

Transport for NSW

# St Peters Station Upgrade

Determination Report



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



# **St Peters Station Upgrade – Determination Report**

**Transport Access Program**

**Ref – 6581453**

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## Glossary and abbreviations

Term	Meaning
<b>BC Act</b>	<i>Biodiversity Conservation Act 2016 (NSW)</i>
<b>BDAR</b>	Biodiversity Development Assessment Report
<b>CBD</b>	Central Business District
<b>CEMP</b>	Construction Environmental Management Plan
<b>CLMP</b>	Community Liaison Management Plan
<b>CoA</b>	Conditions of Approval
<b>Construction Contractor</b>	The Construction Contractor for the Proposed Activity would be appointed by TfNSW to undertake the detailed design and construction of the Proposed Activity.
<b>CPTED</b>	Crime Prevention Through Environmental Design
<b>DDA</b>	<i>Disability Discrimination Act 1992 (Cwlth)</i>
<b>Detailed design</b>	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).
<b>Determination Report</b>	This document – a report prepared by TfNSW to assess and address certain matters to allow for a determination of the Proposed Activity under, and in accordance with Division 5.1 of the EP&A Act.
<b>DSAPT</b>	<i>Disability Standards for Accessible Public Transport (2002)</i>
<b>EIS</b>	Environmental Impact Statement
<b>EP&amp;A Act</b>	<i>Environmental Planning and Assessment Act 1979 (NSW)</i>
<b>EP&amp;A Regulation</b>	<i>Environmental Planning and Assessment Regulation 2000 (NSW)</i>
<b>EPBC Act</b>	<i>Environment Protection and Biodiversity Conservation Act 1999 (Cwlth)</i>
<b>Infrastructure SEPP</b>	<i>State Environmental Planning Policy (Infrastructure) 2007 (NSW)</i>
<b>ISCA</b>	Infrastructure Sustainability Council of Australia
<b>LEP</b>	Local Environmental Plan
<b>LGA</b>	Local Government Area
<b>NES</b>	Matters of 'National Environmental Significance' under the EPBC Act
<b>NSW</b>	New South Wales
<b>Proponent</b>	A person or body proposing to carry out an activity under Division 5.1 of the EP&A Act – in this instance, TfNSW.
<b>Proposed Activity</b>	The construction and operation of the St Peters Station Upgrade
<b>REF</b>	Review of Environmental Factors
<b>SIS</b>	Species Impact Statement
<b>TfNSW</b>	Transport for NSW (the Proponent)

# Executive summary

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## 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.

St Peters 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 work would provide:

- two new lifts, lift landings and lift canopies at the Sydney (eastern) end of Platforms 1/2 and 3/4, connecting to the existing eastern footbridge
- closure and removal of the concourse retail kiosk for the installation of a new lift servicing Platform 3/4
- new canopies and anti-throw screens to stairs on Platform 3/4
- new canopies along Platform 3/4 for weather protection
- a standalone canopy at the western end of Platform 1 for weather protection at the boarding assistance zone (BAZ)
- modifications to the existing footbridge safety screens at new lift interface locations
- reconfiguration of the existing concourse building to accommodate a new family accessible toilet, new installation main switch board (IMSB) and existing station systems. A new switchboard would supply the required power to the lifts (and other station systems) from the pad mount transformer
- provision of one kiss and ride area on Goodsell Street and two on Lord Street
- regrading of the footpaths and landscaping work at the station entrances from Lord Street, King Street and Goodsell Street
- provision of up to six additional bike hoops at Railway Lane and Lord Street
- improvements to customer information and communications systems including wayfinding modifications, public address (PA) system modifications and new hearing induction loops as required
- platform regrading and the installation of new Tactile Ground Surface Indicators (TGSIs) along the platforms
- improvements to station lighting and CCTV to improve safety and security
- electrical upgrades and service relocations and/or adjustments to accommodate the new infrastructure, including replacement of an existing transformer.



TfNSW, as the Proponent for the Proposed Activity, has undertaken a Review of Environmental Factors (REF) that details the scope of work 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).

## Modifications to the Proposed Activity

Since the public display of the REF, the following design changes have been made to the Proposed Activity:

- extended working hours during COVID-19.

A number of orders were instituted under Section 10.17 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) in response to the COVID-19 pandemic. This includes the *Environmental Planning and Assessment (COVID-19 Development – Infrastructure Construction Work Days No. 2) Order 2020* (the ‘Order’), which commenced on 24 December 2020. The Order extends the standard construction hours to allow infrastructure construction work on Saturday, Sunday and Public holidays (7am to 6pm), without the need for any further approval (excluding high noise generating works such as rock breaking or pile driving and the like).

By virtue of corresponding amendments to the EP&A Act, the extended working hours are permitted to be used until 31 March 2022. Whilst no further assessment of the environmental impacts is required for these extended working hours, in the event that Transport for NSW would seek to utilise the extended working hours permitted by the Order, advance notification would be provided to the community.

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

## Purpose of this report

The purpose of this Determination Report is for TfNSW, as the Proponent of the St Peters Station Upgrade, to comply with its obligations under Division 5.1 of the EP&A Act and determine whether or not to proceed with the carrying out of the Proposed Activity. TfNSW must make a determination in accordance with the provisions of Division 5.1 of the EP&A Act.

This report also presents a summary of the submissions received during the public display of the REF, and TfNSW’s response to the feedback raised in these submissions.

## Conclusion

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

# 1. Introduction

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## 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.

St Peters 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 St Peters 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

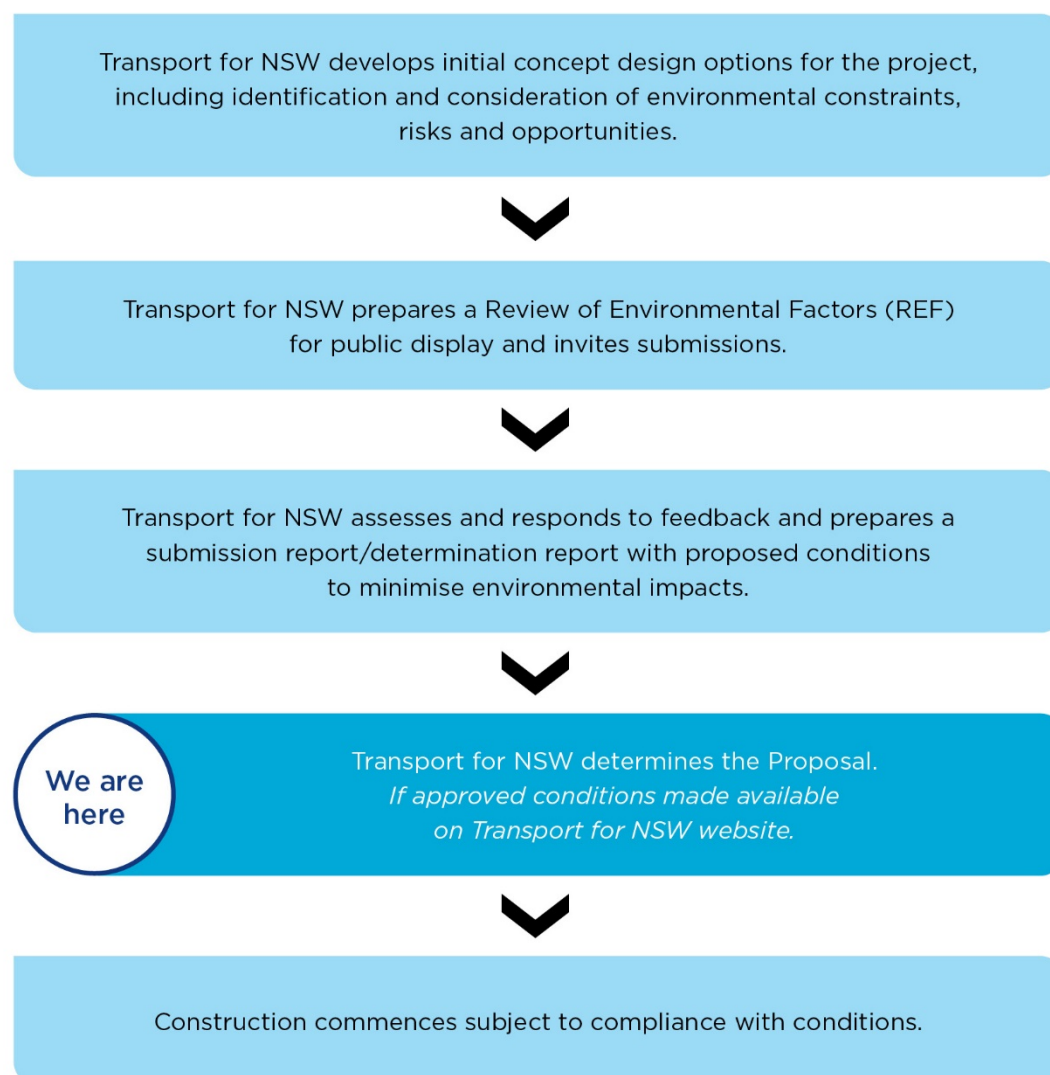
A Review of Environmental Factors (REF) has been prepared by RPS on behalf of TfNSW in accordance with Sections 5.5 and 5.7 of the *Environmental Planning and Assessment 1979* (EP&A Act), and clause 228 of the *Environmental Planning and Assessment Regulation 2000* (EP&A Regulation), to ensure that TfNSW 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 St Peters Station Upgrade REF was placed on public display from Friday 12 March 2021 to Monday 29 March 2021, with 81 submissions received. Feedback provided in these submissions is 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 feedback raised in these submissions
- assess the potential environmental impacts of 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 impacts are likely to significantly affect the environment in accordance with the provisions of the EP&A Act
- 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 work at St Peters Station, situated in the Inner West and City of Sydney Local Government Areas. The station is located in the suburb of St Peters, about four kilometres south west of the Sydney Central Business District (CBD). St Peters Station is listed on the State Heritage Register and the Transport Asset Holding Entity's Section 170 Heritage and Conservation Register.

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 St Peters Station Upgrade REF, and would provide:

