

Stanmore Station Upgrade

Determination Report



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

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Document control

Status:	Final
Date of issue:	April 2022
Revision:	Final
Document author:	Lizzie Whiting, Jarryd Barton
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Glossary and abbreviations

Term	Meaning
BC Act	<i>Biodiversity Conservation Act 2016 (NSW)</i>
BDAR	Biodiversity Development Assessment Report
CBD	Central Business District
CEMP	Construction Environmental Management Plan
CLP	Community Liaison Plan
Construction Contractor	The Construction Contractor for the Proposed Activity would be appointed by Transport for NSW to undertake the detailed design and construction of the Proposed Activity.
CPTED	Crime Prevention Through Environmental Design
DDA	<i>Disability Discrimination Act 1992 (Cwlth)</i>
Detailed design	Detailed design broadly refers to the process that the Construction Contractor undertakes (should the Proposed Activity proceed) to refine the concept design to a design suitable for construction (subject to Transport for NSW acceptance).
Determination Report	This document – a report prepared by Transport for NSW to assess and address certain matters to allow for a determination of the Proposed Activity under, and in accordance with Division 5.1 of the EP&A Act.
DSAPT	<i>Disability Standards for Accessible Public Transport (2002)</i>
EIS	Environmental Impact Statement
EP&A Act	<i>Environmental Planning and Assessment Act 1979 (NSW)</i>
EP&A Regulation	<i>Environmental Planning and Assessment Regulation 2021 (NSW)</i>
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999 (Cwlth)</i>
Infrastructure SEPP	<i>State Environmental Planning Policy (Infrastructure) 2007 (NSW)</i>
LEP	Local Environmental Plan
LGA	Local Government Area
NES	Matters of 'National Environmental Significance' under the EPBC Act
NSW	New South Wales
OOHW	Out of hours works
Proponent	A person or body proposing to carry out an activity under Division 5.1 of the EP&A Act – in this instance, Transport for NSW.
Proposed Activity	The construction and operation of the Stanmore Station Upgrade
REF	Review of Environmental Factors
SIS	Species Impact Statement
Transport for NSW	Transport for NSW (the Proponent)

Executive summary

Overview of Proposed Activity

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

- stations that are accessible to people with disability, 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.

Stanmore 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 includes:

- two new lifts to provide access between the existing station underpass and the platforms
- reconfiguration of the existing bathrooms on Platform 1/2 to accommodate:
 - a new family accessible toilet
 - male and female ambulant toilets
 - a cleaners room
- provision of a new canopy on Platform 1/2 to connect to the existing platform building awning and provide continuous canopy coverage between the new lift, boarding assistance zone and family accessible toilet
- provision of a new canopy on Platform 3 around the new lift to cover the lift opening and boarding assistance zone
- upgrade of the existing stairs to include new handrails, tactile ground surface indicators (tactiles) and nosings
- reinstate glazed panels to the eastern screen of the existing stairs on Platform 1/2 which faces the new lift opening
- regrading and resurfacing of the existing platform and underpass surfaces as required to provide accessible paths of travel from the new lifts to the station amenities, including the family accessible toilet and waiting rooms
- provision of a new ramp into the waiting room on Platform 2
- provision of a new ramp and stairs, and regrading of the Trafalgar Street entry to Platform 3
- removal of one large Lilly Pilly tree and five small Orange jessamine shrubs (hedges) to accommodate the new lift on Platform 3 and removal of two small red flowering gum street trees to accommodate the DDA parking space and kiss and ride bay

- station interchange upgrades including:
 - a new DDA car parking space and a new kiss and ride bay on Douglas Street
 - upgrade of the existing footpaths and underpass of the Douglas Street entry forecourt to provide an accessible path of travel from a new kerbside accessible car parking space and a new kiss and ride bay
 - minor upgrade works including four new bicycle hoops at the Douglas Street entrance to replace existing bicycle racks, modification of underpass walls and ceilings, upgrade of station landscaping, adjustments to station lighting, relocation of electronic ticketing (Opal readers), relocation or replacement of existing customer facilities (vending machine, waste and recycling bins and seating), public domain improvements, improvement to station communications systems (including CCTV cameras), hearing loops, wayfinding signage and installation of yellow lines and tactiles on all platforms.

