition, TfNSW would notify residents, businesses and community members prior to and during construction.

The consultation activities would help to ensure that:

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

The [TfNSW email address](mailto:projects@transport.nsw.gov.au)², TfNSW Infoline (1800 684 490) and 24-hour Construction Response Line 1800 775 465 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](https://www.transport.nsw.gov.au/projects/current-projects/power-supply-upgrade-program-current-and-upcoming-works)³ would also include updates on the progress of construction.

² projects@transport.nsw.gov.au

³ <https://www.transport.nsw.gov.au/projects/current-projects/power-supply-upgrade-program-current-and-upcoming-works>

3 Consideration of the environmental impacts

3.1 *Environmental Planning and Assessment Act 1979*

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

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

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

The likely significance of the environmental impacts of the Proposed Activity has been assessed in accordance with the then NSW Department of Planning's 1995 best practice guideline *Is an EIS Required?*⁴ 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 5.2 of the EP&A Act is not required.

3.2 *Environment Protection and Biodiversity Conservation Act 1999*

As part of the consideration of the Proposed Activity, all matters of national environmental significance (NES) and any impacts on Commonwealth land for the purposes of the EPBC Act have been assessed. In relation to NES matters, this evaluation has been undertaken 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.

3.3 *Heritage Act 1977*

The Proposed Activity partially occurs within the following heritage curtilages:

- Sydney Terminal and Central Railway Stations Group (State Heritage Register)
- Central Railway Station and Sydney Terminal Group (RailCorp s170 Register)
- Central Railway Station Group (Sydney Local Environmental Plan (SLEP) 2012)
- Reservoir Street and Fosterville Heritage Conservation Area (SLEP 2012)
- Albion Estate Heritage Conservation Area (SLEP 2012).

The potential heritage impacts of the Proposed Activity have been assessed in the Statement of Heritage Impact, and are summarised in Section 6.1 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*.

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

4 Conditions of Approval

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

5 Conclusion

Having regard to the assessment in the REF and consideration of the submissions received, it can be concluded that the Proposed Activity is not likely to significantly affect the environment (including critical habitat) or threatened species, populations of ecological communities, or their habitats. Consequently, an environmental impact statement is not required to be prepared under Part 5.2 of the EP&A Act.

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

The Proposed Activity is expected to improve service reliability by reducing the risk of disruption to rail services and provide power for the future integration of new trains fleets and Sydney Metro.

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

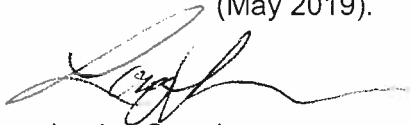
Determination

SURRY HILLS TO CENTRAL STATION FEEDER UPGRADE

APPROVAL

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

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



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

Date:

2 May 2019.

References

TfNSW (March 2019), *Surry Hills to Central Station Feeder Upgrade: Review of Environmental Factors*, Sydney

NSW Department of Planning (1995), *Is an EIS required?*, Sydney

Appendix A Review of Environmental Factors

Please refer to the TfNSW website to access the Surry Hills to Central Station Feeder Upgrade REF:

- *Surry Hills to Central Station Feeder Upgrade Review of Environmental Factors – Transport Access Program* (Desksite reference 6218044), March 2019
 - Link to Transport for NSW website:
<https://www.transport.nsw.gov.au/projects/current-projects/power-supply-upgrade-program-current-and-upcoming-works>

Appendix B Conditions of Approval

CONDITIONS OF APPROVAL

Surry Hills to Central Station Feeder Upgrade

Note: these conditions of approval must be read in conjunction with the final mitigation measures in the Surry Hills to Central Station Feeder Upgrade Review of Environmental Factors.

Schedule of acronyms and definitions used:

Acronym	Definition
ADEIA	Associate Director Environmental Impact Assessment (or nominated delegate)
ADEM	Associate Director Environmental Management (or nominated delegate)
ADSPD	Associate Director, Sustainability, Planning & Development (or nominated delegate)
CECR	Construction Environmental Compliance Report
CEMP	Construction Environmental Management Plan
CLMP	Community Liaison Management Plan
CoA	Conditions of Approval
dBA	Decibels (A-weighted scale)
ECM	Environmental Controls Map
EIA	Environmental Impact Assessment
EMS	Environmental Management System
EPA	NSW Environment Protection Authority
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EPL	Environment Protection Licence issued by the Environmental Protection Authority under the <i>Protection of the Environment Operations Act 1997</i> .
ISO	International Standards Organisation
OEH	NSW Office of Environment and Heritage
OOHWP	Out of Hours Works Protocol
PCSR	Pre Construction Sustainability Report
PECM	Pre-construction environmental compliance matrix
POCR	Pre-operational compliance report
RBL	Rating Background Level