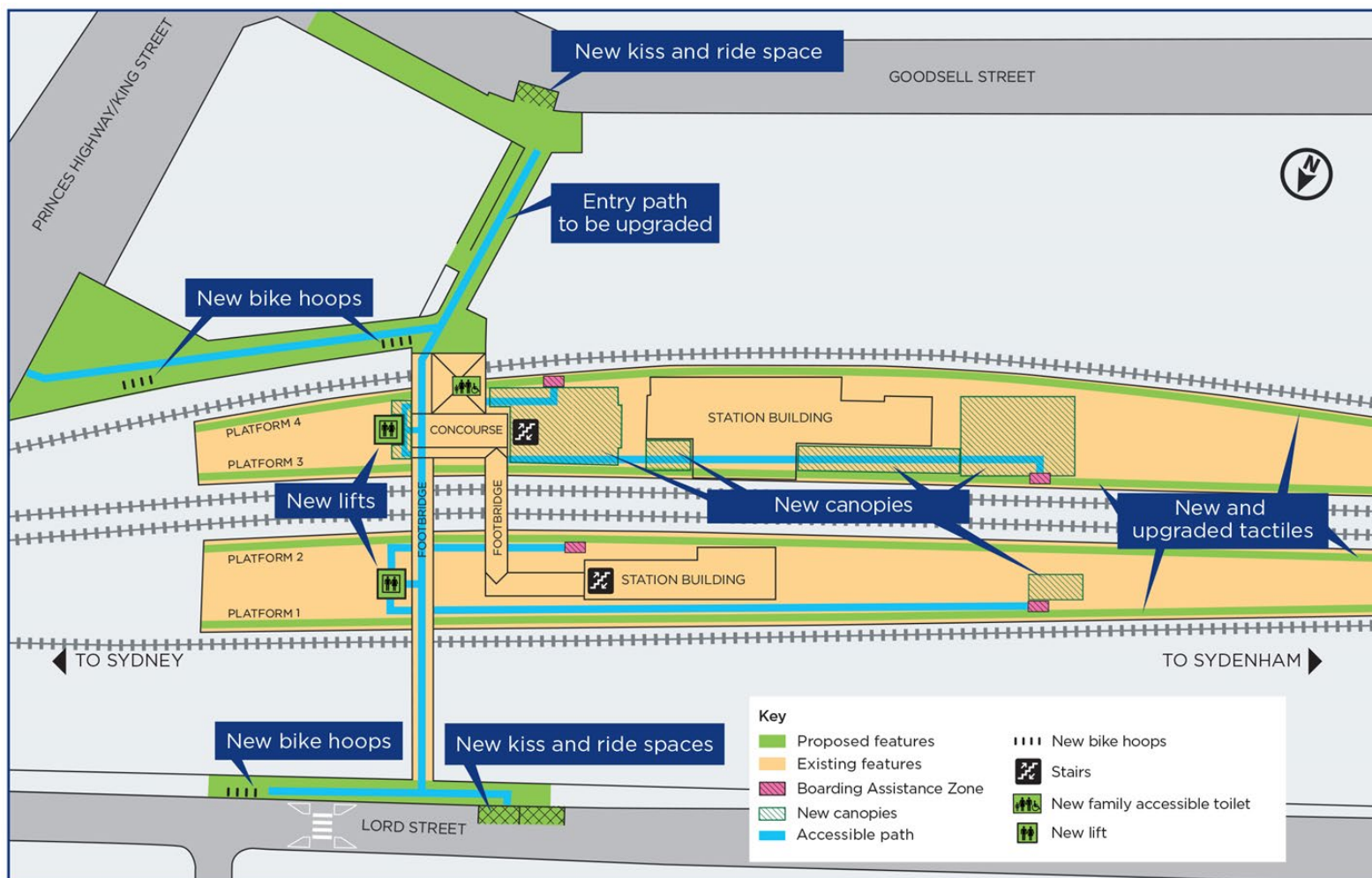
- two new lifts, lift landings and lift canopies at the Sydney (eastern) end of Platforms 1/2 and 3/4, connecting to the existing eastern footbridge
- closure and removal of the concourse retail kiosk for the installation of a new lift servicing Platform 3/4
- new canopies and anti-throw screens to stairs on Platform 3/4
- new canopies along Platform 3/4 for weather protection
- a standalone canopy at the western end of Platform 1 for weather protection at the boarding assistance zone (BAZ)
- modifications to the existing footbridge safety screens at new lift interface locations
- reconfiguration of the existing concourse building to accommodate a new family accessible toilet, new installation main switch board (IMSB) and existing station systems. A new switchboard would supply the required power to the lifts (and other station systems) from the pad mount transformer
- provision of one kiss and ride area on Goodsell Street and two on Lord Street
- regrading of the footpaths and landscaping work at the station entrances from Lord Street, King Street and Goodsell Street
- provision of up to six additional bike hoops at Railway Lane and Lord Street
- improvements to customer information and communications systems including wayfinding modifications, public address (PA) system modifications and new hearing induction loops as required

- platform regrading and the installation of new Tactile Ground Surface Indicators (TGSIs) along the platforms
- improvements to station lighting and CCTV to improve safety and security
- electrical upgrades and service relocations and/or adjustments to accommodate the new infrastructure, including replacement of an existing transformer.

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

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

Construction is expected to commence in mid-2021 and take around 24 months to complete.



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

## 2. Consultation and assessment of submissions

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### 2.1. REF public display

The St Peters Station Upgrade REF was placed on public display from 12 March 2021 to 29 March 2021 on the TfNSW corporate website [transport.nsw.gov.au/projects/current-projects/st-peters-station-upgrade](https://transport.nsw.gov.au/projects/current-projects/st-peters-station-upgrade)<sup>1</sup> and TfNSW Yoursay<sup>2</sup>.

Community consultation activities undertaken for the public display included:

- distribution of around 4,400 flyers letterbox dropped within a radius of 500 metres of the station on Friday 12 March 2021
- installation of project signage at St Peters Station
- advertising on social media from 12 to 26 March to customers within the suburbs that surround the station of Alexandria, Enmore, Erskineville, Marrickville, Newtown and St Peters, which achieved a total reach of 25,248
- 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 of the *State Environmental Planning Policy (Infrastructure) 2007* (Infrastructure SEPP).

### 2.2. REF submissions

A total of 81 submissions were received via email and online submissions. Community submissions are addressed in Table 1, while themes from the submission received from Inner West Council and City of Sydney Council are addressed in Table 2.

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

- support for improving accessibility at St Peters Station
- recommendations for a softer, less industrial design
- requests for more canopies along Platform 1/2
- requests to connect the two footbridges for a more direct access to Platform 1/2 from Lord Street
- requests to remove the kiss and ride zones on Lord Street and Goodsell Street from the design
- requests for landscaping to be undertaken in the unused area between Lord Street and the disused platform
- requests for additional consultation.

### 2.3. Consideration and response to submissions

#### Community submissions

Issues raised in community submissions and responses are summarised in Table 1.

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

<sup>2</sup> <https://yoursay.transport.nsw.gov.au/st-peters-station-upgrade>

**Table 1 Response to community submissions received**

No.	Submission no.	Issue/s raised	TfNSW response
<b>1</b>	<b>General</b>		
1.1	STP001, STP002, STP003, STP009, STP010, STP011, STP012, STP013, STP016, STP020, STP022, STP025, STP030, STP032, STP038, STP039, STP047, STP049, STP052, STP057, STP058, STP060, STP062, STP064, STP070, STP074, STP077, STP079	Support for the Proposed Activity, particularly the installation of lifts and/or improvement of accessibility at the station.	Support for the Proposed Activity is noted.
1.2	STP001, STP011, STP012	Recommend that the upgrade is completed in a timely manner, prior to 2024.	Subject to approval, construction is expected to commence in 2021 and take around 24 months to complete.
1.3	STP001	Concern about why the Proposed Activity will take 24 months.	<p>For the safety of the community and workers, and to minimise disruptions to train services, major construction activities are completed during scheduled rail shutdowns when trains are not running. As a result, station upgrades generally take longer to build than other construction projects outside of the rail corridor.</p> <p>That being said, the 24 month construction timeframe referenced in the REF is a worst-case scenario, with main works including the commissioning of the lifts likely to occur earlier.</p>
1.4	STP028	Questioned if Redfern and/or Erskineville are going to be upgraded.	Redfern Station is currently being upgraded as part of the Transport Access Program. Project information for the Redfern Station Upgrade can be found at the Project webpage:



No.	Submission no.	Issue/s raised	TfNSW response
			<a href="https://transport.nsw.gov.au/projects/current-projects/redfern-station-upgrade-new-southern-concourse">transport.nsw.gov.au/projects/current-projects/redfern-station-upgrade-new-southern-concourse</a> Erskineville Station is also planned for upgrade as part of the Transport Access Program. Project information for the Erskineville Station Upgrade can be found at the Project webpage: <a href="https://transport.nsw.gov.au/projects/current-projects/erskineville-station-upgrade">transport.nsw.gov.au/projects/current-projects/erskineville-station-upgrade</a>
1.5	STP060	Questioned whether the area near the station along King Street will also be getting upgraded.	The Proposed Activity includes an upgrade to the entry path from King Street to the station. Any further upgrades along King Street are outside the scope of the Proposed Activity.
1.6	STP055	Feedback about station maintenance: <ul style="list-style-type: none"> <li>the landscaping is poorly maintained</li> <li>the tracks are littered with rubbish and graffiti.</li> </ul>	TfNSW has passed on this information to the Sydney Trains as operator and maintainer of the rail network including the station and its immediate surrounds.
1.7	STP055	There is limited seating at the station, and current seating is exposed to wind and rain.	New canopies would be provided on Platform 3/4 as part of the Proposed Activity for additional weather protection. Additional seating would be provided on Platform 3/4. Suitable locations would be further investigated as detailed design develops (see Conditions of Approval (CoA) 42).
<b>2</b>	<b>Design</b>		
2.1	STP001	Canopies at present are adequate. Are there structural issues requiring change?	A canopy for weather protection at the boarding assistance zone on each platform is required to ensure equitable access in accordance with the key requirements of the DDA and DSAPT. Additionally, the More Trains More Services (MTMS) program includes a network reconfiguration strategy that would result in customers boarding and alighting trains at St Peters Station predominantly from Platform 3/4 (as opposed to current operations which primarily utilise Platform 1/2). As such, more canopies would be provided on Platform 3/4 to spread customers along the platform for more efficient train boarding and alighting.
2.2	STP001	Lighting at the station is sufficient.	Due to additional infrastructure, upgrades to lighting would be undertaken to ensure compliance with the relevant standards. All new lighting

No.	Submission no.	Issue/s raised	TfNSW response
			would comply with relevant standards in accordance with CoA 32.
2.3	STP006, STP010, STP027, STP032, STP037, STP038, STP042, STP046, STP068, STP078	Request to install larger/more canopies on Platform 1 and 2.	<p>The objective of the Proposed Activity is to provide equitable access in accordance with key requirements of the DDA and DSAPT.</p> <p>The MTMS program includes a network reconfiguration strategy that would result in customers boarding and alighting trains at St Peters Station predominantly from Platform 3/4 (as opposed to current operations which primarily utilise Platform 1/2). As such, more canopies would be provided on Platform 3/4. The provision of additional canopies on Platform 1/2 (other than what is included in the Proposed Activity) is outside the scope of the Proposed Activity.</p>
2.4	STP008, STP016, STP034, STP035, STP037, STP046, STP048	Request to provide a connection between the two footbridges so there is better access from Platform 1 and 2 to Lord Street.	<p>The MTMS network reconfiguration strategy would result in customers boarding and alighting trains at St Peters Station predominantly from Platform 3/4 and therefore there would be a reduced need to access Platform 1/2 following the reconfiguration. As such, there would be no benefit in connecting the two footbridges as customers must walk through the concourse to access Platform 3/4.</p> <p>Additionally, the footbridge at St Peters Station has high heritage value. The addition of new elements to the footbridge would adversely affect its significance.</p> <p>The objective of the Proposed Activity is to provide equitable access in accordance with key requirements of the DDA and DSAPT while also minimising impacts to existing heritage fabric at the station.</p>
2.5	STP056	Request for justification of canopies on Platform 3 and 4.	The MTMS program includes a network reconfiguration strategy that would result in customers boarding and alighting trains at St Peters Station predominantly from Platform 3/4 (as opposed to current operations which primarily utilise Platform 1/2). As such, more canopies would be provided on Platform 3/4.
2.6	STP051, STP078	Request to provide a canopy on the footbridge between Lord Street and the station	The objective of the Proposed Activity is to provide equitable access in accordance with key requirements of

No.	Submission no.	Issue/s raised	TfNSW response
		concourse for weather protection.	the DDA and DSAPT. The provision of additional canopies on the footbridge for weather protection is outside the scope of the Proposed Activity.
2.7	STP066	Recommendation to install walls rather than canopies for weather protection.	The canopies would be designed to minimise the impacts from wind-driven rain. The provision of additional walls for weather protection is outside the scope of the Proposed Activity.
2.8	STP059	Request to have continuous canopy shelters between the stairs and the station buildings.	<p>Currently, there is a continuous canopy between the stairs and platform building on Platform 1/2.</p> <p>The proposed canopies on Platform 3/4 between the stairs and Platform 3/4 building have been designed to retain views from the footbridge and station concourse to the station building as much as possible.</p> <p>To further reduce impacts to the heritage fabric of the stairs, platform and Platform 3/4 building, the canopies have been designed to be separate free standing structures that would not directly impact the stairs, footbridge or platform building.</p>
2.9	STP013	Request to have an additional station entrance south of Lord Street.	The objective of the Proposed Activity is to provide equitable access in accordance with key requirements of the DDA and DSAPT. The provision of an additional station entrance / exit is outside the scope of the Proposed Activity.
2.10	STP074	Request to keep the station entrances as small as practicable.	Currently, the Proposed Activity does not include any modifications to the size of the existing station entrance. The accessway between St Peters Station and Goodsell Street is proposed to be slightly widened and regraded in order to provide an accessible path of travel.
2.11	STP024	Request to widen station stairs for improved accessibility, especially during an emergency.	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 the St Peters Station Railway Group and efforts have been made to minimise impacts to the heritage fabric.
2.12	STP024	Request to install a second set of stairs from the footbridge to Platform 1 and 2.	The objective of the Proposed Activity is to provide equitable access in accordance with key requirements of the DDA and DSAPT. The provision of a second set of stairs from the

