

Transport Access Program

Ourimbah Station Upgrade

Determination Report



Artist's impression of the proposed Ourimbah Station Upgrade, subject to detailed design



Ourimbah Station Upgrade – Determination Report

Transport Access Program

Ref – 6472236

Contents

Glossary and abbreviations	4
Executive summary	5
1. Introduction	7
1.1. Background	7
1.2. Review of Environmental Factors	7
1.3. Determination Report	7
1.4. Description of the Proposed Activity in the REF	9
2. Consultation and assessment of submissions	12
2.1. REF public display	12
2.2. REF submissions	12
2.3. Consideration and response to submissions	13
2.4. Future consultation	22
3. Changes to the Proposed Activity	23
3.1. Assessment of design changes	23
4. Consideration of the environmental impacts	25
4.1. NSW Environmental Planning and Assessment Act 1979	25
4.2. NSW Heritage Act 1977	25
4.3. Commonwealth Environment Protection and Biodiversity Conservation Act 1999	26
5. Conditions of Approval	27
6. Conclusion	28
Determination	29
References	30
Appendix A Review of Environmental Factors	31
Appendix B Conditions of Approval	32

Document control

Status:	Draft
Date of issue:	July 2020
Revision:	1.0
Document author:	SNC-Lavalin Atkins
Document reviewers:	Cathy Lestrangle, Natalie Moore, David Quinn, John Benedetti, Holly Koenigs, Nigel Cocks, Ben Groth, Ben Grogan, Louise Sureda.
© Transport for NSW	

Figures

Figure 1 Planning approval process	8
Figure 2 Key features of the Proposed Activity in the REF (indicative only, subject to detailed design)	11
Figure 3 Revised key features of the Proposed Activity (indicative only, subject to detailed design)	24

Tables

Table 1 Response to community submissions received.....	13
Table 2 Response to other stakeholder submissions received	20
Table 3 Assessment of design changes	23

Glossary and abbreviations

Term	Meaning
CEMP	Construction Environmental Management Plan
CCC	Central Coast Council
CLMP	Community Liaison Management Plan
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.
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 Construction Contractor undertakes (should the Proposed Activity proceed) to refine the concept design to a design suitable for construction (subject to TfNSW acceptance).
Determination Report	This document – a report prepared by TfNSW to assess and address certain matters to allow for a determination of the Proposed Activity under, and in accordance with Division 5.1 of the EP&A Act.
DSAPT	<i>Disability Standards for Accessible Public Transport (2002)</i>
EIS	Environmental Impact Statement
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>
LEP	Local Environmental Plan
LGA	Local Government Area
NES	Matters of 'National Environmental Significance' under the EPBC Act
NSW	New South Wales
Proponent	A person or body proposing to carry out an activity under Division 5.1 of the EP&A Act – in this instance, TfNSW.
Proposed Activity	The construction and operation of the Ourimbah Station Upgrade
REF	Review of Environmental Factors
TfNSW	Transport for NSW (the Proponent)

Executive summary

Overview of Proposed Activity

The Transport Access Program is a NSW Government initiative to provide a better experience for public transport customers by delivering accessible, modern, secure and integrated transport infrastructure. The program provides:

- stations that are accessible to those with disabilities, are less mobile and parents/carers with prams and customers with luggage
- modern buildings and facilities that meet the needs of a growing population
- modern interchanges that support an integrated network and allow seamless transfers for all customers
- safety improvements including extra lighting, lift alarm, fences and security measures for car parks and interchanges including stations, bus stops and wharves.

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

- install two new lifts (and lift landings) connecting the existing footbridge to the platforms
- demolish the existing western staircase to accommodate the new lift, and installation of a new staircase (including provision of a temporary staircase)
- provide an accessible path of travel from the Pacific Highway station entrance to the existing footbridge
- a new staircase from the Pacific Highway station entrance
- regrade sections of Platform 2 to provide an accessible path of travel along the platform
- remove the fencing next to the stairs on Platform 2 to provide a new station entrance, allowing customers direct access from the Pacific Highway onto the platform
- modify the existing ramp into the waiting room on Platform 2 to achieve compliant access
- lower the floor of the waiting room on Platform 1 to provide equitable access.

Transport for NSW (TfNSW), as the Proponent for the Proposed Activity, has undertaken a Review of Environmental Factors (REF) that details the scope of works and environmental impacts associated with the Proposed Activity. The REF was prepared by SNC-Lavalin Atkins 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 public display of the REF, the following design changes have been made to the Proposed Activity:

- retention of the existing switch-back ramp and stairs from the bus stop on the Pacific Highway (western) side of the station. These aspects do not require removal as originally proposed in the REF. Due to this change the following has been removed from scope:
 - the new accessible path from the bus stop on the Pacific Highway is no longer required
 - the new stairs from the bus stop on the Pacific Highway are no longer required
- inclusion of a new kiss and ride space within the commuter car park.

The impacts associated with the design changes have been considered in accordance with clause 228 of the EP&A Regulation (refer to Chapter 3).

Should further design modifications be required as a result of the detailed design process, these modifications would be assessed to determine consistency with the Conditions of Approval for the Proposed Activity, 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 Ourimbah Station Upgrade, to comply with its obligations under Division 5.1 of the EP&A Act and determine whether or not to proceed with the carrying out of the Proposed Activity. TfNSW must make a determination in accordance with the provisions of Division 5.1 of the EP&A Act.

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

Conclusion

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

1. Introduction

1.1. Background

The Transport Access Program is a NSW Government initiative to provide a better experience for public transport customers by delivering accessible, modern, secure and integrated transport infrastructure. The program provides:

- stations that are accessible to people with disabilities, are less mobile, parents/carers with prams, and customers with 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 transport 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.

Ourimbah Station has been identified for an accessibility upgrade as it does not currently meet the key requirements of the Commonwealth *Disability Discrimination Act 1992* (DDA) and the *Disability Standards for Accessible Public Transport 2002* (DSAPT).

The station entrances to the platform do not facilitate access for people with reduced mobility, parents/carers with prams or customers with luggage. Currently, the ramps do not meet Australian Standards, there are no accessible waiting spaces or lift facilities, and no accessible path of travel to the bus stop on the Pacific Highway and to station facilities (such as the waiting rooms).

TfNSW is the Proponent for the Ourimbah Station Upgrade (referred to as the 'Proposed Activity' for the purposes of this document). Also refer to Section 1.4 for a description of the Proposed Activity.

1.2. Review of Environmental Factors

A Review of Environmental Factors (REF) has been prepared by SNC-Lavalin Atkins on behalf of TfNSW in accordance with Sections 5.5 and 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 Ourimbah Station Upgrade REF was placed on public display from 20 May 2020 to 3 June 2020, with 36 submissions received. Issues raised in these submissions are addressed in Section 2.3 of this report.