Transport for NSW, 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 WSP Australia Pty Limited on behalf of Transport for NSW in accordance with the requirements of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and section 171 of the *Environmental Planning and Assessment Regulation 2021* (EP&A Regulation). A supplementary assessment has been prepared considering the two additional factors under section 171 of the *Environmental Planning and Assessment Regulation 2021* (refer Appendix D). This determination considers both the REF and the supplementary assessment in concluding there are no significant impacts.

Modifications to the Proposed Activity

Since the public display of the REF, and following consideration of the feedback provided as part of the public display and other consultation activities that have been undertaken to date, no design changes have been made to the Proposed Activity. The scope of works proposed is considered to be consistent with the overall objectives of the Transport Access Program which include providing improved accessibility to Stanmore Station for all customers. Should any design modifications be identified or 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 Transport for NSW, as the Proponent of the Stanmore 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 Proposed Activity. Transport for NSW must make a determination in accordance with the provisions of Division 5.1 of the EP&A Act. This report also presents a summary of the submissions provided during the public display of the REF, and Transport for NSW's response to the issues and comments raised in these submissions.

Conclusion

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

1. Introduction

1.1. Background

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

- stations that are accessible to people with disability, 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.

Stanmore 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 low mobility, parents/carers with prams or customers with luggage. There is currently no formal accessible parking spaces, no lift facilities and inadequate tactile ground surface indicators (TGSI) to stairs, platforms and interchange facilities.

Transport for NSW is the Proponent for the Stanmore 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) was prepared by WSP Australia Pty Limited on behalf of Transport for NSW in accordance with Sections 5.5 and 5.7 of the *Environmental Planning and Assessment 1979* (EP&A Act), and section 171 of the *Environmental Planning and Assessment Regulation 2021* (EP&A Regulation), to ensure that Transport for NSW takes into account to the fullest extent possible, all matters affecting or likely to affect the environment as a result of the Proposed Activity. A supplementary assessment has been prepared considering the two additional factors under section 171 of the *Environmental Planning and Assessment Regulation 2021*. This determination considers both the REF and the supplementary assessment in concluding there are no significant impacts. The REF is included at Appendix A and the supplementary assessment for the section 171 clauses is included at Appendix D.

The Stanmore Station Upgrade REF was placed on public display from 1 February 2022 to 15 February 2022, with 53 submissions received. Issues raised in these submissions are addressed in Section 2.3 of this report.

Inner West Council also responded to the public display noting that they did not have any comments relating to the REF submission for the Proposed Activity.

