

Transport Access Program

Petersham Station Upgrade

Determination Report





Petersham Station Upgrade Determination Report

**Transport Access Program
Ref – 6385180**

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Glossary and abbreviations

Term	Meaning
CBD	Central Business District
CEMP	Construction Environmental Management Plan
CLMP	Community Liaison Management Plan
CoA	Condition of Approval
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).
DSAPT	<i>Disability Standards for Accessible Public Transport (2002)</i>
EP&A Act	<i>Environmental Planning and Assessment Act 1979 (NSW)</i>
EP&A Regulation	<i>Environmental Planning and Assessment Regulation 2000 (NSW)</i>
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999 (Cwlth)</i>
Infrastructure SEPP	<i>State Environmental Planning Policy (Infrastructure) 2007 (NSW)</i>
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 Petersham Station Upgrade.
REF	Review of Environmental Factors
SSER	Station Services Equipment Room
SES	State Emergency Service
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 aims to provide:

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

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

- two new lifts connecting the existing footbridge to the Terminus Street station entrance and the station platform
- a new access ramp and stairs from the Trafalgar Street station entrance to the existing footbridge
- upgrade works to the existing footbridge and stairs
- improved amenities such as a new family accessible toilet and a male and a female ambulant toilet in the platform building
- an additional external canopy to the family accessible toilet
- a new Station Services Equipment Room (SSER) within the existing platform building
- a new accessible parking space adjacent to the Terminus Street lift
- formalised kiss and ride area on Terminus Street
- new bicycle parking
- platform resurfacing, CCTV and wayfinding signage
- electrical upgrades for new infrastructure.

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

No modifications have been made to the Proposed Activity since the REF was prepared, however modifications may be considered during the detailed design phase. Should design modifications be required as a result of the detailed design process, these modifications would be assessed to determine consistency with the Proposed Activity (as approved), 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 Petersham Station Upgrade, to determine whether or not to proceed with the Proposed Activity. TfNSW must make a determination in accordance with the provisions of Division 5.1 of the EP&A Act.

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

Conclusion

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

1 Introduction

1.1 Background

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

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

Petersham 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 non-compliant station entrances and stairs to the platform do not facilitate access for people with reduced mobility, parents/carers with prams or customers with luggage. There are no accessible parking spaces, no lift facilities and inadequate Tactile Ground Surface Indicators (TGSIs) to stairs, platforms and interchange facilities.

TfNSW is the Proponent for the Petersham 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 RPS 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 Petersham Station Upgrade REF was placed on public display from 30 October to 13 November 2019, with 68 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).

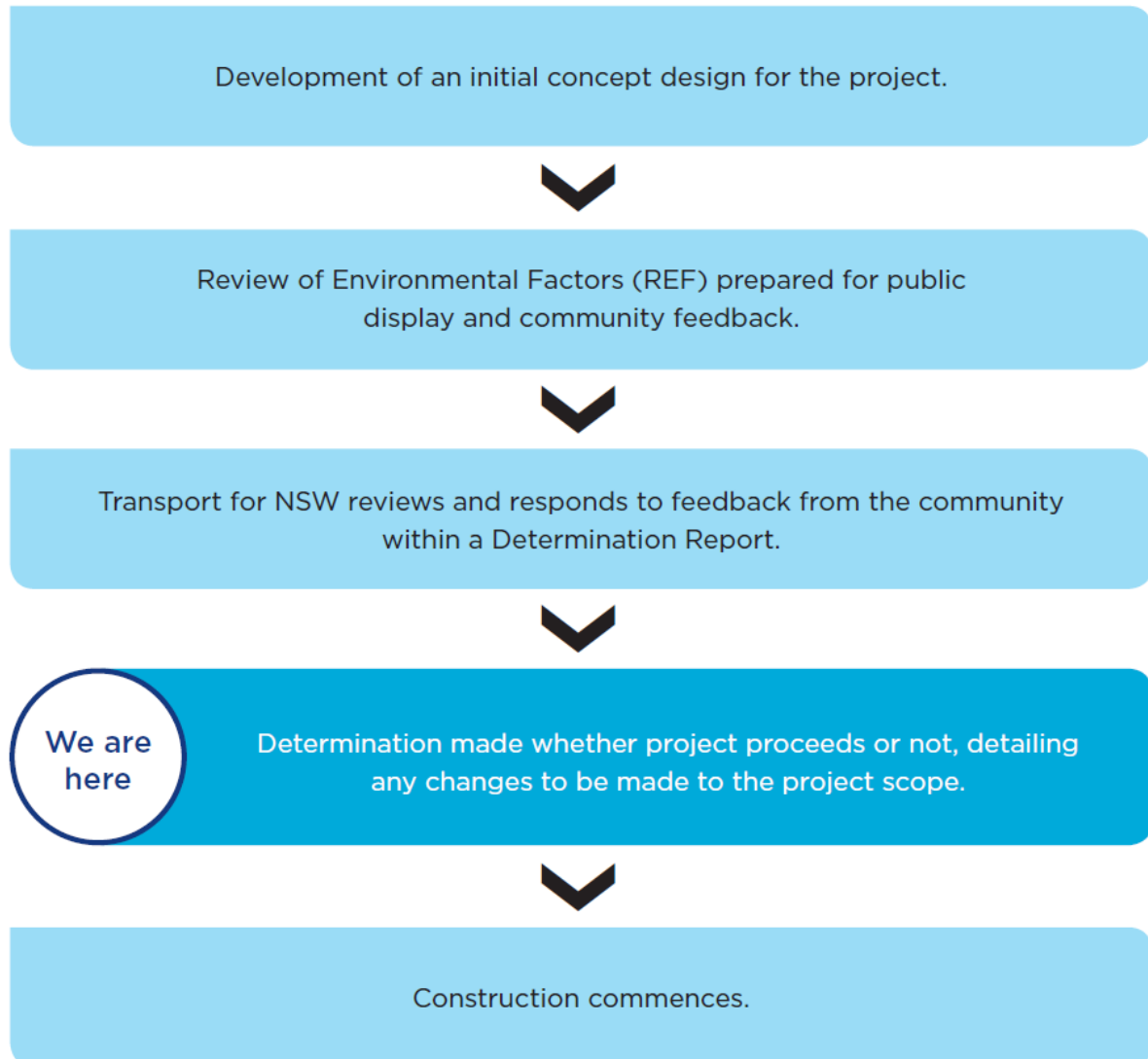


Figure 1: Planning approval process

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 Proposed Activity would include works to Petersham Station situated in the Inner West Council Local Government Area. The station is located in the suburb of Petersham about five kilometres south-west of the Sydney Central Business District (CBD). Petersham Station is also listed on the State Heritage Register, RailCorp Section 170 Heritage and Conservation Register and the heritage schedule of the *Marrickville Local Environmental Plan 2011*.

The Proposed Activity would provide safe and equitable access to the platforms and to the pedestrian network surrounding the station. Customer facilities and amenities would also be improved. The upgrade would also assist in supporting growth in public transport use and 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 Petersham Station Upgrade REF, and would provide:

- two new lifts connecting the existing footbridge to the Terminus Street station entrance and the station platform
- a new access ramp and stairs from the Trafalgar Street station entrance to the existing footbridge
- upgrade works to the existing footbridge and stairs
- improved amenities such as a new family accessible toilet and a male and a female ambulant toilet in the platform building
- an additional external canopy to the family accessible toilet
- a new Station Services Equipment Room (SSER) within the existing platform building
- a new accessible parking space adjacent to the Terminus Street lift
- formalised kiss and ride area on Terminus Street
- new bicycle parking
- platform resurfacing, CCTV and wayfinding signage
- electrical upgrades for new infrastructure.

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 early 2020 and take around 18 months to complete.

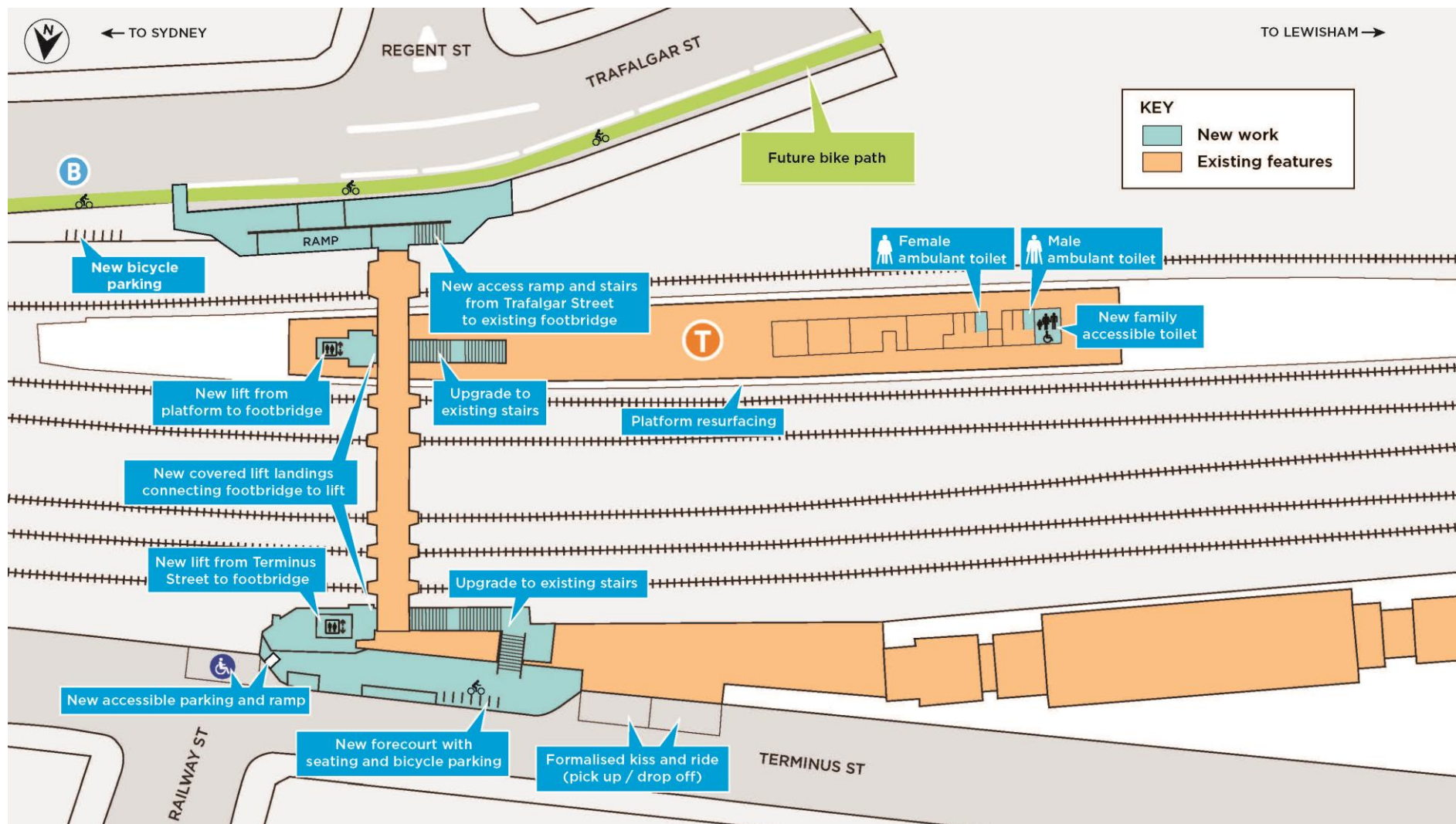


Figure 2 Key features of the Proposed Activity (indicative only, subject to detailed design)

2 Consultation and assessment of submissions

2.1 REF public display

The Petersham Station Upgrade REF was placed on public display from 30 October to 13 November 2019 at three locations, as well as on the [TfNSW corporate website](https://www.transport.nsw.gov.au/projects/current-projects/petersham-station-upgrade)¹ and TfNSW [Have Your Say website](https://yoursay.transport.nsw.gov.au/)². It was also advertised on the NSW Government [Have Your Say website](http://www.haveyoursay.nsw.gov.au)³

Community consultation activities undertaken for the public display included:

- a pop-up community information stall on 4 November 2019 at Petersham Station
- distribution of around 2,000 flyers to customers at the station and 3,200 flyers letterbox dropped within the suburb of Petersham on 30 October 2019
- installation of project signage at Petersham Station at the station entrances, on the footbridge and on the station platform.
- public display of the REF at Inner West Council, Petersham Service Centre – 2-14 Fischer Street, Petersham; Stanmore Library – Stanmore Reserve, Douglas Street, Stanmore; and Transport for NSW Office – Level 5, Tower A, Zenith Centre, 821 Pacific Highway, Chatswood
- placement of an advertisement in the Inner West Times 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
- creation of a dedicated project webpage on the TfNSW corporate website, including a 360 degree virtual reality tour of the proposed station upgrade and integrated online message board on the TfNSW website
- a briefing to Inner West Council officers on 25 October 2019, as well as a presentation at the Inner West Council's Access Advisory Committee meeting on 7 November 2019
- 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 Inner West Council as per the consultation requirements under clause 13, 14 and 15 of the 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 as per the consultation requirements under clause 15AA of the Infrastructure SEPP.