1.3. Determination Report

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

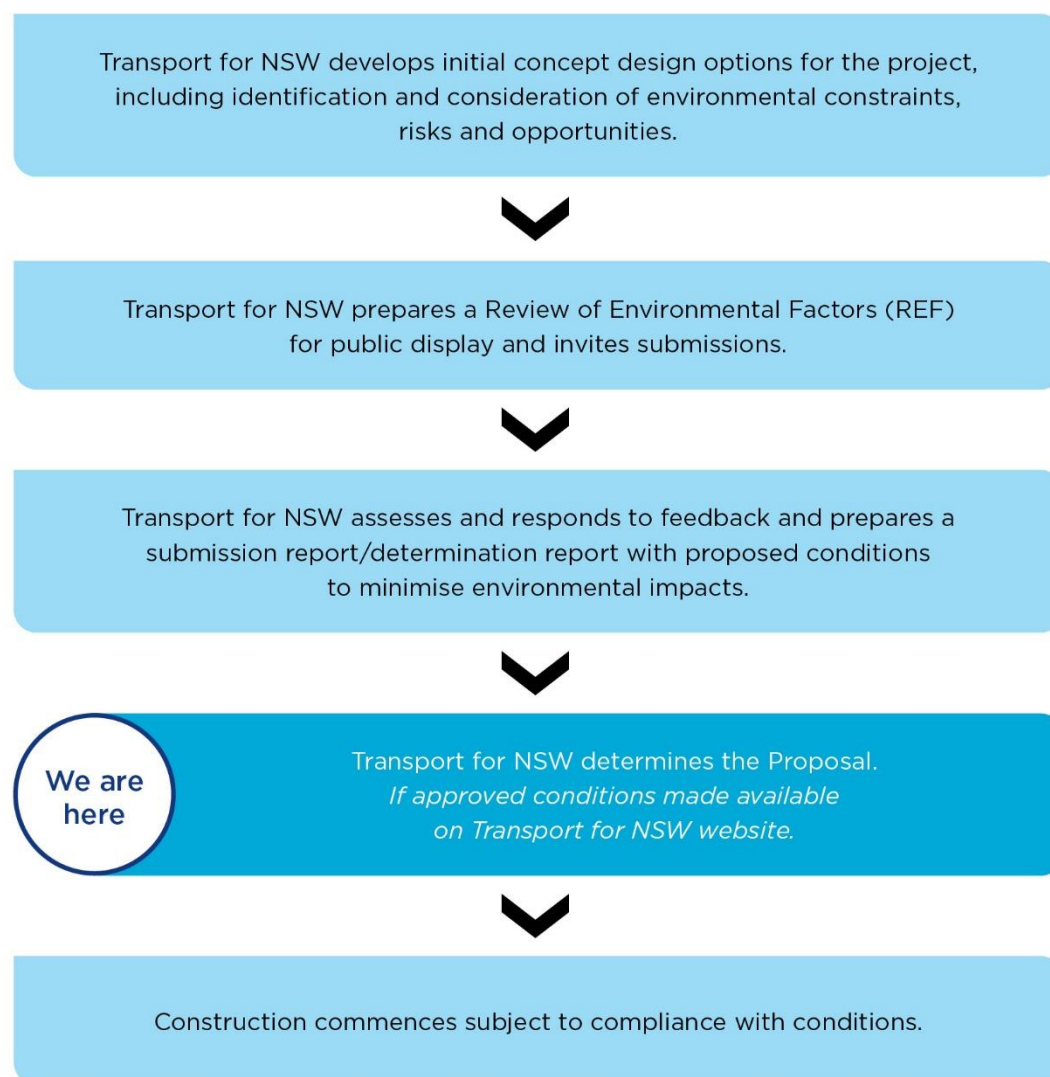


Figure 1 Planning approval process

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

- present a summary of the submissions received during the public display of the REF and TfNSW's response to the issues and comments raised in these submissions
- 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 provide an efficient and accountable framework for the governance of the delivery of transport services
- b) to promote the integration of the transport system
- c) to enable effective planning and delivery of transport infrastructure and services
- d) to facilitate the mobilisation and prioritisation of key resources across the transport sector
- e) to co-ordinate the activities of those engaged in the delivery of transport services
- f) to maintain independent regulatory arrangements for securing the safety of transport services.

1.4. Description of the Proposed Activity in the REF

The Proposal is located in the suburb of Ourimbah, within the Central Coast Council (CCC) Local Government Area (LGA). Ourimbah Station is approximately 90 kilometres from Central Station, Sydney, and about 10 kilometres north of Gosford Station. Ourimbah Station is serviced by the Central Coast and Newcastle Line of the Intercity Trains Network.

The Ourimbah Railway Station Group and Residence is listed as a heritage item of local significance under the *Wyong Local Environmental Plan 2013* (WLEP) (I61). It is also listed on the RailCorp Section 170 Heritage and Conservation Register. The heritage listing includes the station buildings associated with the railway station, the station master's residence, the footbridge between platforms, the platforms, battery box and signal box.

The Proposal would provide safe and equitable access to the platforms and to the bus and pedestrian network surrounding the station, and provide improved accessibility of the station in line with the requirements of the DDA and the DSAPT. The upgrades would provide an improved customer experience for existing and future users of the station.

A detailed description of the Proposed Activity is provided in Chapter 3 of the Ourimbah Station Upgrade REF, and is summarised as follows:

- two new lifts connecting the existing footbridge to the platforms to provide an accessible path of travel
- demolition of the existing western staircase connected to the footbridge to accommodate a new lift and installation of a new staircase (this may include installing a temporary staircase)
- an accessible path from the Pacific Highway station entrance to the existing footbridge and remove the existing non-compliant ramp
- a new staircase from the Pacific Highway station entrance and removal of the existing staircase
- equitable access to the waiting room on Platform 2
- regrading of sections of Platform 2 to provide an accessible path of travel along the platform to the boarding assistance zone
- removal of the existing non-compliant ramp from the Shirley Street commuter car park to Platform 1 and installation of a new compliant ramp
- equitable access to the waiting room on Platform 1
- lighting and closed-circuit television (CCTV) cameras to provide coverage to meet security standards for new infrastructure

- ancillary work including minor electrical upgrades to support new infrastructure, installation of platform hearing loops, protection or relocation of services, opal card reader relocation, drainage works, wayfinding signage and removal or relocation of station furniture.

A schematic outlining the key features of the Proposed Activity is provided in Figure 2.

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

Construction is expected to commence in mid to late 2020 and take around 18 months to complete.

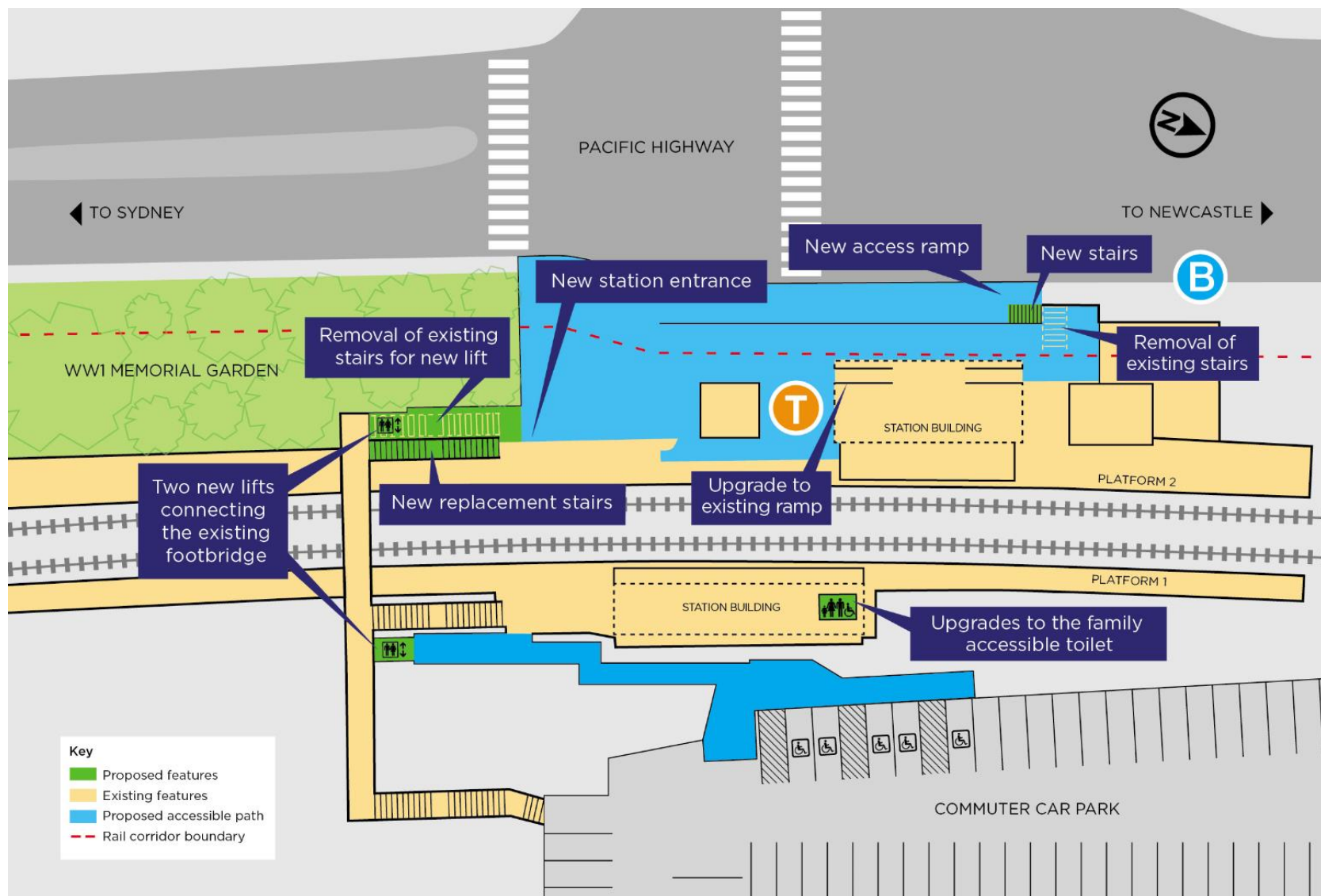


Figure 2: Key features of the Proposed Activity in the REF (indicative only, subject to detailed design)

2. Consultation and assessment of submissions

2.1. REF public display

The Ourimbah Station Upgrade REF was placed on public display from 20 May 2020 to 3 June 2020 on the TfNSW corporate website <https://www.transport.nsw.gov.au/projects/current-projects/ourimbah-station-upgrade>¹. It was also advertised on the NSW Governments [Have your say Website](http://www.haveyoursay.nsw.gov.au)².