1.3. Determination Report

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

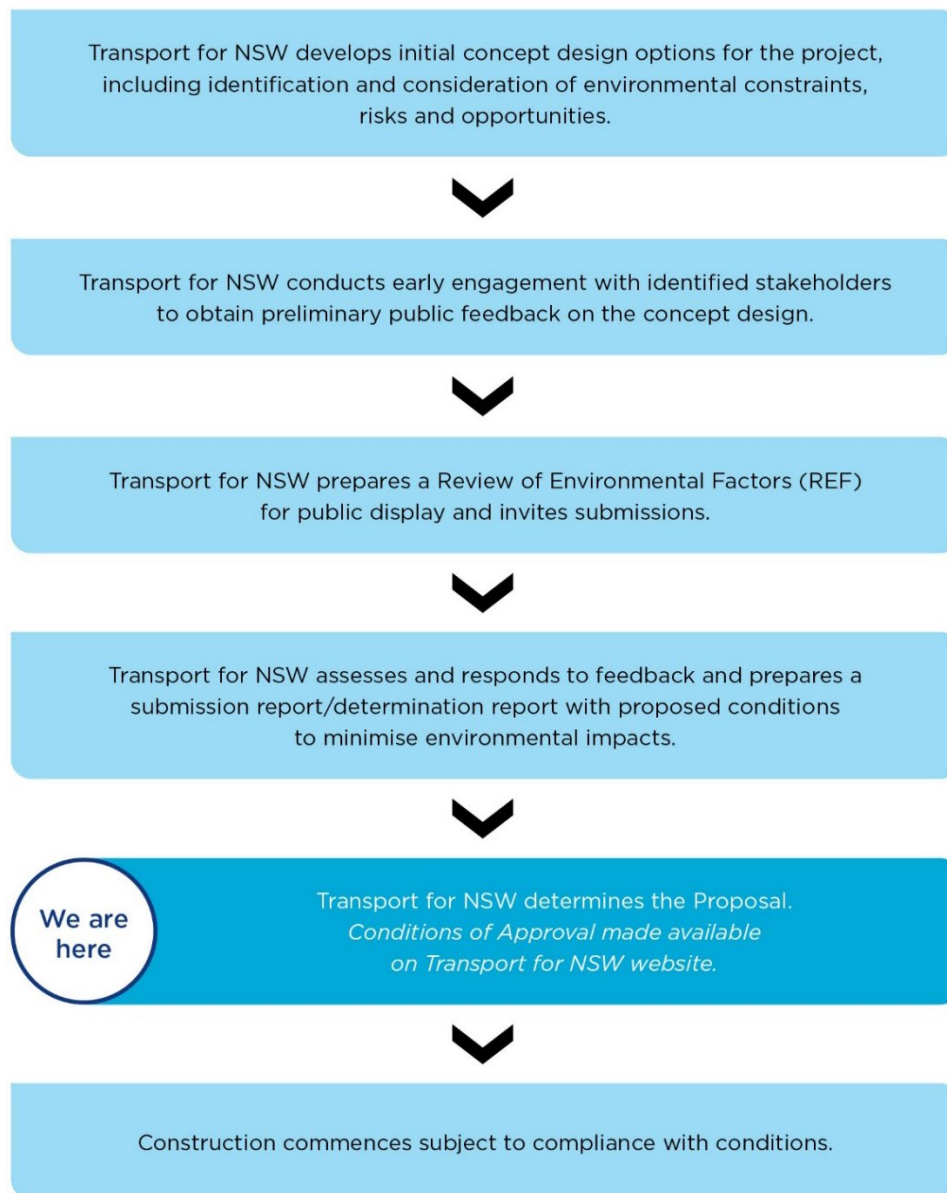


Figure 1.1 Planning approval process

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

- present a summary of the submissions received during the public display of the REF and Transport for NSW's responses to the issues and comments raised in these submissions
- assess the environmental impacts with respect to the Proposed Activity, which are detailed in the environmental impact assessment (and any proposed modifications, as detailed and assessed in this Determination Report)
- identify mitigation measures to minimise potential environmental impacts
- determine whether potential environmental impacts are likely to be significant
- address whether the provisions of the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) apply to the Proposed Activity.

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

2A Objects of Act

...

- 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 involve upgrade work to Stanmore Station, which is located in the suburb of Stanmore in the Inner West Council local government area (LGA) around 4.6 kilometres west of the Sydney Central Business District (CBD). Stanmore Station consists of an island platform (Platform 1/2) and a single platform (Platform 3) and is serviced by the Inner West & Leppington line (T2 Service), around 4.6 kilometres by rail from the City (Central Station). The Proposed Activity area is generally bounded by Douglas Street to the north and Trafalgar Street to the south.

Stanmore Station is listed on the following registers:

- as a State significant heritage item on the NSW SHR (SHR # 01251)
- as a Section 170 Transport Asset Holding Entity of New South Wales (TAHE) register (SHI # 4801097)
- the *Marrickville Local Environmental Plan 2011* (Marrickville LEP 2011) (LEP # I248).

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 Proposed Activity would improve accessibility of the station in line with the requirements of the DDA and the DSAPT. The upgrades would provide an improved customer experience for existing and future users of the station.

A detailed description of the Proposed Activity is provided in Chapter 3 of the Stanmore Station Upgrade REF, and includes:

- two new lifts to provide access between the existing station underpass and the platforms
- reconfiguration of the existing bathrooms on Platform 1/2 to accommodate:
 - a new family accessible toilet
 - male and female ambulant toilets
 - a cleaners room
- provision of a new canopy on Platform 1/2 to connect to the existing platform building awning and provide continuous canopy coverage between the new lift, boarding assistance zone and family accessible toilet