¹ <https://www.transport.nsw.gov.au/projects/current-projects/petersham-station-upgrade>

² <https://yoursay.transport.nsw.gov.au/>

³ <http://www.haveyoursay.nsw.gov.au>

2.2 REF submissions

A total of 60 submissions were received by TfNSW, including one from Inner West Council and one from the NSW State Emergency Service (SES). These were received via letter, email, telephone and online submissions including the posted comments on the project website. Submissions included feedback on a range of issues in relation to the Proposed Activity. The key issues raised in submissions were:

- request for additional commuter access to the station from the existing pedestrian tunnel (either via the existing stairs which have been decommissioned, or via a new accessible entrance i.e. ramp or lift)
- concern as to how the design of the new ramp and stairs at the Trafalgar Street entrance will interact with the surrounding road / pedestrian / cycle network
- queries as to whether the Proposed Activity has considered other development in the area, e.g. issues which may arise during construction of concurrent projects, and/or if increased patronage has been considered in the design.

Furthermore, there were a number of informal social media submissions (comments) on the advertisement of the Petersham Station Upgrade on the TfNSW Facebook page. Key themes in the comments included support for the Proposed Activity, suggestions for accessibility upgrades at other stations, and suggestions to investigate an alternate station entrance from the existing pedestrian tunnel. These themes are further explored in Table 1.

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	P001, P002 P003, P004 P005, P006 P007, P008 P009, P010 P011, P012 P020, P026 P027, P028 P029, P031 P032, P033 P034, P038 P042	Support for the Proposed Activity, and/or for improving accessibility at the station.	Noted.
1.2	P001, P004 P013, P014 P015, P016 P018	Questioned the length of time taken for the station to achieve DDA compliance.	TfNSW is progressively upgrading stations to meet key DDA and DSAPT requirements. Petersham Station has now been identified for an accessibility upgrade with construction works scheduled to commence in early 2020, subject to approval.

No.	Submission no.	Issue/s raised	TfNSW response
1.3	P014, P015 P037	Construction timing – one respondent hopes that the Proposed Activity is approved and completed in a timely manner. Others requested clarification as to the timeline for the Proposed Activity.	Subject to approval, construction is expected to commence in early 2020 and take around 18 months to complete.
1.4	P015	Concerned that during the consultation session at Petersham Station, staff were positioned on the station footbridge which was not accessible to everyone.	The location for the Petersham Station consultation session was selected to minimise pedestrian crowding. As both the Trafalgar Street and Terminus Street station entrances are currently confined to narrow footpaths, the preferred location for consultation was on the footbridge to cater for commuters from both sides. As this area was not accessible to all members of the public, the team were regularly walking around to accessible points at the Trafalgar Street and Terminus Street station entrances to engage with members of the community. However, TfNSW will more thoughtfully consider where our project teams are located in the future, considering accessibility.
1.5	P014, P059, P060	The website advertised to prompt commuters to have a say on the Petersham Station Upgrade did not work.	The TfNSW website was available to use for the community to view the REF and provide feedback via the virtual reality tool. TfNSW is not aware of any outages of the web page, but has been advised that superseded web browsers may not support the graphics used in the virtual reality tool.
1.6	P014, P022 P051	Concerned that accessibility around the Inner West is badly dealt with and/or other stations within the Inner West are still not compliant (such as Stanmore and Lewisham stations).	TfNSW notes the request for nearby stations to be upgraded. TfNSW is progressively upgrading stations to meet key DDA and DSAPT requirements. Preliminary investigations are underway for a potential upgrade to St Peters Station and Stanmore Station, which are estimated to be completed in 2023.

No.	Submission no.	Issue/s raised	TfNSW response
1.7	P014, P015	Concerned that other stations with fewer commuters have had upgrades where more frequented stations such as Petersham remain without lifts.	All non-accessible stations are assessed and scored against evaluation criteria, including Opal data, an area's demographics and expected future growth as part of the early planning phases of which stations will be progressed to the next stage for investigations and design development. A station's proximity to schools and hospitals is also considered as these would generate a higher demand for accessible transport. Further information on the prioritisation process can be found on the TfNSW website: https://www.transport.nsw.gov.au/projects/current-projects/tap-3
1.8	P037	Requested information regarding night-time construction works.	Out of hours works (including night works) are required in some cases to minimise disruptions to customers, pedestrians, motorists and nearby sensitive receivers; and to ensure the safety of railway workers and operational assets. It is estimated that approximately 12 rail shutdowns would be utilised during the construction period which may include night-time works. Night-time works may also be required outside of rail shutdown periods, however the Construction Contractor would be required to seek approval from TfNSW for any out of hours work and the affected community would be notified in accordance with Condition of Approval (CoA) 16.
2 Design			
2.1	P004, P005 P026, P049, P060	Concerned as to whether the design of the upgrade accommodates potential extra commuters due to the additional residential developments in the area. One respondent suggested adding new platforms or widening the existing platforms.	The Proposed Activity has been designed to accommodate the forecast Sydney Trains patronage growth (an increase of 15 per cent to 2036) and changing travel patterns. Section 6.1.2 of the REF and the Transport, Traffic and Access Impact Assessment (SLR, 2019) assessed the design and estimated patronage using Fruin's Pedestrian Flow Rate criteria which assigns a rating from 'A' (best level) to 'F' (worst level). The assessment concluded that there would be a pedestrian Level of Service (LoS) 'B' at the Trafalgar Street stairs and ramp, and LoS 'D' at the Terminus Street stairway but that the new enlarged forecourt area would provide sufficient space for pedestrians. The enlarged forecourts at both station entrances, upgraded footpaths on Trafalgar Street and Terminus Street, new accessible ramp to the southern access and provision of two new lifts to access the platform would

No.	Submission no.	Issue/s raised	TfNSW response
			improve customer flows and improve customer experience at the station.
2.2	P017, P020 P026, P027 P028, P032 P034, P035 P036, P038, P060,	<p>Recommended reopening the stair access from the platform to the pedestrian tunnel for reasons including:</p> <ul style="list-style-type: none"> • provide a more direct route for rail customers at the western end of the station (and to the shops) • alleviate congestion by providing an alternative access • improve customer experience • accommodate future travel demand • increase the safety / security of the tunnel and provide an alternate emergency exit • provide a sheltered entrance • improve the heritage significance by avoiding footbridge modifications. 	<p>The objective of the Proposed Activity is to provide equitable access in accordance with key requirements of the DDA and DSAPT, and the provision of a secondary entrance / exit is outside the scope of the Proposed Activity.</p> <p>The existing pedestrian tunnel / subway is accessed via a long flight of stairs located on Trafalgar Street (near Audley Street), and without modifications would not be compliant with the DDA and DSAPT.</p> <p>One of the options considered for the Proposed Activity (described as Option 3 in the REF) was to modify the existing pedestrian tunnel to provide a new accessible entryway including one new lift at a new Trafalgar Street entrance and a second lift to access the station platform. However, there were several issues associated with this option including:</p> <ul style="list-style-type: none"> • this would not provide an equitable access to the primary station entrance which is via the existing footbridge, and therefore would not comply with key requirements of the DDA and DSAPT • creating a longer path of travel to access customer services at the station • constructability issues associated with the need to relocate existing services, signalling, and overhead wiring infrastructure above the existing concealed stairs. <p>Therefore, upgrading the pedestrian tunnel was not progressed as the preferred option.</p>
2.3	P030	Requested a ramp leading up to the platform from the existing pedestrian tunnel. The tunnel could be accessed from Trafalgar Street via a ramp situated next to the stairway (requiring the removal of the west brick wall).	<p>The objective of the Proposed Activity is to provide equitable access in accordance with key requirements of the DDA and DSAPT, and the provision of a secondary entrance / exit is outside the scope of the Proposed Activity.</p> <p>However, due to the level difference and space constraints, it would not be possible to install a ramp to the platform at a compliant grade. Also, please refer to the response for item number 2.2 above.</p>
2.4	P021	Recommended upgrading the pedestrian tunnel.	Please refer to the response for item number 2.2 above.

No.	Submission no.	Issue/s raised	TfNSW response
2.5	P056	Requested a secondary station entrance near Audley Street.	Please refer to the response for item number 2.2 above.
2.6	P005	Suggested a fly over bridge with retail facilities traversing Trafalgar Street (connecting to the existing pedestrian bridge), to alleviate congestion.	The objective of the Proposed Activity is to provide equitable access in accordance with key requirements of the DDA and DSAPT, and the provision of a flyover to relieve congestion issues associated with the local road network is outside the scope of the Proposed Activity. In addition, a new bridge was not considered as part of the options process due to the excessive cost, longer construction timeframe and adverse heritage impacts.
2.7	P012	Recommended widening the stairs from the platform to the footbridge to alleviate congestion.	Widening of the stairs is not required to meet key requirements of the DDA and DSAPT. In addition, it is also acknowledged that the footbridge and stairs form part of the State heritage listing for Petersham Station and efforts have been made to minimise impacts to the heritage fabric.
2.8	P030	Suggested a switch back ramp from the footbridge down to the platform.	Providing a ramp at the compliant grades (steepness) from the footbridge to the platform would be difficult due to the height differences, and so new lifts have been proposed to provide equitable access and achieve DDA compliance. In addition, the footbridge and stairs form part of the State heritage listing for Petersham Station and efforts have been made to minimise impacts to the heritage fabric.
2.9	P007, P021 P031, P052	Suggested full canopy cover on the footbridge (and/or stairs) for weather protection. One respondent suggested a canopy over the stairs and the footbridge (for weather protection), which could utilise the existing metal cupola shaped structures on the footbridge to create a rounded peralum / aluminium roof structure.	Section 2.4 of the REF discusses the options considered for improving access to Petersham Station which included an option to include a new canopy structure over the footbridge and stairs. This option was discounted as TfNSW has minimised modifications to the State heritage-listed footbridge and stairs to reduce impacts to heritage fabric. However, it is noted that the lift landings will have new canopies for weather protection at the waiting areas to comply with key requirements of the DDA and DSAPT.

No.	Submission no.	Issue/s raised	TfNSW response
2.10	P007	Suggested additional canopies at both the eastern and western ends of the platform for weather protection.	Additional canopies for weather protection are outside the scope of the Proposed Activity, with the exception of lift landings and the Family Accessible Toilet which are required by the DDA and DSAPT. These new canopy areas would be of a sufficient size to accommodate wheelchairs, prams and customers with luggage.
2.11	P007	Concerned over the lack of seating and shade near the bus stop on Trafalgar Street.	Additional canopies for weather protection are outside the scope of the Proposed Activity, with the exception of lift landings and the Family Accessible Toilet which are required by the DDA and DSAPT.
3	Traffic, transport and access		
	Construction phase		
3.1	P015, P037	Requested clarification as to whether the station will operate during the construction period.	Petersham Station would remain operational for the majority of the construction period. Certain works would need to occur outside recommended standard hours and include works during routine rail weekend shutdowns. However, rail weekend shutdowns are scheduled closures that would occur regardless of the Proposed Activity when part of the rail network is temporarily closed by Sydney Trains for ongoing maintenance when trains are not operating. It is estimated that approximately 12 rail weekend shutdowns would be utilised during the construction period. Six of these weekend shutdowns would require the closure of the station to the public. During this time, replacement buses would be provided in accordance with Sydney Trains procedures.
3.2	P029	Requested details on where workers would park during the construction and the impact this would have on commuter parking (i.e. will they be applying for work parking permits).	Traffic Management Plans under a broader Construction Environmental Management Plan (CEMP) would be prepared, which would inform construction workers to travel via non-private vehicle modes or to travel with workmates/carpool where possible (refer CoA 37). Construction workers would be discouraged from parking in the nearby streets that would be most convenient for station customers.