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

Term	Definition
Construction	Includes all work in respect of the Project, other than survey, acquisitions, fencing, investigative drilling or excavation, building/road dilapidation surveys, or other activities determined by the TfNSW ADEM to have minimal environmental impact such as minor access roads, minor adjustments to services/utilities, establishing temporary construction compounds and laydown areas (in accordance with this approval), or minor clearing (except where threatened species, populations or ecological communities would be affected, unless otherwise agreed by the ADEM).
Contamination	The presence in, on or under land of a substance at a concentration above the concentration at which the substance is normally present in, on or under (respectively) land in the same locality, being a presence that presents a risk of harm to human health or any other aspect of the environment.
Designated Works	Includes tunnelling, blasting, piling, excavation or bulk fill or any vibratory impact works including jack hammering and compaction, for Construction.
Emergency Work	Includes works to avoid loss of life, damage to external property, utilities and infrastructure, prevent immediate harm to the environment, contamination of land or damage to a heritage (indigenous or non-indigenous) item.
Environmental Impact Assessment (EIA)	The documents listed in Condition 1 of this approval.
Environmental Management Representative	An independent environmental representative appointed to the Project or a delegate nominated by Transport for NSW.
Noise Sensitive Receiver	In addition to residential dwellings, noise sensitive receivers include, but are not limited to, hotels, entertainment venues, pre-schools and day care facilities, educational institutions (e.g. schools, TAFE colleges), health care facilities (e.g. nursing homes, hospitals), recording studios, places of worship/religious facilities (e.g. churches), and other noise sensitive receivers identified in the environmental impact assessment.
Reasonable and feasible	Consideration of best practice taking into account the benefit of proposed measures and their technological and associated operational application in the NSW and Australian context. Feasible relates to engineering considerations and what is practical to build. Reasonable relates to the application of judgement in arriving at a decision, taking into account: mitigation benefits, cost of mitigation versus benefits provided, community views and nature and extent of potential improvements.
the Proposed Activity	The construction and operation of the Surry Hills to Central Station Feeder Upgrade as described in the Environmental Impact Assessment.
the Proponent	A person or body proposing to carry out an activity under Division 5.1 of the EP&A Act – in the case of the Project, Transport for NSW.

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

CoA number	Condition
5	<p>Construction Environmental Compliance Report</p> <p>The Proponent shall prepare a construction environmental compliance report (CECR) which addresses the following matters:</p> <ul style="list-style-type: none"> (a) compliance with the construction environmental management plan (CEMP) and these conditions (b) compliance with TfNSW's NSW <i>Sustainable Design Guidelines - Version 4.0</i> compliance checklist (7TP-FT-249) (c) compliance with any approvals or licences issued by relevant authorities for construction of the Project (d) implementation and effectiveness of environmental controls (the assessment of effectiveness should be based on a comparison of actual impacts against performance criteria identified in the CEMP) (e) environmental monitoring results, presented as a results summary and analysis (f) details of the percentage of waste diverted from landfill and the percentage of spoil beneficially reused (g) number and details of any complaints, including summary of main areas of complaint, actions taken, responses given and intended strategies to reduce recurring complaints (subject to privacy protection) (h) details of any review and amendments to the CEMP resulting from construction during the reporting period (i) any other matter as requested by the ADEM. <p>A copy of each CECR shall be submitted to the PMEM for approval. The first CECR shall report on the first six months of construction and be submitted within 21 days of expiry of that period (or at any other time interval agreed to by the PMEM). CECRs shall be submitted no later than six months after the date of submission of the preceding CECR (or at other such periods as requested by the PMEM) for the duration of construction.</p>
6	<p>Pre-Operation Compliance Report</p> <p>A pre-operation compliance report (POCR) for the Project shall be prepared, prior to commencement of operation of the Project. The POCR shall detail compliance with all conditions of approval, licences and permits required to be obtained under any other legislation for the project.</p> <p>A copy of the POCR shall be submitted to the ADEM for approval at least one month prior to the scheduled operation of the Project (or such time as otherwise agreed to by the ADEM).</p>
7	<p>Graffiti and advertising</p> <p>Hoardings, site sheds, fencing, acoustic walls around the perimeter of the site, and any structures within the project footprint or built as part of the Project are to be maintained free of graffiti and advertising not authorised by the Proponent during the construction period. Graffiti and unauthorised advertising will be removed or covered within the following timeframes:</p> <ul style="list-style-type: none"> (a) offensive graffiti will be removed or concealed within 24 hours (b) highly visible (yet inoffensive) graffiti will be removed or concealed within a week (c) graffiti that is neither offensive or highly visible will be removed or concealed within a month (d) any unauthorised advertising material will be removed or concealed within 24 hours.