- provision of a new canopy on Platform 3 around the new lift to cover the lift opening and boarding assistance zone
- upgrade of the existing stairs to include new handrails, tactile ground surface indicators (tactiles) and nosings
- reinstate glazed panels to the eastern screen of the existing stairs on Platform 1/2 which faces the new lift opening
- regrading and resurfacing of the existing platform and underpass surfaces as required to provide accessible paths of travel from the new lifts to the station amenities, including the family accessible toilet and waiting rooms
- provision of a new ramp into the waiting room on Platform 2
- provision of a new ramp and stairs, and regrading of the Trafalgar Street entry to Platform 3
- removal of one large Lilly Pilly tree and five small Orange jessamine shrubs (hedges) to accommodate the new lift on Platform 3 and removal of two small red flowering gum street trees to accommodate the DDA parking space and kiss and ride bay
- station interchange upgrades including:
 - a new DDA car parking space and a new kiss and ride bay on Douglas Street
 - upgrade of the existing footpaths and underpass of the Douglas Street entry forecourt to provide an accessible path of travel from a new kerbside DDA car parking space and a new kiss and ride bay
 - minor upgrade works including four new bicycle hoops at the Douglas Street entrance to replace existing bicycle racks, modification of underpass walls and ceilings, upgrade of station landscaping, adjustments to station lighting, relocation of electronic ticketing (Opal readers), relocation or replacement of existing customer facilities (vending machine, waste and recycling bins and seating), public domain improvements, improvement to station communications systems (including CCTV cameras), hearing loops, wayfinding signage and installation of yellow lines and tactiles on all platforms.

A schematic outlining the key features of the Proposed Activity is provided in Figure 1.2.

Construction is expected to commence in mid-2022 (subject to determination of the Proposed Activity by Transport for NSW) and take around 18 months to complete. The need for, and benefits of the Proposed Activity have previously been outlined in Chapter 2 of the REF.



Indicative only, subject to detailed design

Figure 1.2 Key features of the Proposed Activity

2. Consultation and assessment of submissions

2.1. REF public display

Following early public engagement between 4 and 18 October 2021, the Stanmore Station Upgrade REF was placed on public display from 1 to 15 February 2022. The REF is available to view on the Transport for NSW project [website](#)^{1, 2}.

Under normal circumstances, printed copies of the REF would have been available at various locations, however, due to the COVID-19 restrictions, the REF was available online in digital format only with printed copies available on request. No printed copies of the REF were requested. Activities to encourage feedback during REF display, were much the same as those in October 2021, and included:

- distribution of just over 2,500 detailed four-page community notifications to addresses closest to the station
- installation of six project signs at Stanmore Station
- geotargeted social media post to the residents of Stanmore, which reached over 25,000 people (68 of the 78 reactions were positive and a range of views were expressed in 97 comments received through social media)
- targeted emails to key stakeholders and previous correspondents
- display of the REF on the project webpage at transport.nsw.gov.au/stanmore (supported with updated information and new images) and promotion of the consultation on the [NSW Government Have Your Say](#) website.
- Following two previous meetings with Inner West Council, a letter outlining the scope of the Proposed Activity, information on where to view the REF and specialist studies on the Transport for NSW website, along with details on how to make a submission was sent to Inner West Council as per the consultation requirements under clause 13 and 14 of the *State Environmental Planning Policy (Infrastructure) 2007* (Infrastructure SEPP)

2.2. REF submissions

A total of 53 submissions were received via letter, email, telephone and online submissions. Community submissions are addressed in Table 2.1. A response from Inner West Council was also received on 7 March 2022 noting that they did not have any comment on the Proposed Activity. Overall, around 49 percent of the formal submissions, 26 submissions provided specific support for the Proposed Activity, with a majority of the other submissions also indicating various levels of agreement that the proposed activity should be undertaken. Only one submission was explicitly against the proposed accessibility upgrade at Stanmore Station. In addition, as noted above a majority of the reactions (87 percent) expressed through social media were generally positive regarding the proposed activity.

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

- support for improving accessibility at Stanmore Station
- requests to retain the large Magenta Lilly Pilly, and planting of further trees and vegetation
- requests to investigate the addition of bicycle wheel ramps on the stairs

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

² <https://www.nsw.gov.au/have-your-say/stanmore-station-accessibility-upgrades>

- requests to investigate additional weather protection over the Trafalgar Street stairs and other station areas
- requests to investigate anti-graffiti options on station walls, for example, public artwork/murals and graffiti resistant paints.

2.3. Consideration and response to submissions

Community submissions

Issues raised in community submissions and responses are summarised in Table 2.1.