No.	Submission no.	Issue/s raised	TfNSW response
3.3	P005	Concerned regarding the increased traffic congestion during construction of the Proposed Activity and other planned developments in the area.	During construction of the Proposed Activity, the works would be coordinated with other construction activities in the area in order to minimise conflicting traffic impacts. Consultation and liaison would occur with the Inner West Council, Sydney Trains, and any developers identified to minimise the cumulative construction impacts (refer CoA 8).
3.4	P010	Requested access from Terminus Street to be maintained during construction, as the alternative access via Trafalgar Street is a long detour.	A detailed construction methodology and associated management plans such as a CEMP and Traffic Management Plan would be developed during the next phase of the Proposed Activity to manage potential traffic and access impacts (refer to CoA 37). Pedestrian access to the station (including Terminus Street) would generally be maintained during standard construction periods and while trains are running. However, access routes may vary during rail weekend shutdowns (i.e. when the station is not in operation) and construction works are taking place on the footbridge itself.
Parking			
3.5	P003, P049	Requested parking restrictions are lifted in the existing streets to allow for commuter parking as there are timed restrictions in surrounding streets.	Parking along the local streets surrounding Petersham Station is the responsibility of Inner West Council. TfNSW will pass on the feedback to Inner West Council for improved parking in the vicinity of Petersham Station.
3.6	P005	Suggested a commuter car park as existing commuter parking is limited and would be further limited with the proposed developments in the area.	Commuter parking requirements are regularly assessed by TfNSW on a network-wide basis based on existing and future demand, proximity to other car parking spaces and the feasibility of providing parking. However, the objective of the Proposed Activity is to provide equitable access in accordance with key requirements of the DDA and DSAPT, and providing additional parking is outside the scope of the Proposed Activity.
3.7	P003	Requested the further leasing of the RSL car park for commuter parking be reconsidered.	The objective of the Proposed Activity is to provide equitable access in accordance with key requirements of the DDA and DSAPT, and providing additional parking is outside the scope of the Proposed Activity. Please also refer to the response for item number 3.6.

No.	Submission no.	Issue/s raised	TfNSW response
3.8	P019	Concerned over the provision of one accessible parking space, with a request to consider additional accessible parking spaces.	One accessible parking space at Petersham Station is proposed on Terminus Street to provide an accessible path of travel to the station. There were limited opportunities to provide additional parking, including on Trafalgar Street (due to the proposed bike path, footpath grades and 'no stopping' arrangements) and in order to limit impacts to existing street parking.
Active transport			
3.9	P025, P044	Recommendation for secure bike parking.	Secure bike parking, in the form of a set of bike hoops, would be located at both the Trafalgar Street station entrance and the Terminus Street station entrance.
3.10	P004, P011	Requested information about whether bike parking is available on both sides of the station.	The Proposed Activity includes the provision of new bike hoops at the Terminus Street station entrance, and the Trafalgar Street station entrance (refer to Figure 2).
3.11	P046	Concerned over number of bike hoops proposed. Requested information on the statistics or targets for bike riding to the station, and if there is an opportunity for more bike parking.	The existing bike parking facilities currently accessed from the stairs from Terminus Street would be relocated, with seven new bike hoops to be installed adjacent to the station entrance. While areas around the station are quite constrained to provide additional bike parking, TfNSW would provide an additional seven bike hoops at the Trafalgar Street entrance meaning that both sides of the station would have bike facilities.
3.12	P059	Concerned over number of bike hoops proposed. Suggested reducing landscaping (seen on the VR tool) to provide extra bike spaces	<p>The 360 degree visualisation is indicative and subject to further detail design development. New landscaping is proposed considering urban design aspects with relation to the existing tree and the station entrance forecourt.</p> <p>New bike racks for 7 bicycles are proposed on both northern and southern sides of the station entrances each.</p> <p>The new racks are proposed on the southern side in consideration of the future RR7 bicycle route proposed by Inner West Council, which is likely to increase bike use on this side.</p> <p>The racks on the northern end are like for like replacement for the existing ones located up the short flight of stairs.</p> <p>It is also likely that users may choose to take their bikes on the train when there is availability of lifts at the station.</p>

No.	Submission no.	Issue/s raised	TfNSW response
			However, if there is a particular increase of bike use on the northern end, it will be monitored following project completion and additional bicycle racks may be provided if necessary.
3.13	P007	Recommendation to provide bike hoops on Trafalgar Street closer to the existing bus stop.	The Proposed Activity includes new bike hoops on Trafalgar Street at station entrance near the new proposed bus stop location (refer to Figure 2).
3.14	P011	Requested relocation of bike hoops on Terminus Street to be under the stairs to the footbridge, as opposed to extending the concourse which would remove existing car spaces.	The proposed widening of the footpath and forecourt area is driven by the lift entrance and the extension of the stairs on Terminus Street to comply with DDA and DSAPT requirements. The placement of bike hoops under the stairs would not reduce the amount of parking spaces to be impacted. This location has been chosen to improve accessibility for cyclists when compared with the existing bike parking which is currently accessed via stairs from Terminus Street.
3.15	P011, P046	Requested bike hoops to be covered to protect bikes from the rain, which will increase their use.	The objective of the Proposed Activity is to provide equitable access in accordance with key requirements of the DDA and DSAPT, and additional canopies over the bike hoops are outside the scope of the Proposed Activity.
3.16	P007	Suggested that a wide clear footpath (with keep left signage), without bike racks and seating would help ease pedestrian congestion at Terminus Street in the mornings and afternoons.	The Proposed Activity includes a new accessible station entrance at the lift area at Terminus Street, which would include the widening of the existing footpath to create a forecourt area and alleviate congestion. Section 6.1.2 of the REF and the Transport, Traffic and Access Impact Assessment (SLR, 2019) assessed the design and estimated patronage using Fruin's Pedestrian Flow Rate criteria which assigns a rating from 'A' (best level) to 'F' (worst level). The assessment concluded that there would be a LoS 'D' at the Terminus Street stairway but that the new enlarged forecourt area would provide sufficient space for the movement of pedestrians.
3.17	P025	Recommended installing a ramp at the pedestrian tunnel to improve cross corridor connectivity for those with bicycles or prams.	Community members with bikes or prams will be able to cross the corridor using the new lifts and ramps. Please also refer to the response for item number 2.2.

No.	Submission no.	Issue/s raised	TfNSW response
3.18	P032	Concerned that the stairs at the base of the footbridge stairs to Terminus Street are steeper and deeper than standards steps.	Modifications to the Terminus Street entrance would include the replacement of the existing lower stairs, balustrade and handrail that provides access from street level to the existing footbridge stairs. These new stairs are designed to meet all relevant building standards and would extend beyond the brick perimeter wall which would reduce the steepness / grade of the stairs.
Public transport and interchange facilities			
3.19	P004	Requested information about whether train services are being increased.	The Proposed Activity involves a station upgrade to provide equitable access in accordance with key requirements of the DDA and DSAPT, and changes to train services are not proposed, but are regularly reviewed by Sydney Trains and Transport for NSW.
3.20	P004	Concerned over the interactions between the bike lane and bus stop on Trafalgar Street, in particular where people will queue for the bus.	The new protected bike path proposed along Trafalgar Street is to be delivered by Inner West Council. TfNSW will continue to liaise with Inner West Council during detailed design to discuss the implications of the proposed bike path and the station upgrade on pedestrian access and bus queueing to ensure a safe, integrated outcome is achieved.
3.21	P058	Requested the bus stop on the southern side of Trafalgar Street remains easily accessible.	TfNSW will continue stakeholder engagement with Inner West Council to ensure that the bus stop remains easily accessible and is not compromised by any additional features as part of the Proposed Activity.
3.22	P005	Concerned about the busy nature (and potential bottleneck) of the pedestrian crossing at Trafalgar Street which could create congestion around the bus stop and the station.	<p>The Proposed Activity has been designed to accommodate the forecast Sydney Trains patronage growth (an increase of 15 per cent to 2036) and changing travel patterns.</p> <p>Section 6.1.2 of the REF and the Transport, Traffic and Access Impact Assessment (SLR, 2019) assessed the design and estimated patronage using Fruin's Pedestrian Flow Rate criteria which assigns a rating from 'A' (best level) to 'F' (worst level). The assessment concluded that there would be a pedestrian Level of Service (LoS) 'B' at the Trafalgar Street stairs and ramp.</p> <p>TfNSW will continue to liaise with Inner West Council during detailed design to discuss the implications of the proposed bike path and the station upgrade on pedestrian access and bus</p>

No.	Submission no.	Issue/s raised	TfNSW response
			<p>queueing to ensure a safe, integrated outcome is achieved.</p> <p>CoA 39 also requires that a Road Safety Audit is undertaken as part of the detailed design process and on completion of construction.</p>
3.23	P038, P057	Recommended reopening the western stair access from the platform to the pedestrian tunnel to deter passengers from jaywalking on Trafalgar Street and encourage utilisation of the pedestrian crossing at Trafalgar Street.	Please refer to the response for item number 2.2. CoA 39 also requires that a Road Safety Audit is undertaken as part of the detailed design process and on completion of construction.
3.24	P041	Noted existing kiss and ride occurring on the corner of Railway and Terminus Street. Concern over the proposed location for kiss and ride area.	<p>The Proposed Activity would create a formalised kiss and ride area on Terminus Street, away from the intersection, allowing for safe pick up and drop off. This location was selected with consideration for a number of aspects, including proximity to the station entrance and safety.</p> <p>CoA 39 also requires that a Road Safety Audit is undertaken as part of the detailed design process and on completion of construction and includes assessment of the kiss and ride area.</p>
Traffic			
3.25	P044	Requested modifications to the pedestrian light changes on Trafalgar Street to be longer and more frequent.	The objective of the Proposed Activity is to provide equitable access in accordance with key requirements of the DDA and DSAPT, sequencing of traffic lights is not within scope and is the responsibility of the roads authority.
3.26	P053	Requested a zebra pedestrian crossing on Terminus Street opposite the stairs.	<p>A formalised crossing on Terminus Street opposite the stairs was considered as part of design development and included consultation with Council. However, due to traffic volumes and speed, a formalised crossing is not feasible in this location.</p> <p>This feedback will be passed on to the road authority for consideration in the future.</p>
4 Heritage			
4.1	P048,	Requested the balustrade on the footbridge be retained.	The Statement of Heritage Impact (RPS, 2019b) has assessed the potential impacts of the lift installation on the heritage