CoA number	Condition
Communications	
8	<p>Community Liaison Management Plan</p> <p>A Community Liaison Management Plan (CLMP) shall be prepared and implemented to engage with government agencies, relevant councils, landowners, community members and other relevant stakeholders (such as utility and service providers, bus companies, Taxi Council and businesses). The CLMP shall comply with the obligations of these conditions and should include, but not necessarily be limited to:</p> <ul style="list-style-type: none"> a) details of the protocols and procedures for disseminating information and liaising with the community and other key stakeholders about construction activities (including timing and staging) and any associated impacts during the construction period b) stakeholder and issues identification and analysis c) procedures for dealing with complaints or disputes and response requirements, including advertising the 24-hour construction response line number d) details (including a program) of training for all employees, contractors and sub-contractors on the requirements of the CLMP. <p>The CLMP shall be prepared to the satisfaction of the Director Community Engagement (or nominated delegate) prior to the commencement of construction and implemented, reviewed and revised as appropriate during construction of the Project.</p>
9	<p>Community Notification and Liaison</p> <p>The local community shall be advised of any activities related to the Project with the potential to impact upon them.</p> <p>Prior to any site activities commencing and throughout the Project duration, the community is to be notified of works to be undertaken, the estimated hours of construction and details of how further information can be obtained (i.e. contact telephone number/email, website, newsletters etc.) including the 24-hour construction response line number.</p> <p>Construction-specific impacts including information on traffic changes, access changes, detours, services disruptions, public transport changes, high noise generating work activities and work required outside the nominated working hours shall be advised to the local community at least seven days prior to such works being undertaken or other period as agreed to by the Director Community Engagement or as required by the Environment Protection Authority (EPA) (where an Environment Protection Licence (EPL) is in effect).</p>
10	<p>Website</p> <p>The Proponent shall provide electronic information (or details of where hard copies of this information may be accessed by members of the public) related to the Project, on dedicated pages within its existing website, including:</p> <ul style="list-style-type: none"> a) a copy of the documents referred to under Condition 1 of this approval b) a list of environmental management reports that are publicly available c) 24-hour contact telephone number for information and complaints. <p>All documents uploaded to the website must be compliant with the <i>Web Content Accessibility Guidelines 2.0</i>.</p>

CoA number	Condition
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11 Complaints Management

The Proponent shall provide 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 during all times construction is being undertaken and within 24 hours during non-construction times (unless the complainant agrees otherwise). A verbal response to written complaints (email/letter) should be provided within 48 hours of receipt of the communication. A detailed written response is to be provided to the complainant within seven calendar days for verbal and/or written complaints.

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 by 3pm each working day.

Environmental Management

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.