Community consultation activities undertaken for the public display included:

- around 1,900 newsletters were letterbox dropped within a one-kilometre radius of Ourimbah Station
- flyers were made available at Ourimbah Station for customers
- installation of project signage at the station advising how to view the REF and how to make a submission
- placement of a geo-targeted advertisement across the Digital News Limited publications with a link to the TfNSW website
- a geo-targeted social media post via Facebook was posted on the TfNSW Facebook page for the duration of the public display period. The suburbs targeted were Niagara Park, Lisarow, Narara, Ourimbah, Palmdale, Palm Grove, Fountaindale and Kangy Angy
- a dedicated project webpage on the TfNSW website
- an onsite meeting with the Ourimbah RSL on 27 May 2020
- a briefing to Central Coastal Council (CCC) on 28 May 2020
- 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 CCC as per the consultation requirements under clause 13, 14 and 15 of the *State Environmental Planning Policy (Infrastructure) 2007* (Infrastructure SEPP)
- 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 the NSW State Emergency Service (SES) as per the consultation requirements under clause 15AA of the Infrastructure SEPP.

Due to COVID-19 social distancing restrictions, a pop-up community information session was not undertaken. Additionally, due to closures of public buildings, printed copies of the REF were not displayed.

2.2. REF submissions

A total of 36 submissions were received via letter, email, or online submissions. Community submissions are addressed in Table 1, while submissions received from CCC are addressed in Table 2. No comments were received from the SES on the proposal.

¹ <https://www.transport.nsw.gov.au/ourimbah>

² <http://www.haveyoursay.nsw.gov.au>

Submissions included feedback on a range of issues in relation to the Proposed Activity. The key issues raised in submissions were:

- general support for the proposal
- requests to protect the heritage aspects of the station and surrounding area
- recommendations for the lift design to reflect the historical nature of the station.

There were also a number of social media comments made on the TfNSW Facebook page in response to the post regarding the public display of the Ourimbah Station Upgrade REF. Key themes in the comments included support for the Proposed Activity, and suggestions the upgrade should be in keeping with the heritage style of the original station buildings.

2.3. Consideration and response to submissions

Community submissions

Table 1 Response to community submissions received

No.	Submission no.	Issue/s raised	TfNSW response
1	General		
1.1	OUR001, OUR002, OUR007, OUR008, OUR010, OUR013, OUR017, OUR018, OUR019, OUR021, OUR022, OUR023, OUR030, OUR028, OUR032, OUR034	Support for the Proposed Activity and/or for improving accessibility to the station.	Support for the Proposed Activity is noted.
1.2	OUR006	The submission questioned what work is being carried within the Family Accessible Toilet on Platform 1.	The freestanding chemical storage locker would be removed from the Family Accessible Toilet on Platform 1.
1.3	OUR006	Request for alternative undercover seating on Platform 1.	To comply with DSAPT requirements and allow enough space for an accessible path of travel to the Boarding Assistance Zone, some seating on Platform 1 is required to be removed. Options to reinstate this seating elsewhere on Platform 1 will be investigated in detailed design (refer to Condition 38 in Appendix B).
1.4	OUR006	Question regarding lift capacity.	The lift capacity is in line with the standard lift design and includes 17 people at a time and one wheelchair at a time.
2	Design		
2.1	OUR002, OUR016, OUR026, OUR029, OUR031	Support for the design of the Proposed Activity.	Support for the design of the Proposed Activity is noted.
2.2	OUR004	The design of the lift, staircase and pathway should be sympathetic to the War Memorial and Garden.	The design of the lift, staircase and pathway would be confirmed as part of the detailed design process. While the design needs to consider the applicable DDA and DSAPT requirements, the process would recognise the context of the local heritage listed War Memorial and

No.	Submission no.	Issue/s raised	TfNSW response
			<p>Garden, and incorporate measures to ensure that the provision of the new infrastructure is sympathetic to the War Memorial and Garden.</p> <p>Consultation on the strategy to minimise potential impacts to the World War 1 Monument while the upgrade work is completed would be undertaken with Ourimbah RSL (refer to Condition 39 in Appendix B).</p>
2.3	OUR006	Request for Improvement or removal of the footbridge from Mills Street to the rail carpark.	<p>Improvement or removal of the footbridge from Mills Street to the rail carpark is outside the scope of the Proposed Activity.</p> <p>The Proposal is for accessibility upgrades at the station to comply with the DDA and DSAPT requirements.</p> <p>This feedback will be provided to NSW TrainLink for consideration.</p>
2.4	OUR006	Request for a covered awning on Platform 1 from the base of the lift to the main railway building.	<p>Additional canopies are outside the scope of the Proposed Activity.</p> <p>The Proposed Activity is for accessibility upgrades at the station to comply with the DDA and DSAPT requirements.</p> <p>It is noted that the lift landings would have new canopies for weather protection at the waiting areas to comply with TfNSW standards.</p>
2.5	OUR010, OUR033	Submission requests a change of colour to the lift design.	<p>Mitigation measure 12 in Section 7.2 of the REF outlines that materials and finishes would be a recessive grey colour to ensure the new lift structures do not dominate or detract from the character of the heritage buildings and station setting. The materials and finishes would be further considered during detailed design.</p>
2.6	OUR019	Questioned the need to replace the staircases and side ramp, and the height and location of the lifts.	<p>Design modifications including retention of the existing staircase and switch back ramp on the Pacific Highway side are discussed in Section 3 of this Determination Report.</p> <p>Reducing the height of the lift shafts would be investigated during detailed.</p>
2.7	OUR024	<p>Partly supportive for the Proposed Activity, and/or for improving accessibility at the station.</p> <p>Lift materials should be simple and visually complement the heritage aspects of the station.</p>	<p>Partial support for the Proposed Activity and for the design is noted.</p> <p>A Public Domain Plan (PDP) would be prepared by the Construction Contractor and submitted to TfNSW for endorsement by the Precincts and Urban Design team, prior to finalisation of the detailed design. The PDP would address materials, finishes, colour schemes and the appropriateness of the proposed design with respect to the</p>

No.	Submission no.	Issue/s raised	TfNSW response
			<p>existing surrounding landscape, built form, behaviours and use-patterns.</p> <p>Mitigation measure 12 in Section 7.2 of the REF outlines that materials and finishes should be a recessive grey colour to ensure the new buildings do not dominate or detract from the character of the heritage buildings and station setting.</p>
2.8	OUR021, OUR026, OUR027	Concerns regarding visual impact of the new lifts	<p>The heritage assessment prepared as part of the REF (Artefact, 2020) concluded that overall, the Proposed Activity would result in neutral to negligible direct and indirect impacts to the heritage significance of Ourimbah Railway Station. However, some aspects of the Proposed Activity would result in greater impacts for particular elements of these items, including</p> <ul style="list-style-type: none"> • modifications to the station building on Platform 1 which would result in a moderate direct and indirect impact to the heritage significance of the station. • the construction of lift structures would result in a minor to moderate indirect (visual) impact to the heritage significance of the station. <p>Section 7.2 of the REF and Appendix B of this report identify a number of heritage mitigation measures to further reduce the impact to the heritage significance of the station, the engagement of a heritage conservation architect to provide ongoing heritage, design and conservation advice throughout detailed design and any relevant design modifications.</p>
2.9	OUR031	An additional canopy should be included.	<p>The station currently provides sheltered areas under the canopy of the station buildings. Additional canopies along the station platform and the footbridge are not proposed as part of this access upgrade. However it is noted that the lift landings would have new canopies for weather protection at the waiting areas to comply with TfNSW standards.</p>
3 Traffic, transport and access			
3.1	OUR004	The entrance to the pedestrian footbridge from Mill Street should be upgraded to provide an even path.	<p>Upgrading the pedestrian footbridge is outside the scope of the Proposed Activity. The Proposal is for accessibility upgrades at the station to comply with the DDA and DSAPT requirements.</p> <p>This feedback will be provided to NSW TrainLink for consideration.</p>