Table 2.1 Response to community submissions received

No.	Submission no.	Issue/s raised	Transport for NSW response
1	General		
1.1	STAN001, STAN003, STAN004, STAN007, STAN008, STAN010, STAN011, STAN014, STAN015, STAN019, STAN022, STAN028, STAN031, STAN032, STAN034, STAN035, STAN038, STAN039, STAN041, STAN042, STAN043, STAN044, STAN045, STAN046, STAN049, STAN052 (Clr Pauline Lockie)	Support for the Proposed Activity and/or for improving accessibility of the station was noted in 26 of the submissions received.	Support for the Proposed Activity is noted.
	STAN009	One objection for improving accessibility of Stanmore Station was received.	As described in Section 1.1.1 of the REF, the NSW Government is committed to facilitating and encouraging use of public transport, such as trains, by upgrading stations to make them more accessible, and improving interchanges around stations with other modes of transport such as buses, bicycles and cars. The Transport Access Program is an initiative targeted at achieving compliance with the Disability Standards for Accessible Public Transport (DSAPT) Regulations across the Network. Stanmore Station has been identified for an accessibility upgrade as it does not currently accommodate mobility impaired access to rail services or meet key requirements of the DSAPT or the Commonwealth <i>Disability Discrimination Act 1992</i> (DDA).

No.	Submission no.	Issue/s raised	Transport for NSW response
1.3	STAN033	One submission requested the station name to change.	It is not proposed to rename Stanmore Station.
2 Project design			
2.1	STAN001, STAN013, STAN020, STAN025, STAN026, STAN034, STAN051	Seven submissions requested that bicycle connectivity should be improved and some suggested that wheel ramps should be considered for stairs to the platforms.	<p>The focus of the Proposed Activity is to provide upgrades for improved accessibility at Stanmore Station in accordance with the key requirements of the DDA and DSAPT.</p> <p>Provision of wheel ramps for bicycles on the station stairs was considered during the design process for the Proposed Activity. The addition of wheel ramps however present a trip/slip hazard to station users and, given the restricted width of the existing stairs, new wheel ramps would result in congestion on the stairs, especially during peak hours.</p> <p>Cyclists would have access to the proposed new lifts for accessing the station platforms or to cross the rail corridor, and hence would be able to avoid the need to carry their bicycles up the station stairs.</p>
2.2	STAN018, STAN044, STAN045, STAN046, STAN047, STAN053	<p>Six submissions noted that additional weather protection should be considered including on the station platforms, stairs and bicycle storage.</p> <p>Additional weather protection over the Trafalgar Street stairs was suggested in order to ensure steps are not slippery when raining.</p> <p>One of the submissions also noted that the canopies should also allow for accommodating vegetation coverage as part of the canopies.</p>	<p>As described in Section 3.2.1 of the REF, new canopies would provide continuous coverage between the new lifts, family accessible toilet and boarding assistance zone on Platform 1/2 and to connect the new lift to the boarding assistance zone on Platform 3. These new canopies would provide additional weather protection at the waiting areas of the platforms.</p> <p>In addition, as described in Section 3.2.1 of the REF, the Proposed Activity would include ramps and regrading to provide compliant access to both platform waiting rooms. While these buildings provide existing weather protection, the proposed alterations would increase the accessibility of this area for customers requiring weather protection.</p> <p>The current extent of the weather protection has also been designed to minimise impacts on key views of the heritage station buildings. The addition of a new awning over the Trafalgar Street stairs would detract from the heritage character of the station, adding additional visual clutter to the station entry. Support structures for an awning over the stairs would also require the demolition of heritage features and would make the footpath at the Trafalgar Street entrance narrower. For all the above reasons, the provision of additional awnings was not included as part of the Proposed Activity.</p> <p>Stairs would be provided with new nosings to meet compliance which would likely improve customer safety.</p>