CoA number	Condition
12 (cont.)	<p>The Proponent shall:</p> <ol style="list-style-type: none"> 1. consult with government agencies and relevant service/utility providers as part of the preparation of the CEMP 2. submit a copy of the CEMP to the ADEM (or nominated delegate) for approval 3. review and update the CEMP at regular intervals, and in response to any actions identified as part 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 ADEM for approval. <p>The CEMP must be approved by the ADEM prior to the commencement of construction work associated with the Project.</p>
13	<p>Environment Personnel</p> <p>Suitably qualified and experienced environmental management personnel shall be available and be responsible for implementing the environmental objectives for the Project, including undertaking regular site inspections, preparation of environmental documentation and ensuring the Project meets the requirements of the Environmental Management System (EMS).</p> <p>Details of the environmental personnel, including relevant experience, defined responsibilities and resource allocation throughout the project (including time to be spent on-site/off-site) are to be submitted for the approval of the ADEM, at least 21 days prior to commencement of construction of the Project (or within such time as otherwise agreed to by the ADEM).</p> <p>Any adjustments to environmental resource allocations (on-site or off-site) are to be approved by the ADEM.</p>
14	<p>Environmental Controls Map</p> <p>The Proponent shall prepare an environmental controls map (ECM) in accordance with TfNSW's <i>Guide to Environmental Controls Map (3TP-SD-015)</i> prior to the commencement of construction for implementation for the duration of construction and may be prepared in stages as set out in the CEMP.</p> <p>A copy of the ECM shall be submitted to the ADEM (or nominated delegate) for approval, at least 14 days prior to commencement of construction (or such time as is otherwise agreed to by the ADEM).</p> <p>The ECM shall be prepared as a map – suitably enlarged (e.g. A3 size or larger) for mounting on the wall of a site office and included in site inductions, supported by relevant written information.</p> <p>Updates to the ECM shall be made within 7 days of the completion of the review or receipt of actions identified by any audit of the document, and be submitted to the ADEM for approval.</p>

CoA number	Condition
Hours of Work	
15	<p>Standard Construction Hours</p> <p>Construction activities shall be restricted to the hours of 7.00am to 6.00pm (Monday to Friday); 8.00am to 1.00pm (Saturday) and at no time on Sundays and public holidays except for the following works which are permitted outside these standard hours:</p> <ul style="list-style-type: none"> a) any works which do not cause noise emissions to be more than 5 dBA higher than 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 ADEM d) Emergency Work to avoid the loss of lives, property and/or to prevent environmental harm e) any other work as agreed by the ADEM (or nominated delegate) and considered essential to the Project, or as approved by the EPA (where an EPL is in effect).
16	<p>High Noise Generating Activities</p> <p>Rock breaking or hammering, jack hammering, pile driving, vibratory rolling, cutting of pavement, concrete or steel and any other activities which result in impulsive or tonal noise generation shall be limited to standard hours, starting no earlier than 8am; and to continuous blocks not exceeding three hours each, with a minimum respite from those activities and works of not less than one hour between each block, unless otherwise agreed to by the ADEM, or as approved by the EPA (where relevant to the issuing of an EPL), or where the works comply with CoA 15 a).</p>

CoA number	Condition
	Noise and Vibration
17	<p>Construction Noise and Vibration</p> <p>Construction noise and vibration mitigation measures shall be implemented through the CEMP, in accordance with TfNSW's <i>Construction Noise and Vibration Strategy</i> (7TP-ST-157) and the EPA's <i>Interim Construction Noise Guideline</i> (Department of Environment and Climate Change, 2009). The management and mitigation measures shall include, but not be limited to:</p> <ul style="list-style-type: none"> a) details of construction activities and an indicative schedule for construction works b) identification of construction activities that have the potential to generate noise and/or vibration impacts on surrounding land uses, particularly sensitive noise receivers c) detail what reasonable and feasible actions and measures shall be implemented to minimise noise impacts (including those identified in the EIA) d) procedures for notifying sensitive receivers of construction activities that are likely to affect their noise and vibration amenity, as well as procedures for dealing with and responding to noise complaints e) an Out Of Hours Work Protocol (OOHWP) for the assessment, management and approval of works outside the standard construction hours identified in Condition 15 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 ADEM, or as approved by the EPA (where relevant to the issuing of an EPL). The OOHWP should be consistent with TfNSW's <i>Construction Noise and Vibration Strategy</i> (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.
18	<p>Vibration Criteria</p> <p>Vibration (other than from blasting) resulting from construction and received at any structure outside of the Project shall be limited to:</p> <ul style="list-style-type: none"> a) for structural damage vibration to general buildings – British Standard 7385 Part 2-1993 <i>Evaluation and measurement for vibration in buildings Part 2</i> b) for structural damage vibration to structurally unsound buildings – German Standard DIN 4150:Part 3 – 1999: <i>Structural Vibration in Buildings: Effects on Structures</i> c) for human exposure to vibration – the acceptable vibration values set out in the <i>Assessing Vibration: A Technical Guideline</i> (Department of Environment and Conservation, 2006). <p>These limits apply unless otherwise approved by the ADEM through the CEMP.</p>
19	<p>Piling</p> <p>Wherever practical, piling activities shall be completed using non-percussive piles. If percussive piles are proposed to be used, approval of the ADEM shall be obtained prior to commencement of piling activities.</p>
20	<p>Non-Tonal Reversing Beepers</p> <p>Non-tonal reversing beepers (or an equivalent mechanism) shall be fitted and used on all construction vehicles and mobile plant regularly used on site (i.e. greater than one day) and for any out of hours work.</p>