No.	Submission no.	Issue/s raised	TfNSW response
			<p>footbridge to Platform 1/2 is outside the scope of the Proposed Activity.</p> <p>Additionally, the MTMS program includes a network reconfiguration strategy that would result in customers boarding and alighting trains at St Peters Station predominantly from Platform 3/4 (as opposed to current operations which primarily utilise Platform 1/2). As such, a second set of stairs from the footbridge to Platform 1/2 has not been identified as a key requirement of the station upgrade.</p>
2.13	STP004, STP016, STP061, STP079	Request to have more Opal readers and query about location of new opal card readers. Request to have Opal readers on the station concourse, not just at the bottom of the station stairs.	Additional Opal card readers would be provided as part of the Proposed Activity. The location of these would be confirmed during detailed design in consultation with Sydney Trains, giving consideration to customer movements and the location of new infrastructure installed as part of the Proposed Activity.
2.14	STP019, STP023	Recommendation to install ramps instead of lifts.	<p>Providing a ramp at the compliant grades (steepness) from the footbridge to the platform would be difficult due to the height differences. To achieve a compliant grade, each ramp would need to be at least 75 metres long, requiring additional space and creating additional bulk that would result in adverse visual and heritage impacts. As such, new lifts have been proposed to provide equitable access, achieve DDA compliance, reduce visual bulk and minimise the space required for new infrastructure.</p> <p>In addition, the footbridge and stairs form part of the State heritage listing for St Peters Railway Station Group and efforts have been made to minimise impacts to the heritage fabric.</p>
2.15	STP040, STP044	Recommendation to provide more seating at the station.	Additional seating would be provided on Platform 3 /4. Suitable locations for seating on the platform would be further investigated as detailed design develops (refer to CoA 42).
2.16	STP023, STP049, STP052, STP059, STP077	Request to retain existing kiosk or include a new area for retail as the kiosk provides passive surveillance for the station.	Removal of the kiosk is required to accommodate the lift to Platform 3/4 and to achieve the required space for pedestrian flows and accessible pathways. Similar conveniences are provided in close proximity along King Street.

No.	Submission no.	Issue/s raised	TfNSW response
			<p>TfNSW is consulting with Sydney Trains staff on the proposed upgrades to the booking office to ensure they would support efficient operations and improved station surveillance. This consultation would continue through detailed design.</p> <p>Additionally, the 645 King Street development located adjacent to the station includes additional retail opportunities and in-turn passive surveillance of the areas surrounding the station.</p>
2.17	STP049, STP052, STP077	<p>Request to retain the kiosk for retail value or provide another location for the current kiosk to be relocated to.</p> <p>One respondent recommended to move accessible toilets to Platform 3/4 and move existing kiosk to an area within the existing booking office.</p>	<p>Alternate lift locations were reviewed and ruled out due to spatial constraints and insufficient clearances between existing coping, heritage stair and footbridge infrastructure. Minimum clearances for DDA compliance could not be achieved at alternate locations without significant impact to existing stair and footbridge elements.</p> <p>TfNSW is working with the current kiosk retailer for potential retail opportunities around the station or other locations on the railway network.</p> <p>The accessible toilets are proposed on the station concourse as this location is more easily accessible from all platforms as well as the footbridge and concourse. Additionally, Sydney Trains staff would be able to better monitor the use, and manage the maintenance and cleaning of the accessible toilets at the station concourse.</p>
2.18	STP029	Request to include more CCTV and warnings to deter graffiti artists.	<p>The Proposed Activity includes improvements to station lighting and CCTV to improve safety and security. Upgrades to CCTV and the installation of new CCTV would be undertaken to ensure compliance with the relevant standards. Additionally, the 645 King Street development adjacent to the station includes the provision of retail facilities which have the potential to increase passive surveillance at the station and deter graffiti artists.</p>
2.19	STP029	Request to use materials that can be easily cleaned, as graffiti within the local area is common.	<p>The Proposed Activity would use materials such as glass and steel for the upgraded and new infrastructure, which have been identified as easy-to-clean materials.</p>
2.20	STP037	Request to have the design and proposed materials be more sympathetic to the	<p>The design is the result of independent design review, extensive design workshops and consultation with</p>

No.	Submission no.	Issue/s raised	TfNSW response
		heritage values of the station and better integrate with the heritage aspects.	<p>Heritage NSW. The design would continue to be developed in consultation with a heritage architect. Every effort has been made to align the design with the heritage values and character of the existing station. As an example, the cross-bracing and steelwork of the lifts is designed to reference the existing trestles and steelwork of the footbridge, and the form of the platform canopies have been detailed to reference and interpret the existing canopies and rooflines of the platform building and beam profile of the footbridge. All new work has also been designed to maximise views to the existing platform building while providing weather protection.</p> <p>Additionally, materials have been selected to be recessive and contemporary, yet sympathetic to the heritage character of the site. The selection of steel and glass for the lift shafts is a direct response to the fabric of the highly significant adjacent footbridge. The intent is that the new work can clearly be identified from existing heritage fabric while still reading as a unified composition minimising the visual impact and impacts to heritage fabric.</p>
2.21	STP049, STP053	Recommendation to have a more innovative and enthusiastic approach to the design, and design in accordance with the natural and heritage settings of the station.	<p>The design is the result of independent design review, extensive design workshops and consultation with Heritage NSW.</p> <p>The design would continue to be developed in consultation with a heritage architect (refer to CoA 26). See TfNSW's response to 2.20 for more detail.</p>
2.22	STP053, STP063	Recommendation to use more brick and other softer, more organic materials to avoid the design looking too industrial.	<p>The design is the result of independent design review, extensive design workshops and consultation with Heritage NSW. The design would continue to be developed in consultation with a heritage architect. Materials have been selected to be recessive and contemporary, yet sympathetic to the heritage character of the site. The selection of materials also reflects the finer grain context of the site. As an example, the use of steel and glass for the lift shafts relates</p>



No.	Submission no.	Issue/s raised	TfNSW response
			to the materiality of the footbridge structure, whereas the use of brick paving in the public domain finishes relates to station retaining walls and broader character of Sydney Park. The Proposed Activity recognises the industrial past of St Peters and reflects this through a robust approach to the design.
2.23	STP025	Recommendation to utilise the area between the disused platform and Lord Street, perhaps as a turning circle for kiss and ride.	<p>The objective of the Proposed Activity is to provide equitable access in accordance with key requirements of the DDA and DSAPT, and the use of the vacant land for a turning circle for the kiss and ride zone on Lord Street is outside the scope of the Proposed Activity.</p> <p>Additionally, there is a substantial grade difference between the street level and ground level between the disused platform and Lord Street which would require substantial civil works to be feasible. This feedback has been passed on to Sydney Trans as operator and maintainer of the station grounds.</p>
2.24	STP057	Request to raise fence along Lord Street to prevent rubbish being dumped into the railway corridor.	<p>The objective of the Proposed Activity is to provide equitable access in accordance with key requirements of the DDA and DSAPT, and the modification to station fencing is outside the scope of the Proposed Activity.</p> <p>This feedback has been forwarded to Sydney Trains as operator and maintainer of the station grounds.</p>
2.25	STP057	Request to include anti-slip tread on the stairs.	<p>The Proposed Activity would provide canopies over the stairs to Platform 3/4, providing weather protection and improving customer safety.</p> <p>The stairs would be upgraded where necessary (anti-slip tread, nosing and handrail) as part of the Proposed Activity.</p>
2.26	STP061	Recommendation to include solar panels on roof of station buildings and rainwater tanks to collect stormwater.	<p>In accordance with CoA 36 and 37, TfNSW would implement sustainability initiatives as part of the Proposed Activity to achieve an Infrastructure Sustainability Rating of 'Excellent'. This includes the adoption of measures to reduce resource consumption, such as energy and water.</p> <p>Renewable energy options have been investigated for the site. Measures to</p>

No.	Submission no.	Issue/s raised	TfNSW response
			<p>reduce energy usage at the station, including installation of energy efficient lighting, are being incorporated into the design.</p> <p>The design would also include water efficient fittings and fixtures to reduce potable water consumption.</p>
2.27	STP018	Recommendation to include more colour into the design to reflect the community.	<p>Coloured seating/sculptures are proposed on Railway Lane as part of the upgrade for the Proposed Activity. Elsewhere within the station, the design, including the colour selection, is the result of independent design review, extensive design workshops and consultation with Heritage NSW. A more neutral colour palette is preferred to minimise visual impact on the heritage nature of the station.</p> <p>The design would continue to be developed in consultation with a heritage architect to ensure it is sympathetic to the heritage nature of the station.</p>
2.28	STP079	Recommendation to engage local/Indigenous artists, to paint murals on blank spaces on pedestrian footbridges and walkways to discourage graffiti and add vibrancy to the station.	<p>TfNSW would consult with Inner West Council and local developers to investigate artistic opportunities surrounding the station (refer to CoA 43).</p> <p>In accordance with CoA 37, an Urban Design Landscape Plan would be prepared for the Proposed Activity. The Urban Design Landscape Plan would also include a Public Domain Plan, which outlines the design approaches for the station and includes analysis and investigation for opportunities for public art.</p> <p>Additionally, all works within the vicinity of the station, including on pedestrian footbridges and walkways, would be undertaken in accordance with the Heritage Interpretation Plan to be prepared for the Proposed Activity (refer to CoA 27).</p>
2.29	STP079	<p>Request to have improved signage at the station for:</p> <ul style="list-style-type: none"> <li>wayfinding</li> <li>historical storytelling</li> <li>discourage dog owners from placing dog waste into station bins.</li> </ul>	<p>The detailed design of the Proposed Activity would include upgrades to wayfinding and new signage where required.</p> <p>A heritage interpretation plan, which could include opportunities for historical storytelling at the station, would be prepared by a heritage architect and integrated into the detailed design for the Proposed Activity (refer to CoA 27).</p>

No.	Submission no.	Issue/s raised	TfNSW response
			TfNSW has provided feedback regarding use of the bins to Sydney Trains as operator and maintainer of the station grounds. TfNSW would continue to consult with Sydney Trains as detailed design of the Proposed Activity develops.
2.30	STP079	Recommendation to install bins closer to the entrances of the station.	The Proposed Activity includes the adjustment to rubbish bin locations, however at this stage of the design the Proposed Activity does not include a bin compound. Any adjustments would be determined during detailed design in consultation with Sydney Trains.
2.31	STP079	Recommendation to include an Acknowledgement of Country and associated artwork/signage at the station.	TfNSW would investigate the opportunities to include an Acknowledgement of Country at St Peters Station (refer to CoA 44).
<b>3</b>	<b>Traffic, transport and access</b>		
	<b>Parking</b>		
3.1	STP014, STP043, STP067, STP075, STP076	Request to remove the kiss and ride zone on Lord Street from the design as it will increase congestion on Lord Street and encourage car use.	<p>The Proposed Activity would provide a formalised kiss and ride area that would improve compliance of the existing kiss and ride space at the station entrance on Lord Street and allow for safe pick up and drop off. It will also allow less mobile customers to access the station.</p> <p>This location was selected considering a number of aspects, including proximity to the station entrance and safety.</p> <p>CoA 31 also requires the completion of a Road Safety Audit as part of the detailed design process and on completion of construction and would include an assessment of the kiss and ride areas.</p>
3.2	STP038, STP054, STP067, STP075, STP076	Request to remove the kiss and ride zone on Goodsell Street from the design as it will encourage car use.	<p>The Proposed Activity would provide a formalised kiss and ride area that would improve the compliance of the existing kiss and ride space at the station entrance on Goodsell Street and allow for safe pick up and drop off. It will also allow less mobile customers to access the station.</p> <p>This location was selected with consideration of a number of aspects, including proximity to the station entrance and safety.</p>