No.	Submission no.	Issue/s raised	Transport for NSW response
			<p>The focus of the Proposed Activity is to provide equitable access to Stanmore Station in accordance with the key requirements of the DDA and DSAPT. As such, the addition of an awning over the new bicycle hoops is not required to meet the objectives of the Proposed Activity.</p> <p>It is not proposed that the Proposed Activity would incorporate vegetation coverage of the existing (or proposed) canopies.</p>
2.4	STAN006	One submission requested that additional lighting should be considered for safety, including along Trafalgar Street.	<p>As described in Section 3.1 of the REF, the Proposed Activity would include installation of additional lighting or replacement of existing station lighting to ensure the station is well lit and meets all current lighting standards. In addition works would also include improvements to station communication systems (including CCTV cameras) that would enhance user safety.</p> <p>The request for additional lighting on Trafalgar Street will be forwarded to Inner West Council for their consideration.</p>
2.5	STAN023	One submission requested that a parcel locker be included, similar to parcel lockers located at Newtown Station.	<p>The focus of the Proposed Activity is to provide accessibility upgrades at Stanmore Station in accordance with the key requirements of the DDA and DSAPT. The provision of parcel lockers would not meet this core objective to improve the accessibility of Stanmore Station.</p>
2.6	STAN001	One submission requested that electronic service boards should be considered to be installed at each street entrance to the station.	<p>The focus of the Proposed Activity is to provide accessibility upgrades at Stanmore Station in accordance with the key requirements of the DDA and DSAPT.</p> <p>Additional service boards to those already in place at the station would likely add additional visual and physical clutter, in particular at the Trafalgar Street entrances, as well as additional light spill, heritage impacts and potential road safety issues as they may be a distraction. Live platform and service information is also available for station users via the https://transportnsw.info/ website or the Opal Travel mobile application.</p>
2.7	STAN016, STAN036	Two submissions noted that clearer station identification and opal readers should be considered.	<p>As part of the accessibility upgrades, opal card readers would be slightly relocated to accommodate the Proposed Activity. The final location of this infrastructure would be such that they are easily identifiable for customers. The station is currently marked by existing wayfinding signs however Transport for NSW will review signage as part of the detailed design and, where new more clear locations are identified, will consider relocation of existing signage. The Douglas Street entrance would also be better defined with new seating, landscaping and bicycle parking.</p>

No.	Submission no.	Issue/s raised	Transport for NSW response
2.8	STAN044	One submission requested the design include CCTV coverage of the bicycle storage area.	As described in Section 1.1.2 of the REF, minor upgrade works including improvements to station communication systems (including CCTV cameras) would be included in the Proposed Activity. Transport for NSW is currently reviewing the proposed CCTV coverage and would consider coverage of the Douglas Street entrance while also ensuring CCTV infrastructure does not cause unnecessary clutter to the heritage underpass. In addition, the Douglas Street station forecourt is an active area of travel by cyclists, pedestrians and vehicles allowing for passive surveillance of this area. There would also be further passive surveillance with a new retail operation proposed to open in the former Parcels and Booking office.
2.9	STAN053	One submission requested design changes to the lift entrances in the pedestrian underpass to reduce opportunities for concealment.	The lift entrances within the pedestrian underpass have been designed to accommodate a DDA compliant path, allowing wheelchair access, from the DDA car parking space and kiss and ride bay to station platforms while respecting the heritage character of the station. The entrances would be well lit and be in full view of the platform stairs and would be subject to active and passive surveillance by CCTV and station users. A Crime Prevention Through Environmental Design (CPTED) assessment would be completed for the final detailed design.
2.10	STAN048	One submission requested that the lifts installed should be sufficient to accommodate three bicycles	The design of the proposed lifts is a standard configuration with capacity for 17 people. This would achieve the key objective of the proposal being to improving access for customers with low mobility.
3	Construction		
3.1	STAN029, STAN040	One submission requested clarification on station and service operations during construction. One submission also requested clarification regarding any potential disruptions that may occur during school periods.	As described in Section 6.1.2 of the REF, the station would remain operational during construction and would maintain existing timetables/services (except during standard rail possession periods). Pedestrian access (including access for school children) to the station would be maintained and pedestrian diversions would be minimised. Cross-corridor access across the station would also be maintained for pedestrians where possible, however there would be up to two, short term temporary full closures of the pedestrian underpass to accommodate the installation works associated with the proposed lifts.