CoA number	Condition
21	<p>Property condition surveys</p> <p>Subject to landowner agreement, property condition surveys shall be completed prior to piling, excavation or bulk fill or any vibratory impact works including jack hammering and compaction (Designated Works) in the vicinity of the following buildings/structures:</p> <ul style="list-style-type: none"> (a) all buildings/structures/roads within a plan distance of 50 metres from the edge of the Designated Works (b) all heritage listed buildings and other sensitive structures within 100 metres from the edge of the Designated Works. <p>Property condition surveys need not be undertaken if a risk assessment indicates that selected buildings/structures/roads identified in (a) and (b) will not be affected as determined by a qualified geotechnical and construction engineering expert with appropriate registration on the National Professional Engineers Register prior to commencement of Designated Works. A copy of all risk assessments shall be provided to TfSNW.</p> <p>Selected potentially sensitive buildings and/or structures shall first be surveyed prior to the commencement of the Designated Works and again immediately upon completion of the Designated Works.</p> <p>All owners of assets to be surveyed, as defined above, are to be advised (at least 14 days prior to the first survey) of the scope and methodology of the survey, and the process for making a claim regarding property damage.</p> <p>A copy of the survey(s) shall be given to each owner. A register of all properties surveyed shall be maintained.</p> <p>Any damage to buildings, structures, lawns, trees, sheds, gardens, etc. as a result of construction activity direct and indirect (i.e. including vibration and groundwater changes) shall be rectified at no cost to the owner(s).</p>
Flora and Fauna	
22	<p>Replanting program</p> <p>All cleared vegetation shall be offset in accordance with TfNSW's <i>Vegetation Offset Guide</i> (9TP-SD-087). All vegetation planted on-site is to consist of locally endemic native species, unless otherwise agreed by the ADEM, following consultation with the relevant council, where relevant, and/or the owner of the land upon which the vegetation is to be planted.</p>
23	<p>Removal of trees or vegetation</p> <p>Separate approval, in accordance with TfNSW's <i>Application for Removal or Trimming of Vegetation</i> (9TP-SD-078), is required for the trimming, cutting, pruning or removal of trees or vegetation where the impact has not already been identified in the EIA for the Project. The trimming, cutting, pruning or removal of trees or vegetation shall be undertaken in accordance with the conditions of that approval.</p>

CoA number	Condition
Contamination and Hazardous Materials	
24	<p>Duty to Notify</p> <p>If previously unidentified contamination is identified within the site, the Proponent is to determine whether there is a Duty to Report under section 60 of the <i>Contaminated Land Management Act 1997</i>, and notify the EPA in accordance with the EPA's Guidelines on the Duty to Report Contamination under the <i>Contaminated Land Management Act 1997</i> (Department of Environment and Climate Change, 2009).</p>
25	<p>Unidentified Contamination (other than asbestos)</p> <p>If previously unidentified contamination (excluding asbestos) is discovered during construction, work in the affected area must cease immediately, and an investigation must be undertaken and a report prepared to determine the nature, extent and degree of any contamination. The level of reporting must be appropriate for the identified contamination in accordance relevant EPA guidelines, including <i>Guidelines for Consultants Reporting on Contaminated Sites</i> (OEH, 2011).</p> <p>(a) A copy of any contamination report must be submitted to the PMEM for review for a minimum period of seven days. The PMEM shall determine whether consultation with the relevant council and/or EPA is required prior to continuation of construction works within the affected area.</p> <p>Note: <i>In circumstances where both previously unidentified asbestos contamination and other contamination are discovered within a common area, nothing in these conditions shall prevent the preparation of a single investigation report to satisfy the requirements of both Condition 25 and Condition 26.</i></p>
26	<p>Asbestos Management</p> <p>If previously unidentified asbestos contamination is discovered during construction, work in the affected area must cease immediately, and an investigation must be undertaken and a report prepared to determine the nature, extent and degree of the asbestos contamination. The level of reporting must be appropriate for the identified contamination in accordance with relevant EPA and WorkCover guidelines and include the proposed methodology for the remediation of the asbestos contamination. Remediation activities must not take place until receipt of the investigation report.</p> <p>Works may only recommence upon receipt of a validation report from a suitably qualified contamination specialist that the remediation activities have been undertaken in accordance with the investigation report and remediation methodology.</p> <p>Note: <i>In circumstances where both previously unidentified asbestos contamination and other contamination are discovered within a common area, nothing in these conditions shall prevent the preparation of a single investigation report to satisfy the requirements of both Condition 25 and Condition 26.</i></p>