No.	Submission no.	Issue/s raised	TfNSW response
			<p>Additionally, the Proposed Activity would install additional bike hoops at the station to encourage cycling to and from the station.</p> <p>CoA 31 requires the completion of a Road Safety Audit as part of the detailed design process and on completion of construction and would include an assessment of the kiss and ride areas.</p>
3.3.	STP003, STP014	Request to keep GoGet car share spaces instead of kiss and ride spaces.	The GoGet car share space on Lord Street would be retained as part of the Proposed Activity. The space would be moved slightly west of its current position on Lord Street to accommodate the proposed kiss and ride area.
3.4	STP057	Request to ensure no loss of resident's car parking spaces.	<p>During construction, temporary restrictions for approximately six car parking spaces near the compound gate on Lord Street would be required to provide ease for the approach of construction vehicles.</p> <p>The temporary removal of 18 car parking spaces on Lord Street between Princes Highway and the compound site gate would also be required in the lead up to, and immediately following, the lift shaft installation. It is anticipated that the loss of parking would be short term for a period of around two days (being the arrival and departure of the crane).</p> <p>No changes to existing parking arrangements are proposed as part of the operation of the Proposed Activity.</p>
<b>Active transport</b>			
3.5	STP059	Request to install more bike hoops.	Up to six additional bike hoops would be installed at the northern and southern entrances to St Peters Station. There may be an opportunity to include more bike hoops in conjunction with other TfNSW projects and this would be further explored in detailed design (refer to CoA 45).
3.6	STP017, STP048, STP067, STP075, STP076	Request to install secure bike parking facilities or undercover bike parking instead of bike hoops.	<p>Secure bike parking in the form of bike hoops would be located at Railway Lane and Lord Street.</p> <p>Bike lockers would not be provided due to spatial constraints at the station. Additionally, TfNSW prefer bike hoops over bike lockers as the hoops have a</p>

No.	Submission no.	Issue/s raised	TfNSW response
			high level of visibility and are considered a safer option.
3.7	STP075, STP076	Request to provide more bike paths around the station.	<p>While not dedicated bike lanes, there are cycle routes currently provided on Lord Street and Goodsell Street (Inner West Council, 2021).</p> <p>The objective of the Proposed Activity is to provide equitable access in accordance with key requirements of the DDA and DSAPT. The provision of additional bike paths around the station is outside the scope of the Proposed Activity and is the responsibility of Inner West Council.</p> <p>This feedback would be provided to the appropriate department within Inner West council for consideration in future projects.</p>
<b>Traffic</b>			
3.8	STP003	Concerns over increased traffic on Lord Street as a result of the station upgrade.	<p>A Traffic, Transport and Access Assessment was undertaken as part of the Review of Environmental Factors to identify and assess the potential construction and operational impacts of the Proposed Activity on traffic and access within the vicinity of the station.</p> <p>The assessment determined that the Proposed Activity may result in additional traffic as a result of persons with a disability or mobility impairment, the elderly, and parents/carers with prams (i.e. those who are unlikely to travel to the station via active or public transport) now being able to access the station due to accessibility improvements. However, this increase is not projected to generate a material volume of additional traffic movements that would impact on the existing performance or capacity of the surrounding road network, including Lord Street.</p>
3.9	STP071	There is too much traffic on Lord Street currently.	<p>The objective of the Proposed Activity is to provide equitable access in accordance with key requirements of the DDA and DSAPT. Modifications to the road network to relieve traffic congestion is not within the scope of the Proposed Activity and is the responsibility of Inner West Council.</p>
<b>Access</b>			

No.	Submission no.	Issue/s raised	TfNSW response
3.10	STP025	Recommendation to make a station access point on King Street/Princes Highway.	There is currently an access point to the station on King Street, located at the junction of King Street and Sydney Park Road.
3.11	STP052	Request to investigate a footbridge over the Princes Highway to connect the station to Sydney Park.	<p>The objective of the Proposed Activity is to provide equitable access in accordance with key requirements of the DDA and DSAPT. The provision of a pedestrian footbridge to connect the station to Sydney Park is outside the scope of the Proposed Activity.</p> <p>In addition, an additional footbridge between St Peters Station and Sydney Park has not been identified as a key requirement for DDA and DSAPT compliance or to provide for the current and future projected patronage at the station.</p>
3.12	STP073	Request to improve the junction at Sydney Park Road/King Street or provide an access point to the station (via underground tunnel or pedestrian bridge).	<p>The objective of the Proposed Activity is to provide equitable access in accordance with key requirements of the DDA and DSAPT. The provision of a pedestrian footbridge or tunnel to relieve congestion issues associated with the local road network is outside the scope of the Proposed Activity.</p> <p>Additionally, modifications to the road network to relieve traffic congestion is not within the scope of the Proposed Activity and is the responsibility of Inner West Council.</p>
3.13	STP049	The pathway between the station entrance on Lord Street and King Street is heavily congested. Are there plans to upgrade this section of the pedestrian footpath?	<p>The Proposed Activity includes upgrades to existing footpaths to the station from Lord, Goodsell and King Streets. The upgrade scope of Lord Street is limited due to existing road and parking constraints. The footpath from King Street would be regraded for DSAPT compliance and would include additional seating.</p> <p>Further upgrades to footpaths along and off King Street, such as footpath widening and the introduction of shared zones, are proposed as part of broader public domain works to be undertaken in St Peters by Inner West Council.</p>
<b>4</b>	<b>Noise</b>		
4.1	STP057	Request to install more noise control barriers.	The objective of the Proposed Activity is to provide equitable access in accordance with key requirements of the DDA and DSAPT. The installation of noise control barriers is outside of the scope of the Proposed Activity.



No.	Submission no.	Issue/s raised	TfNSW response
			<p>Additionally, the noise and vibration assessment has not identified significant operational noise impacts as a result of the Proposed Activity and therefore noise wall barriers have not been included as part of the design or mitigation measures for the Proposed Activity.</p>
4.2	STP003	Concerns over noise impacts for adjacent properties during 18 months of construction.	<p>The noise and vibration assessment assessed the worst case scenarios, which identified that noise management level (NML) exceedances of over 30 dbA at the nearest residential receivers are predicted during daytime construction activities and out-of-hours night time activities. These high magnitude impacts would likely be limited to short periods where the proposed work is occurring closest to each receiver. Work would be undertaken within specified hours during the day and during rail possessions. Out of hours works may be occasionally required, however the community would be notified prior to work commencing.</p> <p>A Construction Noise and Vibration Management Plan would be developed during detailed design to manage noise impacts. The plan would also outline the standard construction and project-specific mitigation measures to be implemented to mitigate and manage construction noise impacts as much as practicable. These may include:</p> <ul style="list-style-type: none"> <li>• Project notifications</li> <li>• Noise monitoring</li> <li>• Duration reduction</li> <li>• Respite periods or offers</li> <li>• Alternative accommodation.</li> </ul>
<b>5</b>	<b>Landscaping</b>		
5.1	STP007, STP057	Request to plant more trees on the platforms to provide better landscaping and shade.	<p>New canopies would be provided for additional shade and weather protection on Platform 3/4.</p> <p>New plantings or landscaping on the platforms are not proposed as part of the scope for the Proposed Activity, however TfNSW has passed this information to Sydney Trains as operator and maintainer for future consideration in the St Peters corridor areas.</p>

No.	Submission no.	Issue/s raised	TfNSW response
5.2	STP023, STP047, STP049, STP075, STP076	Request to landscape the area on the disused platform and between the disused platform and Lord Street with more trees and flowering natives.	Landscaping on the disused platform and between the disused platform and Lord Street is outside the scope of the Proposed Activity. TfNSW has passed this information to Sydney Trains as operator and maintainer for future consideration.
5.3	STP037, STP046	Request to have more deep soil plantings and improved landscaping in and around the station.	The detailed design for the Proposed Activity includes new plantings on Lord Street and along Railway Lane. No plantings or landscaping is proposed along the platforms. TfNSW has passed this request to Sydney Trains as operator and maintainer for future consideration.
<b>6 Safety</b>			
6.1	STP003	Concerns over safety of Lord Street with current traffic congestion.	A Traffic, Transport and Access Assessment was undertaken as part of the Review of Environmental Factors and determined that the Proposed Activity is not projected to generate a material volume of additional traffic movements that would adversely impact on the existing performance, capacity or safety of the surrounding road network, including Lord Street. Additionally, modifications to the road network to improve road safety is not within the scope of the Proposed Activity and is the responsibility of Inner West Council.
6.2	STP045	Request to remove the brick wall to open up the station and increase transparency to increase safety.	It is unclear whether this respondent is referring to the brick wall on King Street or alongside the accessway between King Street and the station. The design of the Proposed Activity would be undertaken with regard to Crime Prevention through Environmental Design (CPTED) principles to enable casual surveillance of public areas. CCTV would be upgraded around the station as required for compliance with the relevant standards and requirements. Additionally, better surveillance at the station is expected due to a greater proportion of the local community being able to access the station, as well as more services passing through St Peters Station as a result of the More Trains More Services program.
6.3	STP079	Request to have improved signage at the station to discourage people riding	There is existing signage at the station to discourage people riding bikes/scooters/skateboards on station

No.	Submission no.	Issue/s raised	TfNSW response
		bikes/scooters/skateboards through the station on the footbridges.	<p>footbridges, and upgrades to signage at the station would be undertaken where required as part of the Proposed Activity.</p> <p>This feedback has also been passed to Sydney Trains as operator and maintainer of the station.</p>
6.4	STP055	Concerns over safety of the station and surrounding area. Why is there no separate CPTED report for the St Peters Station Upgrade?	<p>A number of workshops were carried out during development of the SDR design to inform the Proposed Activity with respect to CPTED. These included Safety in Design and Security.</p> <p>These meetings are carried out with a number of key stakeholder's including NSW Police, TfNSW and Sydney Trains security analysts, station staff, technical leads, station facility and asset operator and maintainer representatives. Reports were produced off the back of these workshops and issued as part of the initial SDR design and revised/developed for issue with the detail design stages.</p> <p>In addition to workshops, TfNSW has carried out Initial Safety Change Assessments (ISCA) for all TAP3 upgrades that assesses their risk as "Minor". To satisfy TfNSW's safety assurance requirements, each project produces a Safety Assurance Plan and assesses the risk relating to design, into construction, commissioning and handover. If there are any risks identified outside of existing that are created due to TAP works these are ideally resolved in detailed design or handed over to Sydney Trains for their acceptance as operator and maintainer.</p>
6.5	STP055	What evidence does Transport for NSW have that CCTV is effective for crime prevention?	<p>The Proposed Activity must comply with applicable standards including modifications to and provision of additional CCTV cameras.</p> <p>All CCTV and new and upgraded infrastructure would be designed and installed in accordance with the relevant security standards and classifications.</p>
6.6	STP055	How will the St Peters Station Upgrade improve safety at the station beyond lighting and CCTV upgrades?	<p>The detailed design would be undertaken with regard to CPTED principles to enable casual surveillance of public areas.</p>

No.	Submission no.	Issue/s raised	TfNSW response
			<p>More services would pass through St Peters Station as a result of the More Trains More Services program, providing greater surveillance from additional patronage.</p> <p>The Proposed Activity would also enable a greater proportion of the local community to access the station, also increasing the surveillance from additional customers accessing the station.</p> <p>Additionally, the neighbouring development adjacent to the station would include retail facilities, increasing the potential for greater passive surveillance.</p>
<b>7</b>	<b>Consultation</b>		
7.1	STP054	Request for Transport for NSW to consult with 1 Goodsell Street Strata Committee.	TfNSW has met with the representatives of the Strata Committee regarding the design for the Proposed Activity.

## Other stakeholder submissions

Table 2 outlines issues raised by Inner West Council (STP080) and City of Sydney Council (STP081) in their submission, along with Transport for NSW's response.

**Table 2 Response to other stakeholder submissions received**

Issue no.	Stakeholder	Issue/s raised	TfNSW response
<b>1</b>	<b>General</b>		
1.1	Inner West Council, City of Sydney Council	Support for the Proposed Activity and the improvement of accessibility at St Peters Station.	Support for the Proposed Activity is noted.
1.2	Inner West Council	Recommendation to consider the measures to reduce conflict between riders and pedestrians in the vicinity of the station.	<p>There is existing signage at the station to discourage people riding bikes/scooters/skateboards on station footbridges, and upgrades to signage at the station would be undertaken where required as part of the Proposed Activity.</p> <p>Additionally, new bike hoops would be located away from entrances to mitigate clashes with pedestrians. Proposed street furniture and other bollards and fences would also act as 'traffic calming' mechanisms for cyclists.</p>
1.3	Inner West Council	Request that staff be available (and readily contactable) at all	Operational hours and station facilities are managed by Sydney Trains.