No.	Submission no.	Issue/s raised	TfNSW response
3.2	OUR022	Consideration for increased parking for commuters.	<p>Additional car parking is not proposed as part of the Proposed Activity, which is for accessibility upgrades at the station.</p> <p>Commuter parking requirements are assessed by TfNSW on a network wide basis considering existing and future demand, proximity to other car parking spaces and the feasibility of providing parking.</p> <p>This feedback will be passed onto the relevant department within TfNSW for consideration in future planning.</p>
3.3	OUR014	Request for footpaths on Brownlee Street and along the Pacific Highway to the north of the station.	<p>The scope of work for the Proposed Activity does not include upgraded footpaths in the area surrounding the station.</p> <p>The request for additional upgrades along Brownlee Street will be forwarded to CCC for consideration and upgrades for Pacific Highway will be forwarded to relevant department of TfNSW.</p>
4	Heritage		
4.1	OUR003, OUR009, OUR011, OUR012, OUR015, OUR020, OUR021, OUR024, OUR025, OUR026, OUR027, OUR029, OUR033	Recommended the lift design reflect the historical nature of the station, and match the existing station buildings (including materials and finishes)	<p>The Proposal has considered the heritage significance of the station as well as the applicable DDA and DSAPT obligations. As a result, the scope of works to the heritage buildings has been limited to the following to minimise heritage impacts:</p> <ul style="list-style-type: none"> the modifications to the interior and exterior of the brick station building on Platform 1, including the widening of the entry to the Waiting Room and changes to platform and internal floor levels to provide equitable access modifications to the existing modern southern entry ramp to the station building on Platform 2 <p>Given that the existing footbridge is a modern concrete structure, it was concluded that the new lifts adjacent to the footbridge should reference that typology and form a recessive background to the station, rather than trying to imitate or replicate heritage features. In order to distinguish new elements from heritage fabric, a contemporary recessive design has been applied to the lifts, which allows the existing heritage station buildings to remain the dominant feature.</p> <p>Section 7.2 of the REF and Appendix B of this report identify a number of heritage mitigation measures to further reduce the impact to the heritage significance of the</p>

No.	Submission no.	Issue/s raised	TfNSW response
			station, including the engagement of a heritage conservation architect to provide ongoing heritage, design and conservation advice throughout detailed design and any relevant design modifications.
4.2	OUR004	Signage should be provided for heritage items.	<p>Section 7.2 of the REF outlines mitigation measures for the Proposed Activity. Mitigation measure 36 outlines that opportunities for heritage interpretation would be considered and implemented as part of the Proposed Activity.</p> <p>Heritage interpretation could outline the history, associations and significance of Ourimbah Station and the wider Ourimbah area and could involve interpretive signage, panels or displays at entry/exit points to the station, including on the proposed lift structure or within the station Waiting Rooms. Conservation works are also considered a valid form of interpretation.</p>
4.3	OUR006	Support for interpretive heritage mitigation measures.	Support for the proposed interpretive heritage mitigation measures is noted.
4.4	OUR032, OUR036	The submission did not support changes to the structure of the World War 1 Monument and surrounding area or tree removal in the north-eastern corner of the Memorial Park.	<p>It is noted that the memorial garden is a locally heritage listed item.</p> <p>As part of the detailed design process, an option to retain the dwarf wall on the eastern side of the memorial arch which forms part of the World War 1 Monument would be investigated. Where practicable, preference would be given to the retention of this wall.</p> <p>The concept design includes works to remove the existing stair and install the new accessible path to the lift, which would significantly impact the structural root zone of the tree in the north-eastern corner of the Memorial Park such that it could not be retained. TfNSW would investigate whether there are options to retain the tree through a modified design. All cleared vegetation would be offset in accordance with TfNSW's <i>Vegetation Offset Guide</i>.</p> <p>Consultation on the strategy to minimise potential impacts to the World War 1 Monument while the upgrade work is completed would be undertaken with Ourimbah RSL.</p>
4.5	OUR036	The submission commented on the plans to remove portions of the sandstone wall or the War Memorial and	<p>The dwarf wall near the staircase was originally identified for removal due to existing damage.</p> <p>As part of the detailed design process, an option to retain the World War 1 memorial</p>

No.	Submission no.	Issue/s raised	TfNSW response
		requested that the dwarf wall remain or be rebuilt.	dwarf wall would be investigated. Where practicable, preference would be given to the retention of this wall.
4.6	OUR036	The submission outlined that any loss or change to the Memorial would not be accepted by the local community.	This feedback is noted.
4.7	OUR036	The submission questioned the impacts of the Proposed Activity on the smaller memorials for persons previously hit by trains at Ourimbah.	These smaller memorials are located in the southern section of the memorial garden. Based on the current scope, works are limited to the northern section and are unlikely to impact these smaller memorials.
4.8	OUR009, OUR011	The submissions requested no changes to the original heritage listed features	<p>As an operator of public transport under the DDA, TfNSW is required to upgrade the station precinct to ensure equitable access is provided for all customers.</p> <p>Ourimbah Station does not currently meet the requirements of DSAPT, and therefore some changes are unavoidable.</p> <p>The Proposed Activity has considered the heritage features and significance of the station, as well as the DDA and DSAPT obligations. As a result, the scope of works to the heritage buildings has been limited to the following:</p> <ul style="list-style-type: none"> • modifications to the interior and exterior of the brick station building on Platform 1, including the widening of the entry to the Waiting Room and changes to platform and internal floor levels to provide equitable access • modifications to the existing modern southern entry ramp to the station building on Platform 2
4.9	OUR004	Works impacting the original structure of the platform 2 waiting rooms should be avoided.	<p>The Proposal has considered the heritage significance of the station as well as the DDA and DSAPT obligations. As a result, the scope of works to the heritage buildings has been limited to the following to minimise heritage impacts:</p> <ul style="list-style-type: none"> • The modifications to the interior and exterior of the brick station building on Platform 1, including the widening of the entry to the Waiting Room and changes to platform and

No.	Submission no.	Issue/s raised	TfNSW response
			<p>internal floor levels to provide equitable access.</p> <ul style="list-style-type: none"> • Modifications to the existing modern southern entry ramp to the station building on Platform 2
4.10	OUR004,	The War Memorial should be restored and vegetation removal avoided.	<p>The focus of the Proposal is to improve accessibility to meet the standards of the DDA and the DSAPT. The design has sought to avoid or minimise any impacts to the memorials at Ourimbah Station.</p> <p>As part of the detailed design process, options to retain the World War 1 Monument dwarf wall would be investigated. Where practicable, preference would be given to the retention of this wall.</p> <p>It is understood that both Sydney Trains Heritage and Ourimbah Lisarow RSL have plans to restore the war memorials at Ourimbah Station. Accordingly, these works would be considered as part of the finalisation of the design.</p>
4.11	OUR032	The submission expressed concern that disturbance to the area surrounding the Memorial Arch and walls would cause damage to the structures.	<p>Any potential adverse impacts from the Proposed Activity would be managed in accordance with the mitigation measures outlined in section 7.2 of the REF and the CoA outlined in Appendix B of the Determination Report (this document)</p> <p>Consultation on a strategy to minimise potential impacts to the World War 1 Monument while the upgrade work is completed would be undertaken with Ourimbah RSL.</p>
5	Landscape and visual amenity		
5.1	OUR006	Request for additional details regarding the location of replacement trees.	<p>A landscape plan would be developed during detailed design. All cleared vegetation would be offset in accordance with TfNSW's <i>Vegetation Offset Guide</i>. There is a preference to include offsets within the station boundary (primary offsets).</p>
6	Other		
6.1	OUR022, OUR028	Request an increase to the existing train services at the station as there is not enough parking at Tuggerah station.	<p>Service frequency of trains and timetabling of trains stopping at Ourimbah Station is outside of the scope of the Proposed Activity. The Proposal is for accessibility upgrades at the Ourimbah Station to meet DDA and DSAPT requirements. The request for additional train services will be forwarded to the relevant department within NSW TrainLink.</p> <p>Preliminary investigation work for additional commuter parking is underway at Tuggerah</p>