CoA number	Condition
27	<p>Storage and Use of Hazardous Materials</p> <p>Construction hazard and risk issues associated with the use and storage of hazardous materials shall be addressed through risk management measures, which shall be developed prior to construction as part of the overall CEMP, in accordance with relevant EPA guidelines, TfNSW's <i>Chemical Storage and Spill Response Guidelines</i> (9TP-SD-066) and Australian and ISO standards. These measures shall include:</p> <ul style="list-style-type: none"> a) the storage of hazardous materials, and refuelling/maintenance of construction plant and equipment to be undertaken in clearly marked designated areas that are designed to contain spills and leaks b) spill kits, appropriate for the type and volume of hazardous materials stored or in use, to be readily available and accessible to construction workers. Kits are to be kept at hazardous materials storage locations, in site compounds and on specific construction vehicles. Where a spill to a watercourse is identified as a risk, spill kits are to be kept in close proximity to potential discharge points in support of preventative controls c) all hazardous materials spills and leaks to be reported to site managers and actions to be immediately taken to remedy spills and leaks d) training in the use of spill kits to be given to all personnel involved in the storage, distribution or use of hazardous materials.
28	<p>Contamination investigation</p> <p>If recommended by the Phase 1 preliminary site investigation report, a Phase 2 detailed site investigation shall be undertaken prior to construction commencing. The assessment shall generally be undertaken in accordance with:</p> <ul style="list-style-type: none"> (a) <i>The National Environment Protection (Assessment of Site Contamination) Amendment Measure (NEPM) 2013</i> (b) <i>Contaminated Sites - Sampling Design Guidelines (EPA, 1995)</i> (c) <i>AS4482 (2005) Guide to investigation and sampling of site with potentially contaminated soil (2005).</i> <p>The report shall be prepared in accordance with the DECCW's <i>Guidelines for Consultants Reporting on Contaminated Sites</i> (Office of Environment and Heritage, 2011). The report shall include a preliminary waste classification in accordance with the NSW EPA <i>Waste Classification Guidelines</i> (EPA, 2014).</p> <p>Specific requirements for further investigation, remediation or management of any contamination within the identified areas recommended in the Stage 2 Detailed Site Investigation shall be included in the CEMP as appropriate.</p> <p>If contamination is identified within the Site, the Proponent is to determine whether there is a Duty to Report under section 60 of the <i>Contaminated Land Management Act 1997</i> and the OEH Guidelines.</p>
29	<p>Contamination Management Plan</p> <p>Specific requirements for further investigation, remediation and management of any potential contamination within the identified areas recommended in the Phase 2 contamination assessment shall be included in a contamination management plan (CMP) as appropriate.</p>

CoA number	Condition
Erosion and Sediment Control	
30	<p>Erosion and Sediment Control</p> <p>Soil and water management measures shall be prepared and implemented as part of the CEMP for the mitigation of water quality and hydrology impacts during construction of the Project. The management measures shall be prepared in accordance with <i>Managing Urban Stormwater: Soils and Construction - Volume 1</i>, 4th Edition (Landcom, 2004).</p>
Sustainability	
32	<p>Sustainability officer</p> <p>The Proponent shall appoint a suitably qualified and experienced sustainability officer who is responsible for implementing sustainability objectives for the Project, prior to the commencement of construction, unless otherwise agreed with the ADSPD.</p> <p>Details of the sustainability officer, including defined responsibilities, duration and resource allocation throughout the appointment consistent with the Proponent's sustainability objectives are to be submitted to the satisfaction of the ADSPD prior to preparation of the PCSR.</p>
33	<p>Pre-construction sustainability report</p> <p>Prior to commencement of construction, a pre-construction sustainability report (PCSR) shall be prepared to the satisfaction of the ADSPD. The Report shall include the following minimum components:</p> <ul style="list-style-type: none"> (a) a completed electronic checklist demonstrating compliance with Transport for NSW's <i>Sustainable Design Guidelines Version 4.0</i> (b) a statement outlining the Proponent's own corporate sustainability obligations, goals, targets, in house tools, etc. (c) a section specifying a process to identify and progress innovation initiatives on the project as appropriate. The process should identify any areas of innovation that are currently being explored and/or implemented on the Project. <p>The Proponent shall submit a copy of the PCSR to the ADSPD for approval, at least 14 days prior to the commencement of construction (or within such time as otherwise agreed to by the ADSPD).</p>