Issue no.	Stakeholder	Issue/s raised	TfNSW response
		times, particularly for those requiring ramps to board trains.	Operational hours are also specified on the <a href="#">station website</a> . This feedback has been passed onto Sydney Trains as operator and maintainer for consideration.
1.4	Inner West Council	Access across the footbridge should remain available 24/7 both during construction and subsequent to the Proposed Activity's conclusion.	A detailed construction methodology would be developed at part of the Construction Environmental Management Plan (CEMP) during the next phase of the Proposed Activity to manage potential access impacts.  For safety reasons, the footbridge may need to be occasionally closed or have access restricted to enable work. These times would predominantly be during periods when the station is closed and trains are not running. Customers would be advised in advance of any impacts and access to the station itself would be maintained during service periods.
<b>2 Design</b>			
2.1	Inner West Council	Recommendation to consider the King Street Gateway Project in the design, particularly for St Peter's Square (King Street/Sydney Park Road intersection) and the link from it to the station and any resultant alteration to pedestrian desire-lines.	TfNSW would continue to consult with the 645 King Street developer, TfNSW Gateway projects and the Principal Bike Route Project during preparation of the Public Domain Plan for the Proposed Activity.
2.2	Inner West Council	Request that care be taken to protect existing trees along the link between King Street and the station and to enhance the landscaping without impeding pedestrian flows.	No trees are proposed to be removed for the Proposed Activity. Additionally, should potential impacts to trees be identified as specified in CoA 42, a suitably qualified Arborist would determine the arboricultural impacts of construction. Where required, appropriate tree protection measures would be implemented to protect existing trees at the station or mitigation measures applied.
2.3	Inner West Council	Request that consideration be given to replacing the pedestrian barrier on Lord Street (immediately opposite the footbridge) with landscaping.	The purpose of the pedestrian barrier is to direct pedestrians to the existing pedestrian crossing whilst also providing safety from vehicles travelling on Lord Street. Replacing the barrier with landscaping would not meet the safety objectives of the barrier. A landscaped area would encroach further into the narrow footpath which would further reduce pedestrian circulation areas and cause congestion issues during peak periods. Additionally, vegetation in this

Issue no.	Stakeholder	Issue/s raised	TfNSW response
			location would interrupt sight lines to the entrance of the Station which raises security concerns.
2.4	Inner West Council	Request that accessible toilets be provided on each platform.	Accessible toilets would be provided at the station concourse, which is accessible from all platforms.
2.5	Inner West Council	If toilets are to be locked, recommend they should be fitted with Master Locksmiths Access Key locks to ensure ready access at all times.	<p>TfNSW have moved away from Master Locksmiths Access Keys for the following reasons:</p> <ul style="list-style-type: none"> <li>not all customers who require access to the family accessible toilets have the keys</li> <li>there are potential risks should there be an incident in the toilet and Sydney Trains station staff are not able to access the toilets</li> <li>the family accessible toilets are a facility available for use by all customers.</li> </ul>
2.6	Inner West Council	Recommendation that a continuous path of tactiles be provided where bike racks are proposed to avoid conflict and confusion.	All bike hoops installed would be located away from general pedestrian traffic routes.
2.7	Inner West Council	Request that all existing facilities (that remain), as well as all new facilities, fully comply with both the DDA and DSAPT.	The objective of the Proposed Activity is to provide equitable access in accordance with key requirements of the DDA and DSAPT. As such, all existing facilities would be upgraded accordingly to comply with DDA and DSAPT. Additionally, all new facilities would be constructed to be fully compliant with DDA and DSAPT.
2.8	Inner West Council	Recommendation that attractive and innovative wayfinding signage should be provided on all adjoining streets to ensure awareness to the station and the 24/7 link across the railway line.	<p>There is existing signage at the station and on adjacent streets, such as the large 'T', which signifies the location of the station. Station signage is consistent across the rail network to enable customers to easily identify train stations and transport services.</p> <p>Upgraded and new signage would be provided at the station as required for the Proposed Activity and would be compliant with DSAPT standards and TfNSW guidelines.</p>
2.9	Inner West Council	Consideration should be given to improved wayfinding information for Sydney Park users to make them aware of the station.	Provision of wayfinding information outside of the station is outside the scope of the Proposed Activity. This request would be passed to City of Sydney Council as wayfinding information in the community is a council responsibility.



Issue no.	Stakeholder	Issue/s raised	TfNSW response
2.10	Inner West Council	Suggest that the design team review the current development plans for 645 King Street to permit the design to capitalise on any improvement that the development might contribute to.	TfNSW has considered the neighbouring developments during the design development phase and has consulted with developers and Inner West Council to capitalise on additional improvements where possible.
<b>3 Traffic, transport and access</b>			
3.1	Inner West Council	Request that there be reconsideration of kerbside space to include as least two mobility parking spaces (in addition to the proposed kiss and ride spaces).	<p>TfNSW have investigated the options for accessible parking spaces along Lord Street and Goodsell Street. Due to the widths and grades of the roads adjacent to the station, an accessible parking space is not feasible as it would not be compliant with relevant standards.</p> <p>TfNSW would continue to investigate the provision of a DDA parking space at the station as detailed design develops (refer to CoA 41).</p>
3.2	Inner West Council	<p>Request clarification regarding the calculation of pedestrian flows and any associated conflict carried out in the Proposed Activity's design assessment:</p> <ul style="list-style-type: none"> <li>• did the project assessment include consideration of cover lifts as well as stairs, cyclists as well as people using mobility aids and prams?</li> <li>• what assumptions were made regarding circulation and flow for these user groups?</li> </ul>	<p>The pedestrian flows for St Peters Station were calculated during the scoping design for the Proposed Activity.</p> <p>The pedestrian flow assessment determined the level of service at 2017 Baseline, 2036 Do Nothing (no lifts) and 2036 Option (with lifts) scenarios for the following station elements:</p> <ul style="list-style-type: none"> <li>• platforms</li> <li>• stairs</li> <li>• passageways</li> <li>• near lift locations</li> <li>• concourse.</li> </ul> <p>The following assumptions were made regarding circulation and flow:</p> <ul style="list-style-type: none"> <li>• for normal operation, customers would arrive at the station uniformly during the peak hour</li> <li>• worst-case analysis assumes unidirectional flow where all station activity occurs within a two-minute period during a trains dwell time at the station</li> <li>• pedestrian walking speed of 1m/s.</li> </ul> <p>Additionally, the following 'edge effects' were taken into consideration:</p> <ul style="list-style-type: none"> <li>• 0.3 metres at each sidewall and handrails to account for</li> </ul>

Issue no.	Stakeholder	Issue/s raised	TfNSW response
			<p>customers leaving space to avoid touching the walls and some centre handrails</p> <ul style="list-style-type: none"> <li>1.5 metres of a clear safety zone at the front of each platform.</li> </ul> <p>These parameters have been used to consider customer flow within the station and ensure that the design of the Proposed Activity meets the predicted future requirements until 2036.</p>
<b>4</b>	<b>Landscape and visual amenity</b>		
4.1	Inner West Council	<p>Consideration should be given to visual improvements to the existing footbridge throw screen with a view to make the corridor more inviting and visually appealing. Currently, the screens obscure views to the platforms potentially creating safety/security concerns for late night users. Additionally, the blank nature of the screens contributes little to the appeal of the station or link. Such an improvement could be achieved through changes to the texture of the surface (replacement with transparent panels) and/or the application of public art elements.</p>	<p>Safety concerns in regard to the panels and eastern footbridge were not identified during security risk workshops undertaken during design development and therefore no modifications to the footbridge panels have been proposed as part of the Proposed Activity.</p> <p>Additionally, the footbridge at St Peters Station has high heritage significance and the Proposed Activity has been designed to minimise impacts to the heritage fabric of the footbridge. Modifications to any of the panels would require an upgrade of all panels on the eastern footbridge. An upgrade of all the panels would require modifications to the footbridge deck to support the new work and is likely to result in adverse impacts to the heritage fabric of the footbridge. Further, the installation of public art elements would result in adverse visual impacts to heritage due to the contrast between the heritage fabric and public art.</p> <p>The objective of the Proposed Activity is to provide equitable access in accordance with key requirements of the DDA and DSAPT, and visual improvements outside of DDA and DSAPT requirements are outside the scope of the Proposed Activity.</p>
<b>5</b>	<b>Consultation</b>		
5.1	Inner West Council	<p>Council seeks assurance that the relevant stakeholders from the community of people with disabilities have been consulted during the design process.</p>	<p>TfNSW has consulted with the Accessible Transport Advisory Committee and would provide regular updates as the Proposed Activity progresses.</p>

Issue no.	Stakeholder	Issue/s raised	TfNSW response
5.2	Inner West Council	Request for a regular briefing mechanism to be established to provide clear communication between Council and Transport for NSW.	A regular briefing mechanism exists and would continue as the Proposed Activity develops.

## 2.4. Future consultation

Should TfNSW proceed with the Proposed Activity, consultation activities would continue, including consultation with Inner West and City of Sydney Councils (or other stakeholders) 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 work, 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)<sup>3</sup> and TfNSW Infoline (1800 684 490) would continue to be available during the construction phase as well as a 24-hour Construction Line (1800 775 465). Targeted consultation methods, such as use of letters, notifications, signage and verbal communications, would continue to occur. The TfNSW project website [transport.nsw.gov.au/projects/current-projects/st-peters-station-upgrade](https://transport.nsw.gov.au/projects/current-projects/st-peters-station-upgrade) would also include updates on the progress of construction.

<sup>3</sup> [projects@transport.nsw.gov.au](mailto:projects@transport.nsw.gov.au)

### 3. Changes to the Proposed Activity

#### 3.1. Assessment of design changes

Further design development, along with consultation with the community and stakeholders, has resulted in a number of changes since the St Peters Station Upgrade REF was prepared. These changes are outlined in Table 3, along with a discussion of the impacts (and unless explicitly stated otherwise in the table below, it is considered that impacts related to other aspects are considered to be consistent with the findings of the REF including with respect to clause 228 of the EP&A Regulation and impacts to matters of NES). Where additional mitigation measures are required, these have been included as Conditions of Approval in Appendix B.

**Table 3 Assessment of design changes**

Aspect of the Proposed Activity	Design change	Discussion of impacts
Construction work hours	Extended working hours during COVID-19	<p>The Minister for Planning and Public Spaces has made a number of Orders under Section 10.17 of the <i>Environmental Planning and Assessment Act 1979</i> (EP&amp;A Act) in response to the COVID-19 pandemic. This includes the <i>Environmental Planning and Assessment (COVID-19 Development – Infrastructure Construction Work Days No. 2) Order 2020</i> (the ‘Order’), which commenced on 24 December 2020, and is applicable to construction activities for projects which have been subject to an assessment under Division 5.1, or approval under Division 5.2 of the EP&amp;A Act. The Order extends the standard construction hours to allow infrastructure construction work on Saturday, Sunday and Public holidays (7am to 6pm), without the need for any approval (excluding high noise generating works such as rock breaking or pile driving and the like).</p> <p>These extended working hours were due to expire on 25 March 2021. However, on Wednesday 24 March 2021, the NSW Government introduced the <i>COVID-19 Legislation Amendment (Emergency Measures) Bill 2020</i>, which was subsequently passed by parliament, and came into effect on 25 March 2021. A section of the Bill enabled the extension of the extended working hours until 31 March 2022.</p> <p>Whilst no further assessment of the environmental impacts are required for these extended working hours, in the event that Transport for NSW would seek to utilise the extended working hours permitted by the Order, advance notification would be provided to the community.</p>

## **4. Consideration of the environmental impacts**

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### **4.1. NSW Environmental Planning and Assessment Act 1979**

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

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

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

The likely significance of the environmental impacts of the Proposed Activity has been assessed in accordance with the then NSW Department of Planning's 1995 best practice guideline [\*Is an EIS Required?\*](#)<sup>4</sup> It is concluded that the Proposed Activity is not likely to significantly affect the environment (including critical habitat) or threatened species, populations of ecological communities, or their habitats. Accordingly, an environmental impact statement under Division 5.2 of the EP&A Act is not required.

### **4.2. NSW Heritage Act 1977**

The Proposed Activity would be undertaken within the curtilage of the St Peters Railway Station, which is 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 potential heritage impacts of the Proposed Activity have been assessed in Section 6.5 of the REF and Statement of Heritage Impact (RPS, 2021). The Proposed Activity would be undertaken in accordance with the approval and associated conditions issued by Heritage NSW (Department of Premier and Cabinet) (10 May 2021) under Section 60 of the NSW *Heritage Act 1977* (refer Appendix C).