No.	Submission no.	Issue/s raised	TfNSW response
			<p>characteristics and features of the station including the balustrades.</p> <p>The installation of the lifts would impact the footbridge through the removal of some sections of railing (balustrade), however they have been positioned as such to align with the balustrade posts to minimise impact to the footbridge. All balustrades not impacted by the lifts' lobbies would remain intact.</p>
4.2	P005, P024	<p>One respondent recommended minimising the impact to the heritage features of the footbridge. Another recommended the cast iron lattice work, balustrades and columns should be retained where possible and ideally restored.</p>	<p>The Statement of Heritage Impact (RPS, 2019b) has assessed the potential impacts of the lift installation on the heritage characteristics and features of the station.</p> <p>The installation of the lifts would impact the footbridge through the removal of some sections of railing (balustrade), however they have been positioned as such to align with the balustrade posts to minimise impact to the footbridge. All balustrades not impacted by the lifts' lobbies would remain intact.</p> <p>The remnant iron column located on the platform would be removed during construction to avoid impact and reinstated in the same location after construction.</p>
4.3	P036	<p>Recommended the original lamp style lighting above the footbridge on the light arches should be reinstated to enhance the heritage character and amenity of the footbridge.</p> <p>Also noted that no additional light poles should be installed along the footbridge, and any additional lighting should be well concealed.</p>	<p>The Section 60 Approval in Appendix C includes a Condition of Approval to reinstate the original lamp style lighting and the design team is working to include this as part of detailed design.</p>
5	Biodiversity		
5.1	P006, P034 P047, P050	<p>Seeking clarification that the Eucalypt tree (Lemon-scented gum) outside the Terminus Street station entrance would remain.</p>	<p>The Proposed Activity would require the removal of one Brush Box sapling from a garden bed at the Terminus Street station entrance. The large Lemon-scented gum is subject to major encroachment (i.e. the infrastructure design is in excess of 10 per cent of the tree protection zone), however due to its high value it has been nominated for retention, and would be protected through the tree protection measures recommended in the</p>

No.	Submission no.	Issue/s raised	TfNSW response
			Arboricultural Impact Assessment Report (Allied Tree Consultancy, 2019) (refer CoA 45).
5.2	P048,	Requested additional greenspace including trees / raingardens to be planted as part of the Proposed Activity (e.g. star jasmine on the side of the lift / footbridge).	<p>The Proposed Activity includes new station entrance areas with new landscaping. The design on Terminus Street is to create an expanded landscaped 'forecourt' around the mature Lemon-scented gum. Garden beds with native hedge plants would be planted and provide visual amenity as well as assist in providing a buffer between pedestrian and vehicular movements. There would also be room for small tree plantings.</p> <p>Tree plantings and vegetation cover would be considered further during detailed design through the refinement and implementation of the Urban Design and Public Domain Plan (refer CoA 36).</p>
6	Amenities, safety and security		
6.1	P007, P013 P054	Issue with the current condition of the stairs (particularly during wet weather) which poses a safety hazard to pedestrians.	The Proposed Activity would address this issue by installing new stainless-steel handrails and non-slip treads to the existing stairs, along with new or reinstated TGSIs which would improve customer access.
6.2	P045, P048	Concerned over the forecourt area becoming a smoking zone for pub patrons and the safety of this area. Requested additional lighting and bins.	<p>The detailed design will be undertaken with regard to Crime Prevention through Environmental Design (CPTED) principles to enable casual surveillance of public areas. The station entry works on Terminus Street will open up the area adjacent to the station, making it more of a public space. This would act as a deterrent for undesirable activity. The lift lobby has also been configured to consider passenger circulation and sight lines.</p> <p>The Proposed Activity also includes modifications to existing station security systems including the installation of new CCTV cameras and lighting.</p>
6.3	P007	Recommended the removal of the forecourt area and bike parking / seating on Terminus Street due to its proximity to the hotel across the road, which may create an additional safety concern.	Refer to item number 6.2.

No.	Submission no.	Issue/s raised	TfNSW response
6.4	P042	Concerned over the safety and upkeep of the pedestrian tunnel with grates exposed and cameras vandalised.	<p>The objective of the Proposed Activity is to provide equitable access to the Station in accordance with key requirements of the DDA and DSAPT. The existing pedestrian tunnel does not connect to the Station and is therefore outside the scope of the Proposed Activity.</p> <p>Where works are undertaken as part of the Proposed Activity, it will include safety and security improvements such as additional lighting, CCTV and signage.</p>
6.5	P048	Recommended bike parking be covered by CCTV.	The Proposed Activity would be designed having regard to CPTED principles to enable casual surveillance of public areas.
6.6	P020	Recommendation for the buttons at the lift to be of an accessible height (both inside and out), and in Braille.	The objective of the Proposed Activity is to improve accessibility to meet key requirements of the DDA and DSAPT. This includes specifications such as Braille which would be provided for both the lift lobbies and lifts, as well as positioning lift features at an accessible height.
6.7	P005	Suggested that toilet facilities at the station should be expanded.	The Proposed Activity provides one Family Accessible Toilet to ensure that Petersham Station meets key requirements of the DDA and DSAPT. The conversion of one female cubicle and one male cubicle into female and male ambulant toilets also achieves the objectives of the Proposed Activity. Additional toilet facilities are outside the scope of this Proposed Activity.

Other stakeholder submissions

Table 2 outlines issues raised by Inner West Council (P039) and the SES (P040) in their submissions, along with TfNSW's response.

Table 2: Response to other stakeholder submissions received

Issue no.	Stakeholder	Issue/s raised	TfNSW response
1	General		
1.1	Inner West Council	Support for the Proposed Activity, and/or for improving accessibility at the station.	Noted.
2	Design		
2.1	Inner West Council	Noted that the northern forecourt and lift entry requires careful design, particularly in relation to gradient. Concerned that the gradient, as shown in the artist's impression, may prove too steep for patrons in wheelchairs to exit the elevator safely.	The artist's impression is indicative only and subject to detailed design. The grade of the forecourt area and lift entry has been designed to ensure a compliant and accessible path of travel for customers in wheelchairs is provided from the accessible parking space to the lift entrance, and to the platform.
2.2	Inner West Council	Noted that consideration should be given to the inclusion of public art and place-making elements in the final station design. These features should be the result of engagement with Council and the community.	During detailed design, opportunities for public art created by local artists to be incorporated would be considered (refer CoA 36). Consultation with Inner West Council and other stakeholders would be ongoing during detailed design.
3	Traffic, transport and access		
3.1	Inner West Council	Noted that disruption to the travelling public should be minimised at all times.	Petersham Station would remain operational for the majority of the construction period. Certain works would need to occur outside recommended standard hours and include works during routine rail weekend shutdowns. However, rail weekend shutdowns are scheduled closures that would occur regardless of the Proposed Activity when part of the rail network is temporarily closed by Sydney Trains for ongoing maintenance when trains are not operating. It is estimated that approximately 12 rail weekend shutdowns would be utilised during the construction period. Six of these

Issue no.	Stakeholder	Issue/s raised	TfNSW response
			<p>weekend shutdowns would require the closure of the station to the public.</p> <p>Traffic and access impacts (including in and around the station) would be managed through the preparation and implementation of the construction Traffic Management Plan (refer CoA 37).</p>
3.2	Inner West Council	<p>Noted the proposed weekday construction hours (7am – 6pm) are likely to conflict with weekday commuters using the station, consequently it is suggested that consideration should be given to shorter weekday construction hours.</p>	<p>Where possible, construction works would be scheduled to avoid peak travelling periods and the majority of major works would take place during routine rail shutdowns which typically occur over a weekend period.</p> <p>Traffic and access impacts (including in and around the station) would be managed through the preparation and implementation of the construction Traffic Management Plan (refer CoA 37).</p>
3.3	Inner West Council	<p>Consideration should be given to the inclusion of adjacent active transport links, around and across the rail corridor, into the Proposed Activity scope. This includes the construction of Regional (cycle) Route 7, an essential component of the Inner Sydney Regional Bicycle Network. It is requested that the current on-going discussions between TfNSW and Council continue during the construction phase of both projects.</p>	<p>The design for the Proposed Activity has taken into consideration and accommodated the proposed bike path (Regional Route 7) on Trafalgar Street. TfNSW is also proposing to install new bike parking on both sides of the station which would further enhance active transport links.</p> <p>Consultation with Inner West Council would be ongoing during detailed design and construction.</p>
3.4	Inner West Council	<p>Concerned over the location of the proposed bike path at Petersham and where it crosses in front of the kerb ramps and bus stop. Pedestrian / bicycle conflict is a significant issue for those with vision impairment.</p> <p>Noted the interface between the proposed adjacent proposed cycle path / shared path and bus stops needs further consultation with Council, Sydney Buses, Bicycle User Groups and vision impaired advocates (including Royal Society for the Blind and Guide Dogs NSW/ACT).</p>	<p>TfNSW will continue to liaise with Inner West Council and other stakeholders during detailed design to discuss the implications of the proposed bike path and the station upgrade on pedestrian access and bus queueing to ensure a safe, integrated outcome is achieved.</p>

Issue no.	Stakeholder	Issue/s raised	TfNSW response
3.5	Inner West Council	The construction phase should ensure minimum disruption to, and diversion of, nearby active and sustainable transport.	<p>The construction of the Proposed Activity may result in the temporary relocation / changes to the operation of the bus stop and bike racks.</p> <p>Prior to the commencement of construction, a construction Traffic Management Plan as part of the CEMP would be prepared which would consider maximising safety and accessibility, pedestrians, cyclists and public transport customers (refer CoA 37).</p>
3.6	Inner West Council	Ensure adequate provision of bike parking in the vicinity of the station.	The Proposed Activity would increase bike parking and includes the provision of new bike hoops at the Terminus Street station entrance, and the Trafalgar Street station entrance (14 in total).
3.7	Inner West Council	Opportunities should be explored to provide bicycle push ramps on station stairs.	<p>Due to the State-heritage listing of Petersham Station, TfNSW has sought to minimise modification to the footbridge, including installation of push ramps.</p> <p>Cyclists would be able to cross the corridor and access the station platform via the ramp and two new lifts.</p>
3.8	Inner West Council	Access across the footbridge should not require Opal Card access (e.g. gate barriers/tap-on points should continue to be located on the platforms).	Opal card readers would be positioned on the station platform only, allowing the general public to cross the corridor via the stairs, ramp and new lift without the need to tap-on and tap-off.
3.9	Inner West Council	Noted the only proposed kiss and ride spaces are in Terminus Street, and access to Terminus Street is limited due to turn prohibitions on Crystal Street. Suggests appropriate wayfinding and an education campaign be introduced prior to opening of the new elevator and kiss and ride spaces.	Wayfinding signage would be installed in accordance with standards and legislative requirements. In addition, CoA 39 also requires that a Road Safety Audit is undertaken as part of the detailed design process and on completion of construction and includes assessment of the kiss and ride area.

Issue no.	Stakeholder	Issue/s raised	TfNSW response
3.10	Inner West Council	Consideration should be given to the provision of an additional accessible parking space near the Trafalgar Street entrance.	One accessible parking space at Petersham Station is proposed on Terminus Street to provide an accessible path of travel to the station. There were limited opportunities to provide additional parking, including on Trafalgar Street (due to the proposed bike path, existing bus stops, footpath grades and 'no stopping' arrangements).
4	Noise and vibration		
4.1	Inner West Council	Noted the proposed construction hours should be adhered to in order to minimise noise and vibration impacts on adjacent properties.	<p>Construction noise and vibration mitigation measures would be implemented through the CEMP, in accordance with TfNSW's <i>Construction Noise and Vibration Strategy</i> (7TP-ST157) and the EPA's <i>Interim Construction Noise Guideline</i> (Department of Environment and Climate Change, 2009).</p> <p>The Construction Contractor would be required to seek approval from TfNSW for any out of hours work and the affected community would be notified in accordance with the Conditions of Approval (CoA 16).</p>
5	Heritage		
5.1	Inner West Council	Noted sympathetic heritage design principles (or where appropriate contrasting design) of new features is essential as both the station (particularly the footbridge) and adjacent premises have significant visual amenity and heritage value.	Section 2.5 and 6.5.2 of the REF and the Statement of Heritage Impact (RPS, 2019b) provides information on how heritage impacts have been mitigated through design development. For example, the lift structures are a narrow through-type lift with the minimum height possible to reduce the visual bulk of the structures. In addition, the materials and finishes for the lift shaft have also been selected with consideration for the heritage setting and landscape character (e.g. a visually recessive brick facade sympathetic to the heritage platform building with glassed upper lift shaft to reduce visual impact).