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

CoA number	Condition
Heritage Management	
37	<p>Indigenous and non-Indigenous heritage</p> <p>If previously unidentified Indigenous or non-Indigenous heritage/archaeological items are uncovered during construction works, the procedures contained in the TfNSW <i>Unexpected Heritage Finds Guideline</i> (3TP-SD-115) shall be followed and all works in the vicinity of the find shall cease. The TfNSW Environment and Planning Manager and the Heritage Advisor shall be immediately notified of the find. Works in the vicinity of the find shall not re-commence until clearance has been received from TfNSW and/or the Heritage Advisor following consultation with the Heritage Division, OEH where appropriate.</p>
38	<p>Protection of State Heritage Items</p> <p>Design and construction of the Project within the curtilage of Sydney Terminal and Central Railway Stations Group must be undertaken in accordance with the conditions of the approval granted under section 60 of the NSW <i>Heritage Act</i> (issued 2 May, 2019) and recommendations made in the Statement of Heritage Impact (GML Heritage, 2019).</p> <p>In the event of any inconsistency between the conditions of the section 60 approval and the Statement of Heritage Impact, the section 60 approval will prevail to the extent of the inconsistency.</p>
39	<p>Heritage Advisor</p> <p>A suitably qualified and experienced Heritage Advisor shall be engaged to the satisfaction of the ADEIA. The Heritage Advisor will provide ongoing heritage, design and conservation advice throughout detailed design and any subsequent relevant design modifications.</p> <p>The Heritage Advisor is required to provide specialist advice throughout the design and construction methodology development to ensure that the final design adheres to the recommendations of the heritage assessments provided in the Statement of Heritage Impact. The Heritage Advisor must provide evidence as to their involvement in the design process at completion of the 'Approved for Construction' (AFC) design phase, noting how the heritage requirements listed above have been addressed in the final design.</p>
40	<p>Vibration Impacts to Heritage Listed Structure at the Station</p> <p>To effectively mitigate potential impacts of vibration on the heritage structures within the Proposed Activity, works that cause vibration are to be managed in accordance with British Standard 7385 Part 2-1993 <i>Evaluation and measurement for vibration in buildings Part 2</i>. Real time vibration monitoring is to be conducted at commencement of relevant works to confirm compliance with the British Standard 7385. If vibration levels approach the determined trigger level, then the construction activity shall cease and the heritage structure is to be assessed and alternative construction methodologies developed, where practicable, before construction.</p>
41	<p>Archival recording</p> <p>Archival recording of the Proposed Activity as a whole, is to be undertaken prior to the commencement of construction in accordance with the NSW Heritage Division guidelines <i>Photographic recording of heritage items using film or digital capture</i> (NSW Heritage Office, 2006) and <i>How to prepare archival records</i> (NSW Heritage Office, 1998). Copies are to be provided to City of Sydney Council and Sydney Trains Heritage Team for future reference.</p>

CoA number	Condition
42	<p>Human remains</p> <p>Should human skeletal remains be identified during the Proposed Activity the procedures contained in the TfNSW <i>Unexpected Heritage Finds Guideline</i> (3TP-SD-115), the section 60 approval and the SOHI shall be followed and all works in the vicinity of the find shall cease. The TfNSW Environment and Planning Manager, the Heritage Advisor, the NSW Coroner and NSW Police shall be notified immediately. Works in the vicinity of the find shall not re-commence until clearance has been received from TfNSW and/or the Heritage Advisor following consultation with the Heritage Division, OEH and the NSW Police where appropriate.</p>

END OF CONDITIONS

Appendix C Section 60 Heritage Act Consent and Conditions of Approval