### **4.3. Commonwealth Environment Protection and Biodiversity Conservation Act 1999**

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

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

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

## **5. Conditions of Approval**

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

## 6. Conclusion

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Having regard to the assessment in the REF, consideration of the submissions received and the design changes subsequent to the public display of the REF, it can be concluded that the Proposed Activity is not likely to significantly affect the environment (including critical habitat) or threatened species, populations of ecological communities, or their habitats.

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

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

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



# Determination

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## ST PETERS STATION UPGRADE

### APPROVAL

I, Sally Durham , as delegate of the Secretary, Transport for NSW:

1. Have examined and considered the Proposed Activity in the *St Peters Station Upgrade Review of Environmental Factors* (March, 2021) and the *St Peters Station Upgrade Determination Report* (May, 2021) in accordance with Section 5.5 of the *NSW Environmental Planning and Assessment Act 1979*.
2. Determine on behalf of Transport for NSW (the Proponent) that the Proposed Activity may be carried out in accordance with the Conditions of Approval in this Determination Report (May, 2021), consistent with the Proposed Activity described in the *St Peters Station Upgrade Review of Environmental Factors* (March, 2021).



Sally Durham  
Acting Director Planning Environment and Sustainability  
Environment and Sustainability Branch  
Safety, Environment and Regulation Division  
**Transport for NSW**

Date: 13/5/21

## References

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Inner West Council, 'Walking and cycling routes' accessed 22 April 2021:

<https://www.innerwest.nsw.gov.au/explore/parks-sport-and-recreation/walking-and-cycling/walking-and-cycling-routes>

RPS, 2021, *St Peters Station Upgrade Statement of Heritage Impact*, Sydney

SLR, 2021, *St Peters Station Upgrade Noise and Vibration Assessment*, Sydney

SLR, 2021, *St Peters Station Upgrade Traffic, Transport and Access Assessment*, Sydney

Transport for NSW, 2018, *St Peters Station Scoping Design Report*, Sydney

Transport for NSW, 2021, *St Peters Station Upgrade Review of Environmental Factors*, Sydney

# Appendix A      Review of Environmental Factors

Please refer to the TfNSW website to access the St Peters Station Upgrade REF (Desksite #ref no.6548524):

[transport.nsw.gov.au/projects/current-projects/st-peters-station-upgrade](https://transport.nsw.gov.au/projects/current-projects/st-peters-station-upgrade)

## **Appendix B      Conditions of Approval**

## CONDITIONS OF APPROVAL

### St Peters Station Upgrade

Note: these Conditions of Approval must be read in conjunction with the final mitigation measures in the St Peters 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)
AFC	Approved For Construction
CECR	Construction Environmental Compliance Report
CEMP	Construction Environmental Management Plan
CIR	Contamination Investigation Report
CLMP	Community Liaison Management Plan
CMP	Contamination Management Plan
CoA	Condition of Approval
dBA	Decibels (A-weighted scale)
ECM	Environmental Controls Map
EIA	Environmental Impact Assessment
EPA	NSW Environment Protection Authority
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EPL	Environment Protection Licence issued by the Environmental Protection Authority under the <i>Protection of the Environment Operations Act 1997</i> .
EMR	Environmental Management Representative
EMS	Environmental Management System
HIS	Heritage Interpretation Strategy
ISCA	Infrastructure Sustainability Council of Australia
ISO	International Standards Organisation
OEH	Former NSW Office of Environment and Heritage
ONVMP	Operational Noise and Vibration Management Plan
OOHWP	Out of Hours Work Protocol
PECM	Pre-Construction Environmental Compliance Matrix
POCR	Pre-Operational Compliance Report
RBL	Rating Background Level
REF	Review of Environmental Factors
SMP	Sustainability Management Plan
TfNSW	Transport for NSW

Acronym	Definition
<b>TMP</b>	Traffic Management Plan
<b>UDLP</b>	Urban Design and Landscaping Plan

Term	Definition
<b>Construction</b>	Includes all work in respect of the Project, other than survey, acquisitions, fencing, investigative drilling or excavation, building/road dilapidation surveys, or other activities determined by the TfNSW ADEM to have minimal environmental impact such as minor access roads, minor adjustments to services/utilities, establishing temporary construction compounds (in accordance with this approval), or minor clearing (except where threatened species, populations or ecological communities would be affected, unless otherwise agreed by the ADEM).
<b>Contamination</b>	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.
<b>Designated Works</b>	Includes tunnelling, blasting, piling, excavation or bulk fill or any vibratory impact work including jack hammering and compaction, for Construction.
<b>Emergency Work</b>	Includes work to avoid loss of life, damage to external property, utilities and infrastructure, prevent immediate harm to the environment, contamination of land or damage to a heritage (Aboriginal or non-Aboriginal) item.
<b>Environmental Impact Assessment (EIA)</b>	The documents listed in Condition 1 of this approval.
<b>Environmental Management Representative (EMR)</b>	An independent environmental representative appointed to the Project or a delegate nominated by Transport for NSW.
<b>Feasible</b>	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.
<b>Noise Sensitive Receiver</b>	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.
<b>Project</b>	The construction and operation of the St Peters Station Upgrade as described in the environmental impact assessment.
<b>Proponent</b>	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.
<b>Reasonable</b>	Selecting reasonable measures from those that are feasible involves making a judgment to determine whether the overall benefits outweigh the overall adverse social, economic and environmental effects, including the cost of the measure.



CoA	Condition
<b>General</b>	
<b>1.</b>	<p><b>Terms of Approval</b></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"> <li>a) <i>St Peters Station Upgrade – Review of Environmental Factors</i> (RPS, March 2021)</li> <li>b) <i>St Peters Station Upgrade – Determination Report</i> (RPS, May 2021).</li> </ul> <p>In the event of an inconsistency between these conditions and the EIA, these conditions will prevail to the extent of the inconsistency.</p>
<b>2.</b>	<p><b>Project Modifications</b></p> <p>Any modification to the Project as approved in the EIA would be subject to further assessment. This assessment would need to demonstrate that any environmental impacts resulting from the modifications have been minimised. The assessment shall be subject to approval under delegated authority by TfNSW, and any additional requirements from the assessment of the Project modification must be complied with.</p>
<b>3.</b>	<p><b>Statutory Requirements</b></p> <p>These conditions do not remove any obligation to obtain all other licences, permits, approvals and land owner consents from all relevant authorities and land owners as required under any other legislation for the Project. The terms and conditions of such licences, permits, approvals and permissions must be complied with at all times.</p>
<b>Communications</b>	
<b>4.</b>	<p><b>Community Liaison Management Plan</b></p> <p>A Community Liaison Management Plan (CLMP) shall be prepared and implemented to engage with government agencies, relevant councils, landowners, community members and other relevant stakeholders (such as utility and service providers, bus companies, Taxi Council and businesses). The CLMP shall comply with the obligations of these conditions and should include, but not necessarily be limited to:</p> <ul style="list-style-type: none"> <li>a) a comprehensive, project-specific analysis of issues and proposed strategies to manage issues through the duration of the Project</li> <li>b) details of the communication tools (traditional and digital) and activities that will be used to inform and engage the community and stakeholders</li> <li>c) a program for the implementation of community liaison activities relating to key construction tasks with strategies for minimising impacts and informing the community</li> <li>d) policies and procedures for handling community complaints and enquiries, including the Contractor's nominated 24 hour contact for management of complaints and enquiries</li> <li>e) analysis of other major projects/influences in the area with the potential to result in cumulative impacts to the community and strategies for managing these.</li> </ul> <p>The CLMP shall be prepared to the satisfaction of the Director Place – Eastern and CBD, Greater Sydney Division (or nominated delegate) prior to the commencement of construction and implemented, reviewed and revised as appropriate during the construction of the Project.</p>
<b>5.</b>	<p><b>Community Notification and Liaison</b></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</p>

## CoA Condition

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).

### 6. Website

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

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

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

### 7. Complaints Management

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

Details of all complaints received during construction are to be recorded on a complaints register. A verbal response to phone enquiries on what action is proposed to be undertaken is to be provided to the complainant within two hours during all times construction is being undertaken and within 24 hours during non-construction times (unless the complainant agrees otherwise). A verbal response to written complaints (email/letter) should be provided within 48 hours of receipt of the communication. A detailed written response is to be provided to the complainant within seven calendar days for verbal and/or written complaints.

Information on all complaints received during the previous 24 hours shall be forwarded to the Environmental Management Representative (EMR) each working day.

## Environmental Management

### 8. Construction Environmental Management Plan

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

- a) traffic and pedestrian management (in consultation with the relevant roads authority)
- b) noise and vibration management
- c) water and soil management
- d) air quality management (including dust suppression)
- e) Aboriginal and non-Aboriginal heritage management
- f) biodiversity management
- g) storage and use of hazardous materials
- h) contaminated land management (including acid sulphate soils)
- i) weed management
- j) waste management
- k) bushfire risk
- l) environmental incident reporting and management procedures
- m) non-compliance and corrective/preventative action procedures
- n) details of approvals, licences and permits required to be obtained under any other legislation for the Project.

The CEMP shall:

- i. comply with the Conditions of Approval, conditions of any licences, permits or other approvals issued by government authorities for the Project, all relevant legislation and regulations, and accepted best practice management

CoA	Condition
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- |  |   |
|--|---|
|  | <ul style="list-style-type: none"><li>ii. comply with the relevant requirements of <i>Environmental Management Plan Guideline – Guideline for Infrastructure Projects</i> (NSW Department of Planning Industry and Environment, 2020)</li><li>iii. include a pre-construction environmental compliance matrix for the Project (or such stages of the Project as agreed to by the EMR) that details compliance with all relevant conditions and mitigation measures</li><li>iv. include an Environmental Policy.</li></ul> |
|--|---|

In preparing the CEMP the following shall be undertaken:

- 1. consultation with government agencies and relevant service/utility providers (as required)
- 2. a copy of the CEMP submitted to the EMR for review
- 3. a copy of the CEMP submitted to the Associate Director Environmental Management (ADEM) for approval upon completion of the EMR review period
- 4. review and update the CEMP at regular intervals, and in response to any actions identified as part of the EMR's audit of the document
- 5. ensure updates to the CEMP are made within seven days of the completion of the review or receipt of actions identified by any EMR audit of the document, and be submitted to the EMR for approval.

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

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**9. Environment Personnel**

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

Details of the environmental personnel, including relevant experience, defined responsibilities and resource allocation throughout the project (including time to be spent on-site/off-site) are to be submitted for the approval of the ADEM, at least 21 days prior to commencement of construction of the Project (or such time as otherwise agreed by the ADEM).

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

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**10. Environmental Management Representative**

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

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

- a) considering and advising TfNSW on matters specified in these conditions and compliance with such
- b) reviewing and where required by the ADEM, providing advice on the Project's induction and training program for all persons involved in the construction activities and monitoring implementation
- c) periodically auditing the Project's environmental activities to evaluate the implementation, effectiveness and level of compliance of on-site construction activities with authority approvals and licences, the CEMP and associated plans and procedures, including carrying out site inspections weekly, or as required by the ADEM
- d) reporting weekly to TfNSW, or as required by the ADEM
- e) issuing a recommendation for work to stop immediately, if in the view of the EMR circumstances so require. The stop work recommendation may be limited to specific activities if the EMR can easily identify those activities

## CoA Condition

- f) requiring reasonable steps to be taken to avoid or minimise unintended or adverse environmental impacts
- g) reviewing corrective and preventative actions to ensure the implementation of recommendations made from the audits and site inspections
- h) providing reports to TfNSW on matters relevant to the carrying out of the EMR role as necessary
- i) where required by the ADEM, providing advice on the content and implementation of the CEMP and Environmental Controls Map (ECM) in accordance with the conditions
- j) reviewing and approving updates to the CEMP.

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

### 11. Environmental Controls Map

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

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

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

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

### 12. Construction Environmental Compliance Report

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

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

The CECR shall:

- (i) be submitted to the EMR for review. The EMR is to be given a minimum period of seven days to review and provide any comments to TfNSW in relation to the CECR
- (ii) be submitted to the ADEM for approval upon completion of the EMR review period.

## CoA Condition

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

The final CECR shall detail compliance with all Conditions of Approval, licences and permits required to be obtained under any other legislation for the Project.