No.	Submission no.	Issue/s raised	TfNSW response
			<p>Station as part of the TfNSW Commuter Car Park Program.</p> <p>https://www.transport.nsw.gov.au/commuter-car-park-program</p>
6.2	OUR013	The submission questioned the order of stations for upgrade works and requested an upgrade for Tuggerah Station.	<p>The upgrades are being carried out to improve accessibility to Ourimbah Station and provide safe and equitable access to the platforms and carpark, to meet DDA legislation and DSAPT requirements.</p> <p>TfNSW determines the priority of upgrades using evidence-based criteria, including:</p> <ul style="list-style-type: none"> • current and predicted future patronage • the needs and demographics of customers who use the location • whether important services such as hospitals or educational facilities are nearby • cumulative impacts of other construction projects • the accessibility of other nearby transport interchanges and facilities <p>The list of upgrades is regularly reviewed so the people of NSW can have confidence that upgrades are delivered where they are needed most.</p> <p>Ourimbah Station was given a higher priority as Tuggerah has existing access ramps and provides some level of accessibility to less mobile customers.</p> <p>Planning is underway for an upgrade to Tuggerah Station as well as additional commuter car parking.</p> <p>To receive updates on planned future projects at other stations, please refer to the current projects webpage:</p> <p>https://www.transport.nsw.gov.au/projects/current-projects</p>

Council submissions

Table 2 Response to submissions received from Central Coast Council

Issue no.	Stakeholder	Issue/s raised	TfNSW response
1	General		
1.1	OUR005	Request for 15 minute car parking space/s for parents or carers.	The provision of timed parking in commuter car parks has previously been problematic as the 15 minute time limit is often not policed and therefore tends to be used by commuters. The addition of timed

Issue no.	Stakeholder	Issue/s raised	TfNSW response
			15 minute parking spaces would also lead to loss of commuter car parking spaces. This would be considered during detailed design in consultation with CCC to ascertain the practicality of implementing timed parking within the car park.
1.2	OUR035	Support for the Proposed Activity and/or for improving accessibility to the station.	Support for the Proposed Activity is noted.
1.3	OUR035	Submission questions whether consideration had been given to the Federal Government's proposed High-Speed Rail Project?	The station upgrades would be built to not preclude any potential rail improvements along the line.
1.4	OUR035	Council expects that any potential adverse impacts to the environment or the community would be appropriately managed in accordance with the mitigation measures outlined in the REF and the CoA imposed in the Determination Report.	Any potential adverse impacts from the Proposed Activity would be managed in accordance with the mitigation measures outlined in section 7.2 of the REF and the CoA outlined in Appendix B of this report.
2	Design		
2.1	OUR005	Request for more covered waiting areas for when buses replace trains.	It is noted that rail shutdowns are managed by NSW TrainLink. Ourimbah Station has existing bus shelters for normal operations as well as covered waiting areas for the station. This feedback will be provided to NSW TrainLink for consideration.
2.2	OUR005	Request for a continuous footpath link between public and railway land.	A continuous footpath is outside the scope of the Proposed Activity. The Proposal is for accessibility upgrades at the station to comply with the DDA and DSAPT requirements.

2.4. Future consultation

Should TfNSW proceed with the Proposed Activity, consultation activities would continue, including consultation with CCC and other relevant stakeholders regarding the design development. In addition, TfNSW would notify residents, businesses and community members of the impending commencement of construction, and provide regular updates throughout the construction period. The consultation activities would help ensure:

- 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)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 project website <https://www.transport.nsw.gov.au/projects/current-projects/ourimbah-station-upgrade>⁴ would also include updates on the progress of construction.

³ projects@transport.nsw.gov.au

⁴ <https://www.transport.nsw.gov.au/ourimbah>

3. Changes to the Proposed Activity

3.1. Assessment of design changes

Further design development, along with feedback received from consultation with the community and stakeholders, has resulted in a design change to the Proposed Activity described in the Ourimbah Station Upgrade REF. This change is outlined in Table 3, along with a discussion of the impacts, and depicted in Figure 3.

Unless explicitly stated otherwise in the table below, it is considered that impacts related to other aspects are considered to be consistent with the findings of the REF with respect to clause 228 of the EP&A Regulation and impacts to matters of National Environmental Significance under the *Environment Protection and Biodiversity Conservation Act 1999*. Where additional mitigation measures are required, these have been included as Conditions of Approval in Appendix B.

Table 3 Assessment of design changes

Aspect of the Proposed Activity	Design change	Discussion of impacts
Removal of the existing switchback ramp and staircase from the Pacific Highway bus stop to the station, and provision of a new accessible pathway and stairs from the Pacific Highway bus stop to the station.	<p>Further assessment has identified that the existing switchback ramp can be retained to provide compliant access between the Pacific Highway and the station.</p> <p>As such, removal of the existing ramp and replacement with the new accessible path and staircase is no longer required and has been removed from scope.</p>	<p>Retention of these existing features would not introduce additional environmental impacts to what has been assessed in the REF.</p> <p>The visual impacts during construction and operation would be reduced in comparison with those identified in the Landscape Character and Visual Impact Assessment (Envisage, 2020) as there would be no changes to these existing features.</p>
Kiss and ride	Inclusion of one new kiss and ride space within the commuter car park close to the station entrance.	<p>The inclusion of one kiss and ride space near the station entrance will result in the removal of one car space within the commuter car park.</p> <p>The REF (TfNSW, 2020) assessed impacts of the Proposed Activity on traffic and transport. The commuter car park provides approximately 150 car parking spaces. The loss of one car park to accommodate a kiss and ride space will have a minimal impact and would not change the initial assessment.</p>

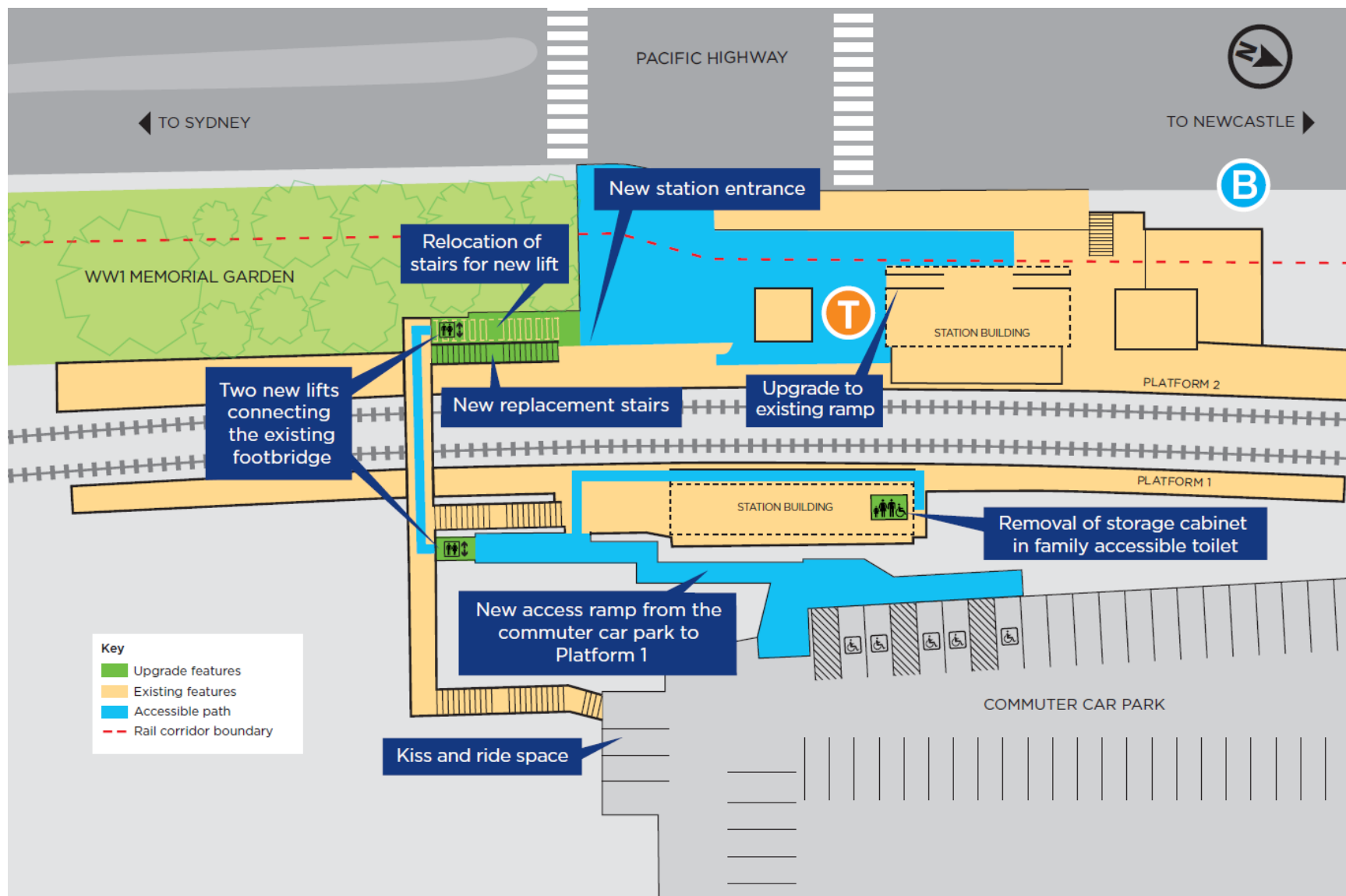


Figure 3 Revised key features of the Proposed Activity (indicative only, subject to detailed design).