Issue no.	Stakeholder	Issue/s raised	TfNSW response
6	Amenities, safety and security		
6.1	Inner West Council	Toilet access can be unavailable when no staff are present as it requires engaging the emergency system that also operates as a default 'help point'. This is confusing and reliant on off-site staff assessing the issue including via CCTV. There is need for an improved operational protocol around this as it is relevant to much if not all of the rail network.	When the station is not staffed, the platform toilets are closed to all members of public due to potential security risks and anti-social behaviours. Operational hours and station facilities are managed by Sydney Trains. This feedback will be passed onto Sydney Trains for consideration.
7	Hydrology		
7.1	Inner West Council	Requested that drainage is considered at the northern forecourt and lift (on Terminus Street), as an unsuitable gradient is likely to result in overland flow of rain water into the elevator well.	The design has considered the potential impacts of hydrology and flooding on the operation of the Proposed Activity (refer Section 6.9 of the REF). Further investigations would be undertaken during the detailed design stage to ensure potential risks to operational activities and equipment are addressed.
7.2	SES	Confirmed that the proposed works appear to have minimal risk to NSW SES response operations.	Noted.
7.3	SES	Noted site design and stormwater management should minimise any risk to the community and should ensure commuters are aware of the flood risk (i.e. through an appropriate business emergency plan).	The design has considered the potential impacts of flooding on the operation of the Proposed Activity. Further investigations would be undertaken during the detailed design stage to ensure potential risks to operational activities and equipment are addressed. Sydney Trains also has a range of emergency plans and procedures for their stations which includes flooding considerations.

2.4 Future consultation

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

- local council and other 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)⁴ and TfNSW Infoline (1800 684 490) would continue to be available during the construction phase. Targeted consultation methods, such as use of letters, notifications, signage and verbal communications, would continue to occur. The [TfNSW website](http://www.transport.nsw.gov.au/Petersham)⁵ would also include updates on the progress of construction.

⁴ projects@transport.nsw.gov.au

⁵ <http://www.transport.nsw.gov.au/Petersham>

3 Consideration of the environmental impacts

Environmental Planning and Assessment Act 1979

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

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

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

The likely significance of the environmental impacts of the Proposed Activity has been assessed in accordance with the then NSW Department of Planning's 1995 best practice guideline *Is an EIS Required?*⁶ It is concluded that the Proposed Activity is not likely to significantly affect the environment (including critical habitat) or threatened species, populations of ecological communities, or their habitats. Accordingly, an environmental impact statement under Division 5.2 of the EP&A Act is not required.

Environment Protection and Biodiversity Conservation Act 1999

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

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

⁶ Refer to the National Library of Australia's 'Trove' website
<http://trove.nla.gov.au/work/7003034?selectedversion=NBD11474648>

4 Conditions of Approval

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

5 Conclusion

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

PETERSHAM STATION UPGRADE

APPROVAL

I, Ben Groth, as delegate of the Secretary, Transport for NSW:

1. Have examined and considered the Proposed Activity in the *Petersham Station Upgrade Review of Environmental Factors* (October 2019) and the *Petersham Station Upgrade Determination Report* (January 2020) in accordance with section 5.5 of the *Environmental Planning and Assessment Act 1979*.
2. Determine on behalf of Transport for NSW (the Proponent) that the Proposed Activity may be carried out in accordance with the Conditions of Approval in this Determination Report (January 2020), consistent with the Proposed Activity described in the *Petersham Station Upgrade Review of Environmental Factors* (October 2019).



Ben Groth
Acting Director, Planning and Environment
Infrastructure and Place
Transport for NSW

Date: 29/1/20

References

Allied Tree Consultancy, 2019, Arboricultural Impact Assessment, Allied Tree Consultancy Wollongong

RPS, 2019a, Petersham Station Upgrade Review of Environmental Factors, Sydney

RPS, 2019b, Petersham Station Upgrade – Statement of Heritage Impact, RPS Sydney

Appendix A Review of Environmental Factors

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

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

Appendix B Conditions of Approval

CONDITIONS OF APPROVAL

Petersham Station Upgrade

Note: these Conditions of Approval must be read in conjunction with the final mitigation measures in the Petersham 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)
CEMP	Construction Environmental Management Plan
CLMP	Community Liaison Management Plan
CoA	Condition of Approval
dBA	Decibels (A-weighted scale)
ECM	Environmental Controls Map
EIA	Environmental Impact Assessment
EPA	NSW Environment Protection Authority
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EPL	Environment Protection Licence issued by the Environmental Protection Authority under the <i>Protection of the Environment Operations Act 1997</i> .
EMS	Environmental Management System
ISO	International Standards Organisation
OEH	Former NSW Office of Environment and Heritage
OOHWP	Out of Hours Works Protocol
PCSR	Pre-Construction Sustainability Report
PECM	Pre-Construction Environmental Compliance Matrix
POCR	Pre-Operational Compliance Report
RBL	Rating Background Level
REF	Review of Environmental Factors
TfNSW	Transport for NSW

Acronym	Definition
TMP	Traffic Management Plan
UDP	Urban Design Plan

Term	Definition
Construction	Includes all work in respect of the Project, other than survey, acquisitions, fencing, investigative drilling or excavation, building/road dilapidation surveys, or other activities determined by the TfNSW ADEM to have minimal environmental impact such as minor access roads, minor adjustments to services/utilities, establishing temporary construction compounds (in accordance with this approval), or minor clearing (except where threatened species, populations or ecological communities would be affected).
Contamination	The presence in, on or under land of a substance at a concentration above the concentration at which the substance is normally present in, on or under (respectively) land in the same locality, being a presence that presents a risk of harm to human health or any other aspect of the environment.
Designated Works	Includes tunnelling, blasting, piling, excavation or bulk fill or any vibratory impact works including jack hammering and compaction, for Construction.
Emergency Work	Includes works to avoid loss of life, damage to external property, utilities and infrastructure, prevent immediate harm to the environment, contamination of land or damage to a heritage (indigenous or non-indigenous) item.
Environmental Impact Assessment (EIA)	The documents listed in Condition 1 of this approval.
Feasible	A work practice or abatement measure is feasible if it is capable of being put into practice or of being engineered and is practical to build given project constraints such as safety and maintenance requirements.
Noise Sensitive Receiver	In addition to residential dwellings, noise sensitive receivers include, but are not limited to, hotels, entertainment venues, pre-schools and day care facilities, educational institutions (e.g. schools, TAFE colleges), health care facilities (e.g. nursing homes, hospitals), recording studios, places of worship/religious facilities (e.g. churches), and other noise sensitive receivers identified in the environmental impact assessment.
Project	The construction and operation of the Petersham 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 number	Type
	General
1	<p>Terms of Approval</p> <p>The Project shall be carried out generally in accordance with the environmental impact assessment (EIA) for this Project, which comprises the following documents:</p> <ul style="list-style-type: none"> a) <i>Petersham Station Upgrade – Review of Environmental Factors</i> (RPS, October 2019) b) <i>Petersham Station Upgrade – Determination Report</i> (RPS, January 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. The Proponent shall comply with any additional requirements from the assessment of the Project modification.</p>
3	<p>Statutory Requirements</p> <p>These conditions do not relieve the Proponent of the obligation to obtain all other licences, permits, approvals and land owner consents from all relevant authorities and land owners as required under any other legislation for the Project. The Proponent shall comply with the terms and conditions of such licences, permits, approvals and permissions.</p>
4	<p>Pre-Construction Environmental Compliance Matrix</p> <p>A Pre-Construction Environmental Compliance Matrix (PECM) for the Project (or such stages of the Project as agreed to by the Associate Director Environmental Management (ADEM)) shall be prepared detailing compliance with all relevant conditions and mitigation measures prior to commencement of construction. The PECM shall also include details of approvals, licences and permits required to be obtained under any other legislation for the Project.</p> <p>A copy of the PECM shall be submitted to the ADEM for approval, at least 21 days prior to commencement of construction of the Project (or within such time as otherwise agreed to by the ADEM).</p>
5	<p>Construction Environmental Compliance Report</p> <p>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 the Infrastructure Sustainability Council of Australia (ISCA) Infrastructure Sustainability Rating Scheme (v1.2) c) compliance with any approvals or licences issued by relevant authorities for construction of the Project d) implementation and effectiveness of environmental controls (the assessment of effectiveness should be based on a comparison of actual impacts against performance criteria identified in the CEMP) e) environmental monitoring results, presented as a results summary and analysis f) details of the percentage of waste diverted from landfill and the percentage of spoil beneficially reused

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	<ul style="list-style-type: none"> g) number and details of any complaints, including summary of main areas of complaint, actions taken, responses given and intended strategies to reduce recurring complaints (subject to privacy protection) h) details of any review and amendments to the CEMP resulting from construction during the reporting period i) any other matter as requested by the ADEM. <p>The Proponent shall:</p> <ul style="list-style-type: none"> i) submit a copy of the CECR to the EMR for review. The EMR is to be given a minimum period of 7 days to review and provide any comments to the Proponent in relation to the CECR ii) submit a copy of the CECR to the ADEM (or nominated delegate) for approval upon completion of the EMR review period. <p>The first CECR shall report on the first six months of construction and be submitted within 21 days of expiry of that period (or at any other time interval agreed to by the ADEM). CECRs shall be submitted no later than six months after the date of submission of the preceding CECR (or at other such periods as requested by the ADEM) for the duration of construction.</p>
6	<p>Pre-Operation Compliance Report</p> <p>A Pre-Operation Compliance Report (POCR) for the Project shall be prepared, prior to commencement of operation of the Project. The POCR shall detail compliance with all Conditions of Approval, licences and permits required to be obtained under any other legislation for the Project.</p> <p>The Proponent shall:</p> <ul style="list-style-type: none"> a) submit a copy of the POCR to the EMR for review. The EMR is to be given a minimum period of 7 days to review and provide any comments to the Proponent in relation to the POCR. b) upon completion of the EMR review period submit a copy of the POCR to the ADEM (or nominated delegate) for approval. The POCR is to be provided to the ADEM at least one month prior to the scheduled operation of the Project (or such time as otherwise agreed to by the ADEM).
7	<p>Graffiti and advertising</p> <p>Hoardings, site sheds, fencing, acoustic walls around the perimeter of the site, and any structures within the project footprint or built as part of the Project are to be maintained free of graffiti and advertising not authorised by the Proponent during the construction period. Graffiti and unauthorised advertising will be removed or covered within the following timeframes:</p> <ul style="list-style-type: none"> (a) offensive graffiti will be removed or concealed within 24 hours (b) highly visible (yet inoffensive) graffiti will be removed or concealed within a week (c) graffiti that is neither offensive or highly visible will be removed or concealed within a month (d) any unauthorised advertising material will be removed or concealed within 24 hours.
Communications	
8	<p>Community Liaison Management Plan</p> <p>A Community Liaison Management Plan (CLMP) shall be prepared and implemented to engage with government agencies, relevant councils, landowners, community members and other relevant stakeholders (such as utility and service providers, bus companies, and businesses). The CLMP shall comply with the obligations of these conditions and should include, but not necessarily be limited to:</p>

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	<ul style="list-style-type: none"> a) details of the protocols and procedures for disseminating information and liaising with the community and other key stakeholders about construction activities (including timing and staging) and any associated impacts during the construction period b) stakeholder and issues identification and analysis c) procedures for dealing with complaints or disputes and response requirements, including advertising the 24 hour construction response line number d) details (including a program) of training for all employees, contractors and sub-contractors on the requirements of the CLMP. <p>The CLMP shall be prepared to the satisfaction of the Director Community Engagement prior to the commencement of construction and implemented, reviewed and revised as appropriate during construction of the Project.</p>
9	<p>Community Notification and Liaison</p> <p>The local community shall be advised of any activities related to the Project with the potential to impact upon them.</p> <p>Prior to any site activities commencing and throughout the Project duration, the community is to be notified of works to be undertaken, the estimated hours of construction and details of how further information can be obtained (i.e. contact telephone number/email, website, newsletters etc.) including the 24 hour construction response line number.</p> <p>Construction-specific impacts including information on traffic changes, access changes, detours, services disruptions, public transport changes, high noise-generating work activities and work required outside the nominated working hours shall be advised to the local community at least seven days prior to such works being undertaken or other period as agreed to by the Director Community Engagement or as required by the Environment Protection Authority (EPA) (where an Environment Protection Licence (EPL) is in effect).</p>
10	<p>Website</p> <p>The Proponent shall provide electronic information (or details of where hard copies of this information may be accessed by members of the public) related to the Project, on dedicated pages within its existing website, including:</p> <ul style="list-style-type: none"> a) a copy of the documents referred to under Condition 1 of this approval b) a list of environmental management reports that are publicly available c) 24 hour contact telephone number for information and complaints. <p>All documents uploaded to the website must be compliant with the Web Content Accessibility Guidelines 2.0.</p>
11	<p>Complaints Management</p> <p>The Proponent shall set up a 24 hour construction response line number.</p> <p>Details of all complaints received during construction are to be recorded on a complaints register. A verbal response to phone enquiries on what action is proposed to be undertaken is to be provided to the complainant within two hours during all times construction is being undertaken and within 24 hours during non-construction times (unless the complainant agrees otherwise). A verbal response to written complaints (email/letter) should be provided within 48 hours of receipt of the communication. A detailed written response is to be provided to the complainant within seven calendar days for verbal and/or written complaints.</p> <p>Information on all complaints received during the previous 24 hours shall be forwarded to the TfNSW Community Engagement Manager and the TfNSW Environment and Planning Manager each working day.</p>