### 13. Graffiti and Advertising

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

- a) offensive graffiti will be removed or concealed within 24 hours
- b) highly visible (yet inoffensive) graffiti will be removed or concealed within a week
- c) graffiti that is neither offensive or highly visible will be removed or concealed within a month
- d) any unauthorised advertising material will be removed or concealed within 24 hours.

## Hours of Work

### 14. Standard Construction Hours

Construction activities shall be restricted to the hours of 7:00 am to 6:00 pm (Monday to Friday); 8:00 am to 1:00 pm (Saturday) and at no time on Sundays and public holidays except for the following works which are permitted outside these standard hours:

- a) any works which do not cause noise emissions to be more than 5dBA higher than the rating background level (RBL) at any nearby residential property and/or other noise sensitive receivers
- b) out of hours work identified and assessed in the EIA or the approved Out of Hours Work Protocol (OOHWP)
- c) the delivery of plant, equipment and materials which is required outside these hours as requested by police or other authorities for safety reasons and with suitable notification to the community as agreed by the ADEM
- d) Emergency Work to avoid the loss of lives, property and/or to prevent environmental harm
- e) any works authorised under the *Environmental Planning and Assessment (COVID-19 Development – Infrastructure Construction Work Days No. 2) Order 2020* (whilst the Order is in effect)
- f) any other work as agreed by the ADEM and considered essential to the Project, or as approved by EPA (where an EPL is in effect).

### 15. High Noise Generating Activities

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

## Noise and Vibration

### 16. Construction Noise and Vibration

Construction noise and vibration mitigation measures shall be implemented through the CEMP, in accordance with TfNSW's *Construction Noise and Vibration Strategy* (ST-157) and the EPA's

## CoA Condition

*Interim Construction Noise Guideline* (Department of Environment and Climate Change, 2009). The mitigation measures shall include, but not limited to:

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

### 17. Vibration Criteria

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

- a. for structural damage vibration – British Standard BS 7385-2:1993 *Evaluation and measurement for vibration in buildings Part 2* and German Standard DIN 4150:Part 3 – 1999: *Structural Vibration in Buildings: Effects on Structures*
- b. for human exposure to vibration – the acceptable vibration values set out in the *Environmental Noise Management Assessing Vibration: A Technical Guideline* (Department of Environment and Conservation, 2006) which includes British Standard BS 6472-2:1992 *Guide to Evaluation of Human Exposure to Vibration in Buildings (1 Hz to 80 Hz)*.

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

### 18. Non-Tonal Reversing Beepers

Non-tonal reversing beepers (or an equivalent mechanism) shall be fitted and used on all construction vehicles and mobile plant regularly used on-site (i.e. greater than one day) and for any out of hours work.

## Contamination and Hazardous Materials

### 19. Unidentified Contamination (Other Than Asbestos)

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

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

A revised copy of the report shall be submitted to the ADEM for consideration upon completion of the EMR review period. The ADEM shall determine whether consultation with the relevant



## CoA Condition

council and/or EPA is required prior to continuation of construction works within the affected area.

**Note:** *In circumstances where both previously unidentified asbestos contamination and other contamination are discovered within a common area, nothing in these conditions shall prevent the preparation of a single investigation report to satisfy the requirements of both Condition 19 and Condition 20.*

### 20. Asbestos Management

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

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

**Note:** *In circumstances where both previously unidentified asbestos contamination and other contamination are discovered within a common area, nothing in these conditions shall prevent the preparation of a single investigation report to satisfy the requirements of both Condition 19 and Condition 20.*

### 21. Storage and Use of Hazardous Materials

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

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

## Erosion and Sediment Control

### 22. Erosion and Sediment Control

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

## Heritage Management

### 23. Aboriginal and Non-Aboriginal Heritage

If previously unidentified Aboriginal or non-Aboriginal heritage/archaeological items are uncovered during construction works, the procedures contained in the TfNSW *Unexpected Heritage Finds Guideline* (SD-115) shall be followed and all works in the vicinity of the find shall



## CoA Condition

cease. The EMR shall be immediately notified to co-ordinate a response, which may include seeking appropriate advice from a suitably qualified and experienced Heritage Advisor (in consultation with Heritage NSW, and/or the Energy, Environment and Science Group of the Department of Planning, Industry and Environment, as applicable). Works in the vicinity of the find shall not re-commence until clearance has been received from TfNSW and/or the Heritage Advisor.

### 24. Protection of State Heritage Items

Design and construction of the Project within the State Heritage Register curtilage of 'St Peters Railway Station' must be undertaken in accordance with the conditions of the approval granted under the Section 60 approval of the NSW *Heritage Act 1977* (issued 10/05/2021) and recommendations made in the Statement of Heritage Impact (RPS, 2021).

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.

### 25. Protection of heritage items listed on the RailCorp Section 170 Conservation Register

Design and construction of the Project within the curtilage of the Section 170 listed 'St Peters Railway Station' must be undertaken in accordance with the recommendations made in the Statement of Heritage Impact (RPS, 2021).

### 26. Heritage Architect

A suitably qualified and experienced Heritage Architect who is independent of the design and construction team's personnel shall be engaged to the satisfaction of the ADEIA. The Heritage Architect shall provide ongoing heritage, design and conservation advice throughout detailed design and any subsequent relevant design modifications to ensure that the final design adheres to the recommendations of the heritage assessments provided in the EIA, and the approval issued by NSW Heritage under Section 60 of the NSW *Heritage Act 1977*.

The Heritage Architect involvement and reporting shall include, but not be limited to:

- a) Attendance at design meetings and/or heritage meetings to provide iterative heritage advice to actively inform design development
- b) Targeted historical research to inform the iterative advice as required (to be documented as part of the below summary)
- c) Summary of the iterative heritage advice provided which should capture (as a minimum):
  - (i) the optioneering process undertaken as part of the design development, including heritage pros & cons
  - (ii) discussion on why particular heritage sensitive solutions might be discounted
  - (iii) discussion of the relevant detailed design stage
  - (iv) recommendations for next steps to further mitigate heritage impacts

A progress draft of the above is to be provided at each detailed design stage. A final copy of the summary report is to be provided to TfNSW no later than 1 week after final submission. The summary report is to also include:

1. confirmation of the extent of involvement of the Heritage Advisor in the detailed design process at the completion of Approved for Construction (AFC) design stage
2. identification and assessment of any changes to, and/or additional to the scope of work from those identified in the EIA which would affect heritage significance
3. a description of the impacts, and recommended mitigation measures relating to any new or amended scope of work identified in (b) above including the requirement for additional heritage approvals for consultation
4. confirmation that the detailed design is compliant with the requirements of the EIA, and the approval issued by Heritage NSW under Section 60 of the NSW *Heritage Act 1977* (10/05/2021).

## CoA Condition

### 27. Heritage Interpretation Plan

If required by the recommendations of the SoHI (RPS, 2021) heritage interpretation shall be planned and integrated into the detailed design of the Project. The heritage interpretation planning shall be prepared by the heritage consultant (and sub-consultants as required i.e. graphics) with reference to *Sydney Trains Heritage Interpretation Guidelines*. The heritage interpretation planning shall be captured in a Heritage Interpretation Plan (HIP) that is to be issued as a progress report at each stage of detailed design.

The HIP is to be submitted to the ADEM for approval at least 14 days prior to the commencement of construction of the Project (or such time as is otherwise agreed by the ADEM).

### 28. Photographic Archival Recording

Archival recording of 'St Peters Railway Station' shall be undertaken in accordance with the Heritage NSW guidelines prior to works commencing. The archival recording shall be reviewed and endorsed by the EMR prior to submission to Heritage NSW or other government body.

Copies of the archival recording are to be provided to Inner West Council and Sydney Trains Heritage Team for future reference.

## Traffic, Transport and Access

### 29. Traffic Management Plan

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

- a) ensuring adequate road signage at construction work sites to inform motorists and pedestrians of the work site ahead to ensure that the risk of road accidents and disruption to surrounding land uses is minimised
- b) maximising safety and accessibility for pedestrians and cyclists
- c) ensuring adequate sight lines to allow for safe entry and exit from the site
- d) ensuring access to railway stations, businesses, entertainment premises and residential properties (unless affected property owners have been consulted and appropriate alternative arrangements made)
- e) managing impacts and changes to on and off street parking and requirements for any temporary replacement provision
- f) parking locations for construction workers away from stations and busy residential areas and details of how this will be monitored for compliance
- g) routes to be used by heavy construction-related vehicles to minimise impacts on sensitive land uses and businesses
- h) details for relocating kiss-and-ride, taxi ranks and rail replacement bus stops if required, including appropriate signage to direct customers, in consultation with the relevant bus operator. Particular provisions should also be considered for the accessibility impaired
- i) measures to manage traffic flows around the area affected by the Project, including as required regulatory and direction signposting, line marking and variable message signs and all other traffic control devices necessary for the implementation of the TMP.
- j) Consultation with the relevant roads authority must be undertaken during the preparation of the TMP, as required. The performance of all Project traffic arrangements must be monitored during construction.

### 30. Road Condition Reports

Prior to construction commencement, road condition surveys and reports on the condition of roads and footpaths to be affected by construction shall be prepared. 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.

### 31. Road Safety Audit

A Road Safety Audit shall be undertaken as part of the detailed design process and on completion of construction. The Road Safety Audit shall include but not be limited to detailed

## CoA Condition

assessment of sight distances for vehicles travelling on Lord Street and Goodsell Street, for the kiss and ride areas on Lord Street and mitigation measures proposed.

The Road Safety Audit is to be submitted to and accepted by TfNSW. The findings of the Road Safety Audit shall be provided to Inner West Council for information.

## Lighting

### 32. Lighting Scheme

A lighting scheme for the construction and operation of the Project is to be developed by a suitably qualified lighting designer and prepared in accordance with *AS 1158 Lighting for Roads and Public Spaces* and *AS 4282 Control of the Obtrusive Effects of Outdoor Lighting*. The lighting scheme shall address the following as relevant:

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

## Property

### 33. Property Condition Surveys

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

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

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

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

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

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

Any damage to buildings, structures, lawns, trees, sheds, gardens, etc. as a result of construction activity direct and indirect (i.e. including vibration and groundwater changes) shall be rectified at no cost to the owner(s).

## Sustainability

### 34. Sustainability Officer

## CoA Condition

A suitably qualified and experienced Sustainability Officer shall be appointed who is responsible for implementing the sustainability objectives for the Project, in line with the Program's overarching Sustainability Strategic Management Plan.

Details of the Sustainability Officer including defined responsibilities, duration and resource allocation throughout the appointment are to be submitted to the satisfaction of the Associate Director Sustainability, Planning & Development (ADSPD) prior to the preparation of the Sustainability Management Plan.

### 35. Sustainability Management Plan

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

- a) a completed electronic checklist demonstrating compliance with the Infrastructure Sustainability Council of Australia (ISCA) scorecard demonstrating credits targeted to meet an Infrastructure Sustainability Rating Scheme (v1.2) of 'Excellent' rating for the 'Design' and 'As-Built' phases of the Project.
- b) a statement outlining the Construction Contactor's own corporate sustainability policies, obligations, goals, targets and commitments
- c) a description of the processes and methodologies for encouraging and identifying innovative sustainability outcomes on the Project, and the areas targeted for innovative sustainable solutions to be explored and/or implemented on the Project
- d) the approach to the identification of opportunities to reduce carbon emissions, energy use and embodied lifecycle impacts of the Project. This should include a summary of initiatives proposed for implementation to meet energy and carbon management objectives and targets
- e) the approach to sustainable procurement including how procurement processes have taken in to account the principles of *ISO 20400: 2017 – Sustainable Procurement* in the selection of all materials, products and services
- f) a description of the processes, standards and procedures for undertaking climate change risk assessments and strategies for mitigation of risks associated with climate change and extreme weather events.
- g) A copy of the SMP shall be submitted to the ADSPD at least 30 days prior to the commencement of construction, for approval (or such time as is otherwise agreed by the ADSPD).

### 36. Infrastructure Sustainability Council of Australia (ISCA) Ratings

The Project shall be registered with the Infrastructure Sustainability Council of Australia (ISCA) and shall aim to achieve a minimum 'Infrastructure Sustainability Rating Tool' (v1.2) 'Excellent' rating for the 'Design' and 'As-Built' phases of the Project.