4. Consideration of the environmental impacts

4.1. NSW 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 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?*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 Division 5.2 of the EP&A Act is not required.

4.2. NSW Heritage Act 1977

The Proposed Activity would be undertaken within the curtilage of the Ourimbah Railway Station Group and Residence heritage item, which is listed on the RailCorp Section 170 Heritage and Conservation Register, as well as within the curtilage of the Ourimbah Railway Station & Station Master's House and World War 1 Monument heritage items which are listed on the heritage schedule of the *Wyong Local Environmental Plan 2013*.

The potential heritage impacts of the Proposed Activity have been assessed in Section 6.5 of the REF and Statement of Heritage Impact (Artefact, 2020).

Generally, the proposal would result in neutral to negligible direct and indirect impacts to the heritage significance of Ourimbah Railway Station and the World War 1 Monument. However, some aspects of the Proposed Activity would result in greater impacts for particular elements of these items, including:

- modifications to the interior and exterior of the station Platform 1 building would result in a moderate direct and indirect impact to the heritage significance of the station
- modifications to the dwarf wall of the World War 1 Monument would result in a moderate direct and minor indirect impact to the heritage significance of the locally listed item
- the introduction of the new lift shafts would result in a minor to moderate indirect impact to the heritage significance of the station.

A notification under Section 170A of the *Heritage Act* would be required to the NSW Heritage Council no less than 40 days prior to commencement of demolition works within the heritage curtilage of the RailCorp Section 170 listed Ourimbah Railway Station Group and Residence.

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

4.3. Commonwealth 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.

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, 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 (EIS) is not required to be prepared under Division 5.2 of the EP&A Act.

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

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

Determination

Ourimbah Station Upgrade

APPROVAL

I, Louise Sureda as delegate of the Secretary, Transport for NSW:

1. Have examined and considered the Proposed Activity in the *Ourimbah Station Upgrade Review of Environmental Factors* (May 2020) and the *Ourimbah Station Upgrade Determination Report* (July 2020) in accordance with Section 5.5 of the *NSW 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 (July 2020), consistent with the Proposed Activity described in the *Ourimbah Station Upgrade Review of Environmental Factors* (May 2020).



Louise Sureda
Director Planning and Environment
Environment and Sustainability
Safety, Environment and Regulation Division
Transport for NSW

Date: 10.7.20

References

All Arbor Solutions, 2020, Ourimbah Station Upgrade Arboricultural Impact Assessment Report, Sydney

Artefact, 2020, TAP 3.0 Ourimbah Railway Station Statement of Heritage Impact Report, Pyrmont

Envisage Consulting, 2020, *Ourimbah Station Upgrade Landscape Character and Visual Impact Assessment*, Sydney

TfNSW, 2020, *Transport Access Program Ourimbah Station Upgrade Review of Environmental Factors*, Sydney

Appendix A Review of Environmental Factors

Please refer to the TfNSW website to access the Ourimbah Station Upgrade REF (Desksite Ref # 64457565):

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

Appendix B Conditions of Approval

CONDITIONS OF APPROVAL

Ourimbah Station Upgrade

Note: these Conditions of Approval must be read in conjunction with the final mitigation measures in the Ourimbah Station Upgrade Review of Environmental Factors.

Schedule of acronyms and definitions used:

Acronym	Definition
ADEIA	TfNSW Associate Director Environmental Impact Assessment (or nominated delegate)
ADEM	TfNSW Associate Director Environmental Management (or nominated delegate)
ADSPD	TfNSW Associate Director Sustainability, Planning and Development (or nominated delegate)
CECR	Construction Environmental Compliance Report
CEMP	Construction Environmental Management Plan
CLMP	Community Liaison Management Plan
CMP	Contamination Management Plan
CoA	Condition of Approval
dBA	Decibels (A-weighted scale)
ECM	Environmental Controls Map
EIA	Environmental Impact Assessment
EPA	NSW Environment Protection Authority
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EPL	Environment Protection Licence issued by the Environmental Protection Authority under the <i>Protection of the Environment Operations Act 1997</i> .
EMR	Environmental Management Representative
EMS	Environmental Management System
HIS	Heritage Interpretation Strategy
ISCA	Infrastructure Sustainability Council of Australia
ISO	International Standards Organisation
OEH	Former NSW Office of Environment and Heritage
OOHWP	Out of Hours Works Protocol
PECM	Pre-Construction Environmental Compliance Matrix
RBL	Rating Background Level
REF	Review of Environmental Factors
SMP	Sustainability Management Plan
SoHI	Statement of Heritage Impacts
TfNSW	Transport for NSW
TMP	Traffic Management Plan
UDLP	Urban Design and Landscaping Plan

Term	Definition
Construction	Includes all work in respect of the Project, other than survey, acquisitions, fencing, investigative drilling or excavation, building/road dilapidation surveys, or other activities determined by the TfNSW ADEM to have minimal environmental impact such as minor access roads, minor adjustments to services/utilities, establishing temporary construction compounds (in accordance with this approval), or minor clearing (except where threatened species, populations or ecological communities would be affected, unless otherwise agreed by the ADEM).
Contamination	The presence in, on or under land of a substance at a concentration above the concentration at which the substance is normally present in, on or under (respectively) land in the same locality, being a presence that presents a risk of harm to human health or any other aspect of the environment.
Designated Works	Includes tunnelling, blasting, piling, excavation or bulk fill or any vibratory impact works including jack hammering and compaction, for Construction.
Emergency Work	Includes works to avoid loss of life, damage to external property, utilities and infrastructure, prevent immediate harm to the environment, contamination of land or damage to a heritage (Aboriginal or non-Aboriginal) item.
Environmental Impact Assessment (EIA)	The documents listed in Condition 1 of this approval.
Environmental Management Representative (EMR)	An independent environmental representative appointed to the Project or a delegate nominated by Transport for NSW.
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 Ourimbah Station Upgrade as described in the Environmental Impact Assessment.
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.
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	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>Ourimbah Station Upgrade – Review of Environmental Factors</i> (TfNSW, May 2020) b) <i>Ourimbah Station Upgrade – Determination Report</i> (TfNSW, July 2020). <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, and any additional requirements from the assessment of the Project modification must be complied with.</p>
3.	<p>Statutory Requirements</p> <p>These conditions do not remove any 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 terms and conditions of such licences, permits, approvals and permissions must be complied with at all times.</p>
4.	<p>Construction Environmental Compliance Report</p> <p>A Construction Environmental Compliance Report (CECR) for the Project shall be prepared 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 any approvals or licences issued by relevant authorities for the construction of the Project c) 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) d) environmental monitoring results, presented as a results summary and analysis e) details of the percentage of waste diverted from landfill and the percentage of spoil beneficially reused f) 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) g) details of any review and amendments to the CEMP resulting from construction during the reporting period h) any other matter as requested by the ADEM. <p>The CECR shall:</p> <ul style="list-style-type: none"> (i) be submitted to the EMR for review. The EMR is to be given a minimum period of seven days to review and provide any comments to TfNSW in relation to the CECR (ii) be submitted to the ADEM for approval upon completion of the EMR review period. <p>The first CECR shall report on the first six months of construction and be submitted within six weeks of expiry of that period (or at any other time interval agreed to by the ADEM). CECRs shall be submitted no later than six months after the date of submission of the preceding CECR (or at other such periods as requested by the ADEM) for the duration of construction.</p> <p>The final CECR shall detail compliance with all Conditions of Approval, licences and permits required to be obtained under any other legislation for the Project.</p>

CoA Condition

5. Graffiti and Advertising

Hoardings, site sheds, fencing, acoustic walls around the perimeter of the site, and any structures built as part of the Project shall be maintained free of graffiti and advertising not authorised by TfNSW during the construction period. Graffiti and unauthorised advertising shall 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.