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	Environmental Management
12	<p>Construction Environmental Management Plan</p> <p>A Construction Environmental Management Plan (CEMP) shall be prepared prior to commencement of construction which addresses the following matters, as a minimum:</p> <ol style="list-style-type: none"> traffic and pedestrian management (in consultation with the relevant roads authority) noise and vibration management water and soil management air quality management (including dust suppression) indigenous and non-indigenous heritage management flora and fauna management storage and use of hazardous materials contaminated land management (including acid sulphate soils) weed management waste management sustainability environmental incident reporting and management procedures non-compliance and corrective/preventative action procedures. <p>The CEMP shall:</p> <ol style="list-style-type: none"> 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 comply with the relevant requirements of <i>Guideline for Preparation of Environmental Management Plans</i> (Department of Infrastructure, Planning and Natural Resources, 2004) include an Environmental Policy. <p>The Proponent shall:</p> <ol style="list-style-type: none"> consult with government agencies and relevant service/utility providers as part of the preparation of the CEMP submit a copy of the CEMP to the ADEM for approval at least 21 days prior to the commencement of construction (or within such time as otherwise agreed to by the ADEM) review and update the CEMP at regular intervals, and in response to any actions identified as part of Project audits ensure updates to the CEMP are made within seven days of the completion of the review or receipt of actions identified by any audit of the document, and be submitted to the ADEM for approval. <p>The CEMP must be approved by the ADEM prior to the commencement of construction work associated with the Project.</p>
13	<p>Environment Personnel</p> <p>Suitably qualified and experienced environmental management personnel shall be available and be responsible for implementing the environmental objectives for the Project, including undertaking regular site inspections, preparation of environmental documentation and ensuring the Project meets the requirements of the Environmental Management System (EMS).</p> <p>Details of the environmental personnel, including relevant experience, defined responsibilities and resource allocation throughout the project (including time to be spent on-site/off-site) are to be submitted for the approval of the ADEM, at least 21 days prior to</p>

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	<p>commencement of construction of the Project (or within such time as otherwise agreed to by the ADEM).</p> <p>Any adjustments to environmental resource allocations (on-site or off-site) are to be approved by the ADEM.</p>
14	<p>Environmental Management Representative</p> <p>Prior to the commencement of construction, the ADEM shall appoint an EMR for the duration of the construction period for the Project.</p> <p>The EMR shall provide advice to the ADEM in relation to the environmental compliance and performance of the Project. The EMR shall have responsibility for:</p> <ul style="list-style-type: none"> a) considering and advising the Proponent on matters specified in these conditions and compliance with such b) reviewing and where required by the ADEM, providing advice on the Project's induction and training program for all persons involved in the construction activities and monitoring implementation c) periodically auditing the Project's environmental activities to evaluate the implementation, effectiveness and level of compliance of on-site construction activities with authority approvals and licences, the CEMP and associated plans and procedures, including carrying out site inspections weekly, or as required by the ADEM d) reporting weekly to the Proponent, or as required by the ADEM e) issuing a recommendation to the Proponent for work to stop immediately, if in the view of the EMR circumstances so require. The stop work recommendation may be limited to specific activities if the EMR can easily identify those activities f) requiring reasonable steps to be taken to avoid or minimise unintended or adverse environmental impacts g) reviewing corrective and preventative actions to ensure the implementation of recommendations made from the audits and site inspections h) providing reports to the Proponent on matters relevant to the carrying out of the EMR role as necessary i) where required by the ADEM, providing advice on the content and implementation of the CEMP and environmental controls map (ECM) in accordance with the conditions j) reviewing and approving updates to the CEMP. <p>The EMR shall be available during construction activities to inspect the site(s) and be present on-site as required.</p>
15	<p>Environmental Controls Map</p> <p>The Proponent shall prepare an environmental controls map (ECM) in accordance with TfNSW's <i>Guide to Environmental Controls Map</i> (3TP-SD-015) prior to the commencement of construction for implementation for the duration of construction. The ECM is to be endorsed by the EMR and may be prepared in stages as set out in the CEMP.</p> <p>The Proponent shall submit a copy of the ECM to the EMR for review and endorsement. The EMR is to be given a minimum period of 7 days to review and endorse the ECM. Following receipt of the EMR's endorsement, the ECM shall be submitted to the ADEM (or nominated delegate) for approval, at least 14 days prior to commencement of construction (or such time as is otherwise agreed to by the ADEM).</p> <p>The ECM shall be prepared as a map – suitably enlarged (e.g. A3 size or larger) for mounting on the wall of a site office and included in site inductions, supported by relevant written information.</p>

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Updates to the ECM shall be made within 7 days of the completion of the review or receipt of actions identified by any EMR audit of the document, and be submitted to the EMR for approval.

Hours of Work

16 Standard Construction Hours

Construction activities shall be restricted to the hours of 7.00am to 6.00pm (Monday to Friday); 8.00am to 1.00pm (Saturday) and at no time on Sundays and public holidays except for the following works which are permitted outside these standard hours:

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

17 High Noise Generating Activities

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

Noise and Vibration

18 Construction Noise and Vibration

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

- a) details of construction activities and an indicative schedule for construction works
- b) identification of construction activities that have the potential to generate noise and/or vibration impacts on surrounding land uses, particularly sensitive noise receivers
- c) detail what reasonable and feasible actions and measures shall be implemented to minimise noise impacts (including those identified in the EIA)
- d) procedures for notifying sensitive receivers of construction activities that are likely to affect their noise and vibration amenity, as well as procedures for dealing with and responding to noise complaints
- e) an Out Of Hours Work Protocol (OOHWP) for the assessment, management and approval of works outside the standard construction hours identified in Condition 14 of this approval, including a risk assessment process which deems the out of hours activities to be of low, medium or high environmental risk, is to be developed. All out of hours works are subject to approval by the ADEM, or as approved by the EPA (where relevant to the issuing of an EPL). The OOHWP should be consistent with TfNSW's *Construction Noise and Vibration Strategy* (7TP-ST-157)

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	f) a description of how the effectiveness of actions and measures shall be monitored during the proposed works, clearly indicating the frequency of monitoring, the locations at which monitoring shall take place, recording and reporting of monitoring results and if any exceedance is detected, the manner in which any non-compliance shall be rectified.
19	<p>Vibration Criteria</p> <p>Vibration (other than from blasting) resulting from construction and received at any structure outside of the Project shall be limited to:</p> <ul style="list-style-type: none"> a) for structural damage vibration – German Standard DIN 4150:Part 3 – 1999: <i>Structural Vibration in Buildings: Effects on Structures</i> and British Standard BS 7385-2:1993 <i>Guide to Evaluation of Human Exposure to Vibration in Buildings (1 Hz to 80 Hz)</i> b) for human exposure to vibration – the acceptable vibration values set out in the <i>Environmental Noise Management Assessing Vibration: A Technical Guideline</i> (Department of Environment and Conservation, 2006) which includes British Standard BS 7385-2:1993 <i>Guide to Evaluation of Human Exposure to Vibration in Buildings (1 Hz to 80 Hz)</i>. <p>These limits apply unless otherwise approved by the ADEM through the CEMP.</p>
20	<p>Piling</p> <p>Wherever practical, piling activities shall be completed using non-percussive piles. If percussive piles are proposed to be used, approval of the ADEM shall be obtained prior to commencement of piling activities.</p>
21	<p>Non-Tonal Reversing Beepers</p> <p>Non-tonal reversing beepers (or an equivalent mechanism) shall be fitted and used on all construction vehicles and mobile plant regularly used on site (i.e. greater than one day) and for any out of hours work.</p>
22	<p>Noise Impact on Educational Facilities</p> <p>Potentially affected pre-schools, schools, universities and any other affected permanent educational institutions shall be consulted in relation to noise mitigation measures to identify any noise sensitive periods (e.g. exam periods). As much as reasonably practicable noise intensive construction works in the vicinity of affected educational buildings are to be minimised.</p>
23	<p>Property Condition Surveys</p> <p>Subject to landowner agreement, property condition surveys shall be completed prior to piling, excavation or bulk fill or any vibratory impact works including jack hammering and compaction (Designated Works) in the vicinity of the following buildings/structures:</p> <ul style="list-style-type: none"> (a) all buildings/structures/roads within a plan distance of 50 metres from the edge of the Designated Works (b) all heritage listed buildings and other sensitive structures within 100 metres from the edge of the Designated Works. <p>Property condition surveys need not be undertaken if a risk assessment indicates that selected buildings/structures/roads identified in (a) and (b) will not be affected as determined by a qualified geotechnical and construction engineering expert with appropriate registration on the National Professional Engineers Register prior to commencement of Designated Works.</p> <p>Selected potentially sensitive buildings and/or structures shall first be surveyed prior to the commencement of the Designated Works and again immediately upon completion of the Designated Works.</p>

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	<p>All owners of assets to be surveyed, as defined above, are to be advised (at least 14 days prior to the first survey) of the scope and methodology of the survey, and the process for making a claim regarding property damage.</p> <p>A copy of the survey(s) shall be given to each owner. A register of all properties surveyed shall be maintained.</p> <p>Any damage to buildings, structures, lawns, trees, sheds, gardens, etc. as a result of construction activity direct and indirect (i.e. including vibration and groundwater changes) shall be rectified at no cost to the owner(s).</p>
Flora and Fauna	
24	<p>Removal of Trees or Vegetation</p> <p>Separate approval, in accordance with TfNSW's <i>Application for Removal or Trimming of Vegetation</i> (9TP-SD-078), is required for the trimming, cutting, pruning or removal of trees or vegetation where the impact has not already been identified in the EIA for the Project. The trimming, cutting, pruning or removal of trees or vegetation shall be undertaken in accordance with the conditions of that approval.</p>
25	<p>Replanting Program</p> <p>All cleared vegetation shall be offset in accordance with TfNSW's <i>Vegetation Offset Guide</i> (9TP-SD-087). All vegetation planted on-site is to consist of locally endemic native species, unless otherwise agreed by the ADEM, following consultation with the relevant council, where relevant, and/or the owner of the land upon which the vegetation is to be planted.</p>
Contamination and Hazardous Materials	
26	<p>Duty to Notify</p> <p>If previously unidentified contamination is identified within the site, the Proponent is to determine whether there is a Duty to Report under Section 60 of the <i>Contaminated Land Management Act 1997</i>, and notify the EPA in accordance with the EPA's <i>Guidelines on the Duty to Report Contamination under the Contaminated Land Management Act 1997</i> (Department of Environment and Climate Change, 2009).</p>
27	<p>Unidentified Contamination (other than asbestos)</p> <p>If previously unidentified contamination (excluding asbestos) is discovered during construction, work in the affected area must cease immediately, and an investigation must be undertaken and a report prepared to determine the nature, extent and degree of any contamination. The level of reporting must be appropriate for the identified contamination in accordance relevant EPA guidelines, including <i>Guidelines for Consultants Reporting on Contaminated Sites</i> (OEH, 2011).</p> <p>A copy of any contamination report must be submitted to the ADEM for review for a minimum period of seven days. The ADEM shall determine whether consultation with the relevant council and/or EPA is required prior to continuation of construction works within the affected area.</p> <p>Note: <i>In circumstances where both previously unidentified asbestos contamination and other contamination are discovered within a common area, nothing in these conditions shall prevent the preparation of a single investigation report to satisfy the requirements of both Condition 27 and Condition 28.</i></p>
28	<p>Asbestos Management</p> <p>If previously unidentified asbestos contamination is discovered during construction, work in the affected area must cease immediately, and an investigation must be undertaken</p>