## Urban Design and Landscaping

### 37. Urban Design and Landscaping Plan

An Urban Design and Landscaping Plan (UDLP) for the Project shall be prepared and submitted to TfNSW for endorsement by the Precincts and Urban Design Team. The UDLP is to address the fundamental design principles as outlined in *'Around the Tracks' – urban design for heavy and light rail* (TfNSW, Interim 2016). At a minimum, the UDLP 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
- a) identify opportunities and challenges
- b) establish site-specific principles to guide and test design options
- c) 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.

## CoA Condition

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

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

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

- *TAP Urban Design Plan Guidelines* (TfNSW, Draft 2018)
- *Commuter Car Parks Urban Design Guidelines* (TfNSW, Interim 2017)
- *Managing Heritage Issues in Rail Projects Guidelines* (TfNSW, Interim 2016)
- *Creativity Guidelines for Transport Systems* (TfNSW, Interim 2016)
- *Water Sensitive Urban Design Guideline SD-106* (TfNSW, 2017).

The UDLP shall be:

1. prepared in consultation with councils and relevant stakeholders including the 645 King Street developer, TfNSW gateway projects and the Principal Bike Route Project
2. prepared by a registered architect and/or landscape architect
3. prepared to inform/support the concept design and submitted to TfNSW for review at this design milestone

finalised and submitted to TfNSW at the completion of design documentation.

## Flora and Fauna

### 38. Removal of Trees or Vegetation

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

### 39. Replanting Program

All cleared vegetation shall be offset in accordance with TfNSW's *Vegetation Offset Guide* (ST-149). All vegetation planted on-site is to consist of locally 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.

40. A suitably qualified Arborist shall determine arboricultural impacts of construction and the potential for protection of trees on the site, in addition to future tree management.

## Site specific conditions

41. Further investigation into opportunities for provision of a DDA parking space shall be undertaken in coordination with the development at 645 King Street St Peters and the Transport for NSW Sydney Gateway Project.
42. Transport for NSW shall provide additional seating on Platform 3/4 as part of the Proposal. Further investigation into suitable locations for seats on the platform shall be undertaken as detailed design develops.
43. Further consultation between Transport for NSW, Inner West Council and local developers shall be undertaken as detailed design develops to investigate artistic opportunities surrounding the station.

CoA	Condition
44.	During detailed design Transport for NSW shall investigate the opportunity to include an Acknowledgement of Country at St Peters Station.
45.	During detailed design Transport for NSW shall investigate the opportunities to provide more bike hoops at St Peters Station in conjunction with other TfNSW projects.

## **Appendix C      Section 60 *Heritage Act* Approval**



Mr Ben Groth  
Associate Director, Environmental Impact Assessment  
Environment and Sustainability  
Safety, Environment and Regulation  
Transport for NSW  
7 Harvest Street, Macquarie Park, NSW

By email: Ben Groth [ben.groth@transport.nsw.gov.au](mailto:ben.groth@transport.nsw.gov.au)  
cc. Steven Barry [steven.barry@transport.nsw.gov.au](mailto:steven.barry@transport.nsw.gov.au)

Dear Ben

**Application under section 60 of the *Heritage Act 1977*  
St Peters Railway Station Group  
State Heritage Register No. 01250**

**Address:** St Peters Railway Station, Princes Highway, St Peters, NSW 2044  
**Proposal:** Installation of new station platform canopies, lifts and related works;  
modifications to overhead booking office; installation of anti-throw screens;  
landscaping works.

**Section 60 application no:** S60/2021/013 received 15 March 2021

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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 by DesignInc as listed below (refer to DOC21/174949-6)**

Dwg No	Dwg Title	Date	Rev
<b>Project Name: St Peters Illawarra Line - 3.809km</b>			
150338-STP-AR-DRG-00100	Architectural Cover Sheet	11/12/2020	4
150338-STP-AR-DRG-00110	Demolition Plan Overall Plan	04/03/2021	5
150338-STP-AR-DRG-00111	Site Plan Overall Plan	04/03/2021	6
150338-STP-AR-DRG-00200	Platform Level - Zone 1 General Arrangement Plan	11/12/2020	4

150338-STP-AR-DRG-00201	Platform Plan - Zone 2 General Arrangement Plan 2	11/12/2020	2
150338-STP-AR-DRG-00202	Footbridge Plan - Zone 1 General Arrangement Plan 4	11/12/2020	4
150338-STP-AR-DRG-00203	Entry - Zone 3 General Arrangement Plan 2	11/12/2020	2
150338-STP-AR-DRG-00204	Lord Street Entry - Zone 4 General Arrangement Plan 1	04/03/2021	1
150338-STP-AR-DRG-00205	Roof Plan - Zone 1 General Arrangement Plan 4	11/12/2020	4
150338-STP-AR-DRG-00206	Roof Plan - Zone 2 General Arrangement Plan 4	11/12/2020	4
150338-STP-AR-DRG-00300	Elevations - Sheet 01 Elevation 4	11/12/2020	4
150338-STP-AR-DRG-00301	Elevations - Sheet 02 Elevation 4	11/12/2020	4
150338-STP-AR-DRG-00302	Elevations - Sheet 03 Elevation 4	11/12/2020	4
150338-STP-AR-DRG-00400	Sections - Sheet 01	11/12/2020	4
150338-STP-AR-DRG-00401	Sections - Sheet 02	11/12/2020	2
150338-STP-AR-DRG-00520	Lift 1 - Plans & Sections Details 2	11/12/2020	2
150338-STP-AR-DRG-00521	Lift 1 - Elevations Details 2	11/12/2020	2
150338-STP-AR-DRG-00530	Lift 2 -Plans & Sections Details 2	11/12/2020	2
150338-STP-AR-DRG-00531	Lift 2 - Elevations Details 2	11/12/2020	2
150338-STP-AR-DRG-00550	Canopy Details - Sections Details 2	11/12/2020	2
150338-STP-AR-DRG-00570	Overhead Booking Office - Plans Details 4	11/12/2020	4
150338-STP-AR-DRG-00571	Over Head Booking Office - Elevations & Sections Details 3	11/12/2020	3
150338-STP-AR-DRG-00572	Amenities Block - Internal Elevations Details	11/12/2020	2
150338-STP-AR-DRG-00700	Materials and Finishes	20/11/2020	2
150338-STP-AR-DRG-00900	Axonometric Views	11/12/2020	4
150338-STP-AR-DRG-00901	Perspective View - Sheet 1	11/12/2020	4
150338-STP-AR-DRG-00902	Perspectives Views - Sheet 2	11/12/2020	2

**b. Landscape drawings, prepared by DesignInc as listed below (refer to DOC21/174949-7)**

<b>Dwg No</b>	<b>Dwg Title</b>	<b>Date</b>	<b>Rev</b>
<b>Project Name: St. Peters Station Upgrade Transport Access Program 3 Landscape</b>			
150338-STP-LA-DRG-00000	Cover Sheet & Drawing List	10/12/20	4
150338-STP-LA-DRG-00100	Site Plan	04/03/21	5
150338-STP-LA-DRG-00101	General Arrangement Plan 1	10/12/20	4
150338-STP-LA-DRG-00102	General Arrangement Plan 2	04/03/21	5
150338-STP-LA-DRG-00103	Material and Planting Schedules	10/12/20	4
150338-STP-LA-DRG-00000	Cover Sheet & Drawing List	10/12/20	4
150338-STP-LA-DRG-00100	Site Plan	04/03/21	5

**c. Engineering drawings, prepared by Arcadis as listed below (refer to DOC21/174949-8)**

<b>Dwg No</b>	<b>Dwg Title</b>	<b>Date</b>	<b>Rev</b>
<b>Project Name: St Peters Illawarra Line - 3.809km TAP3 MC T2</b>			
150338-STP-ST-DRG-01210	Structural Concrete Footing Plan Sheet 1	24/11/20	1
150338-STP-ST-DRG-01211	Structural Concrete Footing Plan Sheet 2	24/11/20	1
150338-STP-ST-DRG-01220	Lift 1 Footing Plan	24/11/20	1
150338-STP-ST-DRG-01221	Lift 1 Footing Sections	24/11/20	1
150338-STP-ST-DRG-01230	Lift 2 Footing Plan	24/11/20	1
150338-STP-ST-DRG-01231	Lift 2 Footing Sections	24/11/20	1
150338-STP-CI-DRG-01102	Civil – General Notes, Legend and Specifications	24/11/20	1
150338-STP-CI-DRG-01111	Civil – Typical Details	24/11/20	1
150338-STP-CI-DRG-01153	Civil General Arrangement Plan Sheet 3	24/11/20	1
150338-STP-CI-DRG-01154	Civil General Arrangement Plan Sheet 4	24/11/20	1
150338-STP-LV-DRG-01100	Electrical Services Site Plan Layouts	24/11/20	1
150338-STP-LV-DRG-01104	Electrical Services Proposed In-ground Services Platform Level Layouts	24/11/20	1

150338-STP-LV-DRG-01105	Electrical Services Proposed In-ground Services Platform Level Layouts	24/11/20	1
150338-STP-LV-DRG-01106	Electrical Services Proposed Communications & Security Concourse Level Layouts	24/11/20	1
150338-STP-HV-DRG-01100	Electrical Services HV Cables Site Layout	24/11/20	1

**d. St Peters Railway Station Statement of Heritage Impact, prepared by RPS Group, 2021**

**EXCEPT AS AMENDED** by the conditions of this approval.

**HERITAGE CONSULTANT**

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

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

**SITE PROTECTION**

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

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

**PHOTOGRAPHIC ARCHIVAL RECORDING**

4. A photographic archival recording must be prepared prior to the commencement 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 modification of the site.*

**UNEXPECTED HISTORICAL ARCHAEOLOGICAL RELICS**

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

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

## COMPLIANCE

6. 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.*

## DESIGN APPROACH AND MODIFICATION (GLAZING ON CANOPY – APPROACH AT FOOTBRIDGE STAIRS TO PLATFORM 1/2)

7. The canopy between the footbridge concourse level and platform 1/2 is to include the use of clear roof material (glass where practicable). The design is also to be modified to remove the horizontal member at the concourse level. Revised drawing(s) are to be sent to HNSW for review and endorsement prior to work commencing.

*Reason: To integrate good design and functional use to ameliorate the visual impact of new works and improve passenger amenity and appreciation of the aesthetic values of the place. Use of glass in the canopy roof will provide improved visibility of the historic structure (platform station building) and a contrasting material finish. Removal of the horizontal member at the concourse level will improve the design and cohesion of the new canopy structure.*

## MODIFICATION TO LANDSCAPING, PUBLIC SPACE AND AMENITY

8. The fenced bin storage area behind the overhead booking office is to be included in the landscaping works: to remove the fence and replace the bin storage area with a paved open area and seating for public use. Revised drawings incorporating this change are to be submitted to HNSW for review and endorsement.

*Reason: Opening this space for public use will ameliorate the loss of public space elsewhere. It will improve public use and appreciation of the heritage precinct while also removing an intrusive element. It will align with other landscape and access improvements at this arrival point. The interpretation plan for the station precinct may consider inclusion of static interpretative signage at this location.*

## HERITAGE INTERPRETATION

9. An interpretation plan must be prepared in accordance with the *Interpreting Heritage Places and Items Guidelines* and submitted for approval to the Heritage Council of NSW (or delegate). The plan is to be commensurate with the relative scale of works and related conditions and site limitations applicable to the St Peters railway precinct. The interpretation plan and signage are to be focused on the following approach.

- **Objective:** document contemporary works & changes in an historical context of change over time; reveal history and significance of the place
- **Key themes:** Change over time; significance of the place; local context (the history and development of the railway precinct within the context of the local area)

*Reason: The proposed works to the St. Peters Railway Station Group, when viewed cumulatively, represent one of the largest changes to the place since the commencement of the Illawarra Line in the 1880s. The changes are highly visible to the local community. New interpretation will put the current works in an historical context and will help to explain recent and current changes to the place.*

## DURATION OF APPROVAL

10. 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 this Section 60 application (S60/2021/013) for the St Peters Railway Station Group installation of new station platform canopies and related works, please contact David Ward, Senior Heritage Officer Major Projects, at Heritage NSW, david.ward@environment.nsw.gov.au.

Yours sincerely



**SARAH JANE BRAZIL**

Senior Team Leader, Major Projects  
Heritage NSW, Department of Premier and Cabinet  
**As Delegate of the Heritage Council of NSW**

10 May 2021