Communications

6. 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, Taxi Council and businesses). The CLMP shall comply with the obligations of these conditions and should include, but not necessarily be limited to:

- a) a comprehensive, project-specific analysis of issues and proposed strategies to manage issues through the duration of the Project
- b) details of the communication tools (traditional and digital) and activities that will be used to inform and engage the community and stakeholders
- c) a program for the implementation of community liaison activities relating to key construction tasks with strategies for minimising impacts and informing the community
- d) policies and procedures for handling community complaints and enquiries, including the Contractor's nominated 24 hour contact for management of complaints and enquiries
- e) analysis of other major projects/influences in the area with the potential to result in cumulative impacts to the community and strategies for managing these.

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 the construction of the Project.

7. Community Notification and Liaison

The local community 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 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).

8. Website

Project information shall be made available to members of the public, either on dedicated pages on the TfNSW/Project website or details provided as to where hard copies of this information may be accessed. Project information to be provided includes:

- 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.

CoA Condition

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

9. Complaints Management

A 24 hour construction response line number shall be established and maintained for the duration of construction.

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 Environmental Management Representative (EMR) each working day.

Environmental Management

10. Construction Environmental Management Plan

A Construction Environmental Management Plan (CEMP) shall be prepared prior to the 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) Aboriginal and non-Aboriginal heritage management
- f) biodiversity management
- g) storage and use of hazardous materials
- h) contaminated land management (including acid sulphate soils)
- i) weed management
- j) waste management
- k) bushfire risk
- l) environmental incident reporting and management procedures
- m) non-compliance and corrective/preventative action procedures
- n) details of approvals, licences and permits required to be obtained under any other legislation for the Project.

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 Infrastructure, Planning and Natural Resources, 2004)
- iii. include a pre-construction environmental compliance matrix for the Project (or such stages of the Project as agreed to by the EMR) that details compliance with all relevant conditions and mitigation measures
- iv. include an Environmental Policy.

In preparing the CEMP the following shall be undertaken:

1. consultation with government agencies and relevant service/utility providers (as required)
2. a copy of the CEMP submitted to the EMR for review
3. a copy of the CEMP submitted to the Associate Director Environmental Management (ADEM) for approval upon completion of the EMR review period

CoA	Condition
-----	-----------

- | | |
|--|---|
| | <ol style="list-style-type: none">4. review and update the CEMP at regular intervals, and in response to any actions identified as part of the EMR's audit of the document5. ensure updates to the CEMP are made within seven days of the completion of the review or receipt of actions identified by any EMR audit of the document and be submitted to the EMR for approval. |
|--|---|

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

11. Environment Personnel

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).

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 such time as otherwise agreed by the ADEM).

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

12. Environmental Management Representative

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

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

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

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

13. Environmental Controls Map

An Environmental Controls Map (ECM) shall be prepared and implemented in accordance with TfNSW's *Guide to Environmental Controls Map* (SD-015) prior to the commencement of

CoA Condition

construction for implementation for the duration of construction. The ECM is to be endorsed by the EMR and may be prepared in stages, as set out in the CEMP.

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

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

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

Hours of Work

14. Standard Construction Hours

Construction activities shall be restricted to the hours of 7:00 am to 6:00 pm (Monday to Friday); 8:00 am to 1:00 pm (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 5dBA 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 and considered essential to the Project, or as approved by EPA (where an EPL is in effect).

15. High Noise Generating Activities

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

Noise and Vibration

16. Construction Noise and Vibration

Construction noise and vibration mitigation measures shall be implemented through the CEMP, in accordance with TfNSW's *Construction Noise and Vibration Strategy* (ST-157) and the EPA's *Interim Construction Noise Guideline* (Department of Environment and Climate Change, 2009). The mitigation measures shall include, but not 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 and vibration 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 144 of

CoA Condition

this approval, including a risk assessment process which deems the out of hours activities to be of low, medium or high environmental risk, is to be developed. All out of hours works are subject to approval by the EMR and/or ADEM or as approved by EPA (where relevant to the issuing of an EPL). The OOHWP should be consistent with the TfNSW *Construction Noise and Vibration Strategy* (ST-157)

- f) a description of how the effectiveness of actions and measures shall be monitored during the proposed works, identification of 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.

17. Vibration Criteria

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

- a) for structural damage vibration British Standard BS 7385-2:1993 *Evaluation and measurement for vibration in buildings Part 2* or the German Standard DIN 4150: Part 3 – 1999: Structural Vibration in Buildings: Effects on Structures
- 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 ADEM through the CEMP.

18. 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 British Standard BS 7385-2:1993. If a heritage building or structure is found to be structurally unsound (following inspection) a more conservative cosmetic damage objective of 2.5 mm/s peak component particle velocity (from DIN 4150) shall be considered. Real time vibration monitoring is to be conducted at commencement of relevant work to confirm compliance with the adopted standard. 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.

19. 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.

20. Piling

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.

21. 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.

Contamination and Hazardous Materials

22. 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 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 with relevant EPA guidelines, including the *Guidelines for Consultants Reporting on Contaminated Sites* (Office of Environment and Heritage, 2011).

CoA Condition

A copy of any contamination report shall be submitted to the EMR for review. The EMR is to be given a minimum period of seven days to review.

A revised copy of the report shall be submitted to the ADEM for consideration upon completion of the EMR review period. The ADEM shall determine whether consultation with the relevant council and/or EPA is required prior to continuation of construction works within the affected area.

Note: *In circumstances where both previously unidentified asbestos contamination and other contamination are discovered within a common area, nothing in these conditions shall prevent the preparation of a single investigation report to satisfy the requirements of both Condition 22 and Condition 23.*

23. 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, Safe Work Australia and SafeWork NSW guidelines and include the proposed methodology for the remediation of the asbestos contamination. Remediation activities must not take place until receipt of the investigation report.

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 22 and Condition 23.*

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

Erosion and Sediment Control

25. Erosion and Sediment Control

Soil and water management measures shall be prepared, implemented and maintained as part of the CEMP for the mitigation of water quality 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).

Heritage Management

26. Aboriginal and Non-Aboriginal Heritage

CoA Condition

If previously unidentified Aboriginal or non-Aboriginal heritage/archaeological items are uncovered during construction works, the procedures contained in the TfNSW *Unexpected Heritage Finds Guideline* (SD-115) shall be followed and all works in the vicinity of the find shall cease. The EMR shall be immediately notified to co-ordinate a response, which may include seeking appropriate advice from a suitably qualified and experienced Heritage Advisor (in consultation with Heritage NSW, and/or the Energy, Environment and Science Group of the Department of Planning, Industry and Environment, as applicable). Works in the vicinity of the find shall not re-commence until clearance has been received from TfNSW and/or the Heritage Advisor.

27. Heritage Interpretation Strategy

Prior to the commencement of construction, a Heritage Interpretation Strategy (HIS) shall be prepared and recommendations included into the detailed design of the Project. The HIS shall include recommendations regarding the installation of heritage interpretive signage. The HIS is to be submitted to the ADEM for approval at least 14 days prior to demolition of any heritage fabric.

Refer to Condition 41 for further site specific information on the heritage interpretation at Ourimbah.

28. Photographic Archival Recording

Archival recording of the station as a whole shall be undertaken in accordance with the Heritage NSW guidelines prior to works commencing. The archival recording shall be reviewed and endorsed by the EMR prior to submission to Heritage NSW or other government body.

Copies of the archival recording are to be provided to Sydney Trains for future reference. In particular, the following elements would be concentrated on:

- a) the station buildings
- b) the station group and setting
- c) the World War 1 Monument

Flora and Fauna

29. Removal of Trees or Vegetation

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

30. Replanting Program

All cleared vegetation shall be offset in accordance with TfNSW's *Vegetation Offset Guide* (ST-149). 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.

Lighting

31. Lighting Scheme

A lighting scheme for the construction and operation of the Project is to be developed by a suitably qualified lighting designer and prepared in accordance with *AS 1158 Lighting for Roads and Public Spaces* and *AS 4282 Control of the Obtrusive Effects 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/car park/other infrastructure type

CoA Condition

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

The proposed lighting scheme is to be submitted to TfNSW's technical (design) team for acceptance.

Property Condition Surveys

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 50 metres from the edge of the Designated Works
- b) all heritage listed buildings and other sensitive structures within 150 metres from the edge of the Designated Works.