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	<p>and a report prepared to determine the nature, extent and degree of the asbestos contamination. The level of reporting must be appropriate for the identified contamination in accordance with relevant EPA and WorkCover guidelines and include the proposed methodology for the remediation of the asbestos contamination. Remediation activities must not take place until receipt of the investigation report.</p> <p>Works may only recommence upon receipt of a validation report from a suitably qualified contamination specialist that the remediation activities have been undertaken in accordance with the investigation report and remediation methodology.</p> <p>Note: <i>In circumstances where both previously unidentified asbestos contamination and other contamination are discovered within a common area, nothing in these conditions shall prevent the preparation of a single investigation report to satisfy the requirements of both Condition 27 and Condition 28.</i></p>
29	<p>Storage and Use of Hazardous Materials</p> <p>Construction hazard and risk issues associated with the use and storage of hazardous materials shall be addressed through risk management measures, which shall be developed prior to construction as part of the overall CEMP, in accordance with relevant EPA guidelines, TfNSW's <i>Chemical Storage and Spill Response Guidelines</i> (9TP-SD-066) and Australian and ISO standards. These measures shall include:</p> <ul style="list-style-type: none"> a) the storage of hazardous materials, and refuelling/maintenance of construction plant and equipment to be undertaken in clearly marked designated areas that are designed to contain spills and leaks b) spill kits, appropriate for the type and volume of hazardous materials stored or in use, to be readily available and accessible to construction workers. Kits are to be kept at hazardous materials storage locations, in site compounds and on specific construction vehicles. Where a spill to a watercourse is identified as a risk, spill kits are to be kept in close proximity to potential discharge points in support of preventative controls c) all hazardous materials spills and leaks to be reported to site managers and actions to be immediately taken to remedy spills and leaks d) training in the use of spill kits to be given to all personnel involved in the storage, distribution or use of hazardous materials.
30	<p>Contamination Investigation</p> <p>If recommended by the Phase 1 preliminary site investigation report, a Phase 2 detailed site investigation shall be undertaken prior to construction commencing. The assessment shall generally be undertaken in accordance with:</p> <ul style="list-style-type: none"> (a) <i>The National Environment Protection (Assessment of Site Contamination) Amendment Measure (NEPM) 2013</i> (b) <i>Contaminated Sites - Sampling Design Guidelines (EPA, 1995)</i> (c) <i>AS4482 (2005) Guide to investigation and sampling of site with potentially contaminated soil (2005).</i> <p>The report shall be prepared in accordance with the DECCW's <i>Guidelines for Consultants Reporting on Contaminated Sites</i> (Office of Environment and Heritage, 2011). The report shall include a preliminary waste classification in accordance with the NSW EPA <i>Waste Classification Guidelines</i> (EPA, 2014).</p> <p>Specific requirements for further investigation, remediation or management of any contamination within the identified areas recommended in the Stage 2 Detailed Site Investigation shall be included in the CEMP as appropriate.</p> <p>If contamination is identified within the Site, the Proponent is to determine whether there is a Duty to Report under Section 60 of the <i>Contaminated Land Management Act 1997</i> and the OEH Guidelines.</p>

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31	Contamination Management Plan Specific requirements for further investigation, remediation and management of any potential contamination within the identified areas recommended in the Phase 2 contamination assessment shall be included in a contamination management plan as appropriate.
Erosion and Sediment Control	
32	Erosion and Sediment Control Soil and water management measures shall be prepared and implemented as part of the CEMP for the mitigation of water quality and hydrology impacts during construction of the Project. The management measures shall be prepared in accordance with <i>Managing Urban Stormwater: Soils and Construction - Volume 1</i> , 4th Edition (Landcom, 2004).
Lighting	
33	Lighting Scheme All permanent lighting for the Project is to be developed by a suitably qualified lighting designer and prepared in accordance with AS 1158 <i>Road Lighting</i> and AS 4282 <i>Control of the Obtrusive Effect of Outdoor Lighting</i> . The lighting scheme shall address the following as relevant: <ol style="list-style-type: none"> consideration of lighting demands of different areas strategic placement of lighting fixtures to maximise ground coverage use of LED lighting minimising light spill by directing lighting into the station control systems for lighting that dim or switch-off lights settings according to the amount of daylight the zone is receiving motion sensors to control low traffic areas allowing the lighting system to use low light or switch off light settings while meeting relevant lighting Standards requirements ensuring security and warning lighting is not directed at neighbouring properties. The proposed lighting scheme is to be submitted with the design submission and accepted by TfNSW's Technical Design team.
Sustainability	
34	Sustainability Officer The Proponent shall identify a suitably qualified and experienced sustainability officer who is responsible for implementing sustainability objectives for the Project. Details of the sustainability officer, including defined responsibilities, duration and resource allocation throughout the appointment consistent with the Proponent's sustainability objectives are to be submitted to the satisfaction of the ADSPD prior to preparation of the PCSR (if applicable).
35	Pre-Construction Sustainability Report Prior to commencement of construction, a Pre-Construction Sustainability Report (PCSR) shall be prepared to the satisfaction of the ADSPD. The Report shall include the following minimum components: <ol style="list-style-type: none"> a completed electronic checklist demonstrating compliance with ISCA Sustainability Infrastructure Rating Scheme (v1.2)

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- b) a statement outlining the Proponent's own corporate sustainability obligations, goals, targets, in house tools, etc
- c) a documented process to identify and progress innovation initiatives on the Project as appropriate. Areas of innovation that have been confirmed, and those subject to ongoing evaluation for implementation on the Project, are to be identified.

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

Urban Design and Landscaping

36 Urban Design Plan

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

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

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

1. landscape design approach including design of pedestrian and bicycle pathways, street furniture, interchange facilities, new planting and opportunities for public art (such as on the brick perimeter wall on Terminus Street)
2. Materials Schedule including materials and finishes for proposed built works, colour schemes, paving and lighting types for public domain, fencing and landscaping
3. an Artist's Impression or Photomontage to communicate the proposed changes to the precinct
4. a schedule which details the landscape maintenance requirements to be implemented for the 12 month period following the commencement of operation or as agreed with TfNSW.

The following design guidelines are available to assist and inform the UDP for the Project:

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

Traffic and Access

37 Traffic Management Plan

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

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	<ul style="list-style-type: none"> a) ensuring adequate road signage at construction work sites to inform motorists and pedestrians of the work site ahead to ensure that the risk of road accidents and disruption to surrounding land uses is minimised b) maximising safety and accessibility for pedestrians and cyclists c) ensuring adequate sight lines to allow for safe entry and exit from the site d) ensuring access to Petersham Station and surrounding businesses and residential properties (unless affected property owners have been consulted and appropriate alternative arrangements made) e) managing impacts and changes to on and off street parking and requirements for any temporary replacement parking (this could include revising on-street parking regulations and to maximise opportunities for new on-street parking in the vicinity of the station during the construction period) f) parking locations for construction workers away from stations and busy residential areas and details of how this would be monitored for compliance g) routes to be used by heavy construction-related vehicles to minimise impacts on sensitive land uses and businesses h) details for the locations of kiss and ride, and replacement bus stops if required including appropriate signage to direct customers, in consultation with the relevant bus operator(s). Particular provisions should also be considered for the accessibility impaired i) measures to manage traffic flows around the area affected by the Project, including as required regulatory and direction signposting, line marking and variable message signs and all other traffic control devices necessary for the implementation of the TMP. <p>The Proponent shall consult with the relevant roads authority during preparation of the TMP as required, and obtain any approvals required under the <i>Roads Act 1993</i>. The performance of all Project traffic arrangements must be monitored during construction.</p>
38	<p>Road Condition Reports</p> <p>Prior to construction commencement, the Proponent shall prepare road condition surveys and reports on the condition of roads and footpaths affected by construction. Any damage resulting from the construction of the Project, aside from that resulting from normal wear and tear shall be repaired at the Proponent's expense.</p>
39	<p>Road Safety Audit</p> <p>A Road Safety Audit shall be undertaken as part of the detailed design process and on completion of construction. The Road Safety Audit shall include, but not be limited to, detailed assessment of sight distances for vehicles and new kiss and ride area, bus stop and accessible parking and identification of mitigation measures proposed.</p> <p>The Road Safety Audit is to be submitted to and accepted by TfNSW. The findings of the Road Safety Audit would be provided to Inner West Council for information.</p>
Heritage Management	
40	<p>Indigenous and Non-Indigenous Heritage</p> <p>If previously unidentified Indigenous or non-Indigenous heritage/archaeological items are uncovered during construction works, the procedures contained in the TfNSW <i>Unexpected Heritage Finds Guideline</i> (3TP-SD-115) shall be followed and all works in the vicinity of the find shall cease. The TfNSW Environment and Planning Manager shall be immediately notified to co-ordinate a response, which may include seeking appropriate advice from a suitably qualified and experienced heritage advisor (in consultation with the Department of Premier and Cabinet (Heritage NSW) where</p>

CoA number	Type
	appropriate). Work in the vicinity of the find shall not re-commence until clearance has been received from TfNSW and/or the Heritage Advisor.
41	<p>Heritage Advisor</p> <p>A suitably qualified and experienced Heritage Advisor who is independent of the design and construction team's personnel shall be engaged to the satisfaction of the ADEIA. The Heritage Advisor will provide ongoing heritage, design and conservation advice throughout detailed design and any subsequent relevant design modifications.</p> <p>The Heritage Advisor is required to provide specialist advice throughout the detailed design phase to ensure that the final design adheres to the recommendations of the heritage assessments provided in the EIA, and the approval issued by the Office of Environment and Heritage under Section 60 of the <i>Heritage Act 1977</i>.</p> <p>For works with the potential to affect the fabric of existing station buildings and/or moveable heritage items, the Heritage Advisor shall prepare and submit a Heritage Report to the ADEIA at least 21 days prior to commencement of these works (unless otherwise agreed by the ADEIA).</p> <p>The report shall include, but not be limited to:</p> <ol style="list-style-type: none"> confirmation of extent of involvement of the Heritage Advisor in the detailed design process at completion of Approved for Construction (AFC) design stage identification of the proposed scope of work to be undertaken which would affect significant heritage fabric identified in the State Heritage Register listing for the Petersham Railway Station Group identification of any changes to, and/or additional to the scope of work identified in the EIA which would affect heritage fabric a description of the impacts, and recommended mitigation measures relating to any new or amended scope of work identified in (c) above, and confirmation that the detailed design is compliant with the requirements of the EIA, and the approval issued by Heritage NSW, Department of Premier and Cabinet under Section 60 of the <i>Heritage Act 1977</i> (29/01/2020). <p>Works with the potential to affect significant heritage fabric shall not commence until the Heritage Report is approved by the ADEIA (unless otherwise agreed by the ADEIA).</p>
42	<p>Vibration Impacts to Heritage Structures at the Station</p> <p>To effectively mitigate potential impacts of vibration on the heritage structures within the station, activities that cause vibration are to be managed in accordance with German Standard DIN 4150 – Part 3 (DIN 1999) heritage specifications. Real time vibration monitoring is to be conducted at commencement of relevant work to confirm compliance with the German Standard DIN 4150. If vibration levels approach the determined trigger level, then the construction activity shall cease and the heritage structure is to be assessed and alternative construction methodologies developed, where practicable, before construction.</p>
43	<p>Archival Recording</p> <p>Archival recording of the station as a whole, is to be undertaken prior to the commencement of construction in accordance with the NSW Heritage Division guidelines <i>Photographic recording of heritage items using film or digital capture</i> (NSW Heritage Office, 2006) and <i>How to prepare archival records</i> (NSW Heritage Office, 1998). Copies are to be provided to Inner West Council and Sydney Trains Heritage Team for future reference. In particular the footbridge, station building and platforms, are to be comprehensively included as part of the archival recording.</p>