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

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

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

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

A suitably qualified and experienced Sustainability Officer shall be appointed 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 are to be submitted to the satisfaction of the Associate Director Sustainability, Planning & Development (ADSPD) prior to the preparation of the Sustainability Management Plan.

34. Sustainability Management Plan

A Sustainability Management Plan (SMP) which details the approach to managing sustainability requirements and opportunities during design and construction shall be prepared. The SMP shall include the following as a minimum:

- a) a completed electronic checklist demonstrating compliance with the Infrastructure Sustainability Council of Australia (ISCA) scorecard demonstrating credits targeted to meet an Infrastructure Sustainability Rating Scheme (v1.2) of 65
- b) a statement outlining the Construction Contactor's own corporate sustainability policies, obligations, goals, targets and commitments

CoA Condition

- c) a description of the processes and methodologies for encouraging and identifying innovative sustainability outcomes on the Project, and the areas targeted for innovative sustainable solutions to be explored and/or implemented on the Project
- d) the approach to the identification of opportunities to reduce carbon emissions, energy use and embodied lifecycle impacts of the Project. This should include a summary of initiatives proposed for implementation to meet energy and carbon management objectives and targets
- e) the approach to sustainable procurement including how procurement processes have taken in to account the principles of *ISO 20400: 2017 – Sustainable Procurement* in the selection of all materials, products and services
- f) a description of the processes, standards and procedures for undertaking climate change risk assessments and strategies for mitigation of risks associated with climate change and extreme weather events.

A copy of the SMP shall be submitted to the ADSPD at least 30 days prior to the commencement of construction, for approval (or such time as is otherwise agreed by the ADSPD).

35. Infrastructure Sustainability Council of Australia (ISCA) Ratings

The Project shall be registered with the Infrastructure Sustainability Council of Australia (ISCA), and shall aim to achieve a minimum 'Infrastructure Sustainability Rating Tool' (v1.2/2.0) 'Excellent' rating with an overall score of 65 or more 'for the 'Design' and 'As-Built' components of the Project.

Traffic, Transport and Access

36. Traffic Management Plan

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

- 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 customers, 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.

Consultation with the relevant roads authority must be undertaken during the preparation of the TMP, as required. The performance of all Project traffic arrangements must be monitored during construction.

Urban Design and Landscaping

37. Urban Design and Landscaping Plan

CoA Condition

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

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

The Urban Design Plan and Landscaping Plan is to include the Public Domain Plan for the chosen option and will provide analysis of the:

- i landscape design approach including design of pedestrian and bicycle pathways, street furniture, interchange facilities, new planting and opportunities for public art
- ii materials schedule including materials and finishes for proposed built works, colour schemes, paving and lighting types for public domain, fencing and landscaping
- iii an Artist's Impression or Photomontage to communicate the proposed changes to the precinct

The following design guidelines are available to assist and inform the Urban Design Plan and Landscaping Plan for the Proposal:

- *TAP Urban Design Plan, Guidelines, TfNSW, Draft 2018*
- *Commuter Car Parks, urban design guidelines, TfNSW, Interim 2017*
- *Managing Heritage Issues in Rail Projects Guidelines, TfNSW, Interim 2016*
- *Creativity Guidelines for Transport Systems, TfNSW, Interim 2016*
- *Water Sensitive Urban Design Guidelines for TfNSW Projects, 2016*

The Urban Design Plan and Landscaping Plan shall be:

- I. prepared prior to concept design and finalised
- II. prepared in consultation with local council and relevant stakeholders
- III. prepared by a registered Architect and/or Landscape Architect

Site-specific Conditions

38. Detailed Design

The following components shall be investigated as part of detailed design:

- options to retain the dwarf wall on the eastern side of the memorial arch which forms part of the World War 1 Monument. Where practicable, preference shall be given to the retention of this wall.
- an option to retain Tree T1 – Chinese Tallowwood
- reducing the height of the lift shafts
- implementing timed parking within the commuter car park
- options to relocate seating on Platform 1 instead of removing seating.

39. Consultation on a strategy to avoid potential impacts to the World War 1 Monument while the upgrade work is completed shall be undertaken with Ourimbah RSL.

40. Engagement of Heritage Conservation Architect

CoA Condition

A suitably qualified and experienced heritage conservation architect shall be engaged to provide ongoing heritage and conservation advice throughout detailed design and any subsequent relevant design modifications. The nominated heritage conservation architect is to be approved by the ADEIA prior to the commencement of the detailed design process, and shall provide specialist advice throughout the detailed design phase to ensure that the final design adheres to the relevant strategies and the design recommendations made in the SoHI (Artefact, 2020).

41. Heritage Interpretation

Further to Condition 27, heritage interpretation shall be considered and implemented as part of the proposal. The interpretation shall outline the history, associations and heritage significance of Ourimbah Station and the wider Ourimbah area and could involve interpretive signage, panels or displays at entry/exit points to the station, including on the proposed lift structure or within the station Waiting Room. Heritage interpretations can also include conservation and restoration.

A heritage conservation architect shall be engaged to provide ongoing heritage, design and conservation advice throughout detailed design and any relevant design modifications.

42. Condition Assessment & Conservation Management Strategy

During detailed design consideration shall be given to works outlined in the *Sydney Trains Condition Assessment & Conservation Management Strategy Sydney Trains War Memorials* (March 2020) and the Heritage Division of Sydney Trains will be further consulted on these works.

43. Heritage Sympathetic Design

During design development, consideration shall be given to developing heritage sympathetic design, particularly in relation to the size, form and materials used for the lift structures. Heritage sympathetic design considerations shall include:

- The materiality of the lift structure, shall incorporate glazing and material finishes that are as recessive as possible to ensure that adverse visual impacts to Ourimbah Station are minimised
- If a temporary stair structure is required it would be positioned so that the structure shall not impact upon the physical fabric of the World War 1 Monument during construction
- Removal of existing skirting boards from the existing Waiting Room of the platform building 1 shall be conducted with care to avoid damaging the original walls of the building. The proposal would include provision for the storage of the boards and would endeavour to reinstate the existing skirting boards upon completion of the lowering of the Waiting Room floor
- In order to mitigate any impact upon the entrance and façade of the building, the existing stone threshold shall be sympathetically removed, stored and reintroduced to the same entryway upon completion of the floor lowering
- Final drawings are to depict the proposed widening of the doorways in both plan and elevation and indicate the amount of material (brickwork, timber door architraves etc) to be removed from these openings. Any works to these areas shall be minimal and sympathetically designed to contribute to the heritage significance of the platform building
- Final drawings are to indicate the proposed new floor level of the Waiting Room in elevation. If original fabric is located (original timber joists and floorboards) below the current laminate finish, these elements shall be carefully removed and reinstated at the new level. If there is no evidence of these elements, the proposed new floor finish shall be constructed of a sympathetic material, such as timber floorboards
- Final drawings would indicate the proposed new material to infill the void between the walls and new floor level of the Waiting Room. Particular attention shall be paid to the installation of this material and its connection to the extant fireplace within the room. Opportunities exist to construct a small podium to support the fireplace elements
- If the detailed designs required the closure of the ticket window within the Waiting Room it is recommended that the window be locked rather than infilled to preserve the original intention of the station ticket window within the context of the Waiting Room

CoA	Condition
-----	-----------

- | | |
|--|--|
| | <ul style="list-style-type: none">• The proposed works to the existing southern ramp of the Platform 2 station building shall provide sympathetic protection measures to the external timber façade and detailing of the building during the proposed works to the area in order to avoid direct impact to the heritage fabric of the building• The removal and upgrade of the existing internal telephone box, located within the General Waiting Room, shall utilise existing wall penetrations in order to prevent further direct impacts to the heritage fabric of the building• The regrading works for the platform shall avoid impacting existing door thresholds of the station platform building. Platform regrading works must avoid impacting the brick retaining wall coping of the platform edges• Proposed platform regrading shall not cover over or obscure original sub-floor ventilation grates of the platform building. If platform elevations are adjusted that they shall cover grates, a small cavity would be provided in the platform surface near the grates so that they can continue to allow air flow to freely ventilate. |
|--|--|

44. Section 170 A Notification

In consultation with Sydney Trains, notification from TfNSW shall be submitted to Heritage NSW, Department of Premier and Cabinet no less than 40 days prior to the commencement of works to heritage items for the proposed activity, in accordance with section 170A of the *Heritage Act 1977*.