CoA number	Type
44	<p>Protection of State Heritage Items</p> <p>Design and construction of the Project within the State Heritage Register curtilage of the 'Petersham Railway Station Group' must be undertaken in accordance with the conditions of the approval granted under Section 60 of the NSW <i>Heritage Act 1977</i> (issued 29/01/2020) and recommendations made in the Statement of Heritage Impact (RPS, 2019b).</p> <p>In the event of any inconsistency between the conditions of the Section 60 approval and the Statement of Heritage Impact, the Section 60 approval will prevail to the extent of the inconsistency.</p>
Site Specific Conditions	
45	<p>Tree Protection Measures for Lemon-scented Gum</p> <p>Due to its high value, preference shall be given to the retention of the Lemon-scented Gum at the intersection of Railway Street and Terminus Street through the implementation of the tree protection measures detailed in the Arboricultural Impact Assessment Report (Allied Tree Consulting, 2019).</p>

END OF CONDITIONS

Appendix C Section 60 *Heritage Act 1977* Approval



Our ref: DOC19/919674

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

Via Email: Ben.Groth@transport.nsw.gov.au
Cc: Ashe Earl-peacock Ashe.Earl-Peacock@transport.nsw.gov.au
Steven Barry Steven.Barry@transport.nsw.gov.au

Dear Mr Groth,

**APPLICATION UNDER SECTION 60 OF THE *HERITAGE ACT 1977*
PETERSHAM RAILWAY STATION GROUP, STATE HERITAGE REGISTER NO. 01223**

- Proposal:** Transport Access Program works, including:
- installation of two new lifts connecting to the existing footbridge
 - minor extension of the footbridge toward the southern entrance requiring demolition of the existing stairway and brick pillars
 - upgrade works including removal of a portion of the existing footbridge balustrade to allow for landings to the lifts and replacement of stair treads and handrails
 - new station entrance at the lift area on Terminus Street, including widening footpath for forecourt area, replacement of the existing lower stairs, balustrade and handrail
 - one new accessible parking space, two formalised kiss and ride spaces and new bicycle hoops on Terminus Street

Section 60 application no: S60/2019/197, received 30 October 2019

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

APPROVED DEVELOPMENT

1. All work shall comply with the information contained within.

- a) Architectural drawings prepared for Transport for NSW, as listed in the table below.

Drawing No.	Title	Date	Rev
Project Title: PETERSHAM STATION EASY ACCESS UPGRADE			
150272-PET-AR-DRG-35100	COVER SHEET & DRAWING LIST	25/09/2019	8
150272-PET-AR-DRG-35101	PROPOSED SITE PLAN	25/09/2019	8
150272-PET-AR-DRG-35102	GRID SETOUT PLAN	25/09/2019	8
150272-PET-AR-DRG-35103	EXISTING & DEMOLITION PLAN	25/09/2019	8

150272-PET-AR-DRG-35104	STATION HERITAGE CURTILAGE PLAN GENERAL PLAN	25/09/2019	2
150272-PET-AR-DRG-35105	PHOTOS	25/09/2019	2
150272-PET-AR-DRG-35110	TRAFALGAR ST - PROPOSED STREET LEVEL PLAN	25/09/2019	8
150272-PET-AR-DRG-35111	TERMINUS ST - PROPOSED STREET LEVEL PLAN	25/09/2019	8
150272-PET-AR-DRG-35112	PLATFORM LEVEL SHEET 1 - PROPOSED PLATFORM LEVEL PLAN	25/09/2019	8
150272-PET-AR-DRG-35113	PLATFORM LEVEL SHEET 2 - PROPOSED PLATFORM LEVEL PLAN	25/09/2019	8
150272-PET-AR-DRG-35114	PLATFORM LEVEL SHEET 3 - PROPOSED PLATFORM LEVEL PLAN	25/09/2019	8
150272-PET-AR-DRG-35115	FOOTBRIDGE LEVEL PLAN SHEET 1 - PROPOSED FOOTBRIDGE LEVEL PLAN	25/09/2019	8
150272-PET-AR-DRG-35116	FOOTBRIDGE LEVEL PLAN SHEET 2 - PROPOSED FOOTBRIDGE LEVEL PLAN	25/09/2019	8
150272-PET-AR-DRG-35117	FOOTBRIDGE & PLATFORM - ROOF PLAN	25/09/2019	8
150272-PET-AR-DRG-35118	FOOTBRIDGE & TERMINUS ST - ROOF PLAN	25/09/2019	8
150272-PET-AR-DRG-35120	NORTH & SOUTH ELEVATIONS - SHEET 01	25/09/2019	8
150272-PET-AR-DRG-35121	EAST & WEST ELEVATIONS - SHEET 02	25/09/2019	8
150272-PET-AR-DRG-35125	SECTIONS - SHEET 01	25/09/2019	8
150272-PET-AR-DRG-35126	SECTIONS - SHEET 02	25/09/2019	8
150272-PET-AR-DRG-35140	TRAFALGAR STAIR 1 - PLANS, SECTIONS & DETAILS	25/09/2019	7
150272-PET-AR-DRG-35141	PLATFORM STAIR 2 - PLANS, SECTIONS & DETAILS	25/09/2019	7
150272-PET-AR-DRG-35142	TERMINUS STAIR 3 & 4 - PLANS, SECTIONS & DETAILS	25/09/2019	7
150272-PET-AR-DRG-35150	LIFT 1 - PLANS & ELEVATIONS	25/09/2019	8
150272-PET-AR-DRG-35151	LIFT 1 - SECTIONS	25/09/2019	8
150272-PET-AR-DRG-35152	LIFT 2 - PLANS & ELEVATIONS	25/09/2019	8
150272-PET-AR-DRG-35153	LIFT 2 - SECTIONS	25/09/2019	8
150272-PET-AR-DRG-35160	TERMINUS ST CANOPY - PLANS, ELEVATIONS & SECTIONS	25/09/2019	8
150272-PET-AR-DRG-35170	PLATFORM 1/2 & STATION BUILDING - PLANS	25/09/2019	8
150272-PET-AR-DRG-35171	PLATFORM 1/2 & STATION BUILDING - ELEVATIONS	25/09/2019	2
150272-PET-AR-DRG-35173	PLATFORM 1/2 & STATION BUILDING - PLAN & INTERNAL ELEVATIONS	25/09/2019	8
150272-PET-AR-DRG-35190	PERSPECTIVE 1	25/09/2019	5
150272-PET-AR-DRG-35191	PERSPECTIVE 2	25/09/2019	5
150272-PET-LA-DRG-35101	LANDSCAPE PLAN GENERAL ARRANGEMENT SHEET 1	25/09/2019	6
150272-PET-LA-DRG-35102	LANDSCAPE PLAN GENERAL ARRANGEMENT SHEET 2	25/09/2019	5
150272-PET-AR-SCH-35100	MATERIAL AND FINISHES SCHEDULE (10 Pages)	25/09/2019	6
150272-PET-AR-DRG-35101	PROPOSED SITE PLAN	25/09/2019	8
150272-PET-LV-DRG-35100	ELECTRICAL SITE PLAN - SHEET 1	16/08/2019	3
150272-PET-CI-DRG-35231	STORMWATER MANAGEMENT PLAN SHEET 2	16/08/2019	4
150272-PET-CI-DRG-35230	STORMWATER MANAGEMENT PLAN SHEET 1	16/08/2019	4

b) Heritage Impact Statement titled *Petersham Station Upgrade: Statement of Heritage Impact*, prepared by RPS, 8 October 2019 (v.3 Final).

EXCEPT AS AMENDED by the conditions of this approval.

DETAILS TO BE SUBMITTED FOR APPROVAL

2. The following information is to be submitted for approval by the Heritage Council or delegate prior to the commencement of each component of the work.
 - a) Further development of the detailed design to provide a more appropriate response to the significant character and landmark values of the footbridge and broader heritage precinct. The design must consider, but not exclusively:
 - Sympathetic lift shaft and lift canopies.
 - Reduction of size and/or use of transparent material for louvers on the lift shaft.
 - Reinstatement of original style lighting on the footbridge.
 - Transparent roof sheeting on whole canopy for Family Accessible Toilet.
 - Details of the Family Accessible Door and other relevant details to respond to the change in floor levels.The detailed design must be further developed in consultation with the Heritage NSW.
 - b) A report detailing the condition of the station building substructure and how the proposed Family Accessible Toilet may affect fabric, structure and ventilation.
 - c) Details on the final locations, sizes and materials of air-condition condenser unit locations. The proposed locations must be as discrete as possible.
 - d) Detailed methodology for cutting and treatment of the Terminus Street brick perimeter wall.
 - e) Details number, size, location and fixing method for proposed security and communications systems (CCTV, PA system, opal card readers, hearing induction loops).

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

MOVABLE HERITAGE

3. A suitable location for the lamps and point clips (located in the store room) must be identified in consultation with Sydney Trains Heritage Team.

Reason: To ensure suitable relocation of movable heritage.

STAIR TREADS

4. The proposed replacement of the existing Stair 2 and Stair 3 timber treads must be replaced like for like with new timber treads.

Reason: To retain the use of traditional materials on a significant element that contributes to the character and landmark values of the place.

PLATFORM BUILDING VENTS

5. Re-grading of the station platform must not cover any existing wall vents on the station building.

Reason: To ensure no long-term damage to the platform building caused by changes in ventilation to the substructure.

PLATFORM BUILDING TOILETS

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

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

HERITAGE CONSULTANT

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

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

SPECIALIST TRADESPERSONS

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

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

SITE PROTECTION

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

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

HERITAGE INTERPRETATION

10. An interpretation plan must be prepared in accordance with Heritage NSW publication 'Interpreting Heritage Places and Items Guidelines' (2005) and submitted for approval to the Heritage Council of NSW (or delegate) within 12 months of this approval.

The plan must identify the types, locations, materials, colours, dimensions, fixings and text of interpretive devices that will be installed as part of this project. The interpretation plan must consider the reuse of the sandstone stairs of Stair 4 at the Terminus Street entrance in landscaping and/or public domain.

Reason: Interpretation is an important part of every proposal for works at heritage places.

PHOTOGRAPHIC ARCHIVAL RECORDING

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

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

UNEXPECTED HISTORICAL ARCHAEOLOGICAL RELICS

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

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

ABORIGINAL OBJECTS

13. Should any Aboriginal objects be uncovered by the work which is not covered by a valid Aboriginal Heritage Impact Permit, excavation or disturbance of the area is to stop immediately and the Department of Planning, Industry and Environment is to be informed in accordance with the *National Parks and Wildlife Act 1974* (as amended). Works affecting Aboriginal objects on the site must not continue until the Department of Planning, Industry and Environment has been informed and the appropriate approvals are in place. Aboriginal objects must be managed in accordance with the *National Parks and Wildlife Act 1974*.

Reason: This is a standard condition to identify to the applicant how to proceed if Aboriginal objects are unexpectedly identified during works.

COMPLIANCE

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

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

DURATION OF APPROVAL

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

Reason: To ensure the timely completion of works

Advice

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

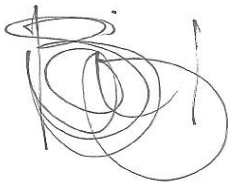
Right of Appeal

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

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

If you have any questions regarding the above Transport Access Program approval for Petersham Railway Station please contact Alexander Timms, Senior Heritage Officer at Heritage NSW on (02) 8837 6067 or via Alexander.Timms@environment.nsw.gov.au

Yours sincerely

A handwritten signature in black ink, appearing to read 'Sarah Jane Brazil', with a stylized flourish at the end.

Sarah Jane Brazil

Senior Team Leader, Major Projects
Heritage NSW, Community Engagement
Department of Premier and Cabinet

As Delegate of the Heritage Council of NSW

29 January 2020