No.	Submission no.	Issue/s raised	Transport for NSW response
			<p>There would also be some partial closures of the pedestrian underpass at other times outside the potential full closures. Partial closures would result in reduced pedestrian capacity with the pedestrian underpass width being halved during these periods. However, pedestrian access would be maintained to allow access to station platforms as well as retention of the use of the pedestrian underpass as a rail corridor crossing.</p> <p>Transport for NSW would ensure that the community are notified prior to any proposed closure(s). Transport for NSW would also look to (where possible) schedule these closures outside of school times.</p>
3.2	STAN001	One submission requested consideration of construction noise impacts on local residents.	<p>A noise and vibration assessment has been prepared as part of the REF and as noted in Section 6.3.3 of the REF, the impacts identified are considered to be the worst-case scenario, with most noise impacts likely to be typically lower than those presented as part of the assessment.</p> <p>Out of hours works (OOHW) are proposed during lift works, station building works, platform modification works, and would generally be limited to scheduled 48-hour rail shutdown periods. The assessment of OOHW construction noise impacts at residential receivers indicates that worst case noise levels are predicted to exceed relevant NMLs at the nearest sensitive receivers in the local area during all OOHW activities.</p> <p>The greatest noise generating equipment (such as concrete saws and chainsaws) are expected to be used infrequently over short periods of time. It is unlikely that these items of equipment would be used during OOHW periods.</p> <p>As described in Section 6.3.4 of the REF, prior to commencement of work, a Construction Noise and Vibration Management Plan (CNVMP) would be prepared and implemented in accordance with the requirements of the <i>Interim Construction Noise Guideline</i> (Department of Environment and Climate Change, 2009), <i>Construction Noise and Vibration Strategy</i> (Transport for NSW, 2019) and the <i>Noise and Vibration Assessment</i> undertaken for the Proposed Activity (WSP, 2021).</p> <p>The preparation of the CNVMP would take into consideration measures for reducing the source noise levels of construction equipment by construction planning and equipment selection (where practicable) during construction.</p>

No.	Submission no.	Issue/s raised	Transport for NSW response
3.3	STAN001	One submission requested consideration of traffic impacts on local residents during construction.	<p>As described in Section 6.1.3 of the REF, a Construction Traffic Management Plan (CTMP) would be prepared by the Contractor in consultation with Transport for NSW and provided to Inner West Council. The CTMP would be the primary tool to manage potential traffic and pedestrian impacts associated with each phase of construction.</p> <p>The CTMP would include identification of elements such as final construction traffic access routes, ancillary facilities, contractor parking and loading zones to the extent that potential impacts are minimised throughout construction.</p> <p>During excavation for the lift shaft on Platform 3, there would be the need for some temporary partial closures of Trafalgar Street (station side only). These closures would be completed outside of peak hour periods to minimise disruptions to local traffic and partial closure hours would be determined in consultation with the Inner West Council. These closures would typically be required for excavation works to accommodate the lift shaft on Platform 3. It is estimated that this closure could extend up to around 40 weeks of the overall 18 month construction program. Further detail of the temporary required traffic changes to Trafalgar Street are described in Chapter 3.</p>
3.4	STAN041	One submission requested clarification on the timing of when the Proposed Activity would be completed.	As described in Section 3.4.1 of the REF, subject to approval, construction is expected to commence in mid-2022 and take up to around 18 months to complete.
4 Traffic, transport and access			
4.1	STAN005	One submission requested further consideration be given to an additional DDA compliant parking space to be included at the Trafalgar Street entrance.	<p>As described in Section 6.1.3 of the REF, the proposed addition of a single accessible car parking space and a kiss and ride bay would result in the loss of up to two existing two-hour car parking spaces on Douglas Street.</p> <p>Provision of additional accessible car parking spaces would result in a loss of further street parking spaces, which are limited in the area and in higher demand on the southern side of the station due to parking demands from Stanmore Primary School. There are limited options for accessible car parking spaces on Trafalgar Street, where street parking is limited to one side of the street only.</p> <p>Transport for NSW consulted with the Inner West Council to determine demand during conceptual design of the proposed accessibility upgrades. If demand requirements change, additional accessible car parking may be considered by Inner West Council. This feedback will be passed onto Inner West Council.</p>

No.	Submission no.	Issue/s raised	Transport for NSW response
4.2	STAN024	One submission requested secure bicycle storage cages with e-bike charging facilities to be considered.	<p>As described in section 6.1.2 of the REF, bicycle parking hoops for eight bicycles would be provided at the Douglas Street entrance in an area with existing bicycle hoops and passive surveillance from Douglas Street.</p> <p>The focus of the Proposed Activity is to provide accessibility upgrades at Stanmore Station in accordance with the key requirements of the DDA and DSAPT and the addition of bicycle storage cages and e-bike charging infrastructure does not fall within the core objectives of the Proposed Activity.</p> <p>Transport for NSW will look to consider this suggestion as part of other potential programs of work being considered across the network.</p>
4.2	STAN024	One submission requested that further consideration be given to providing a signalised cyclist turning lane from Douglas Street to Percival Street.	<p>The focus of the Proposed Activity is to provide accessibility upgrades at Stanmore Station in accordance with the key requirements of the DDA and DSAPT.</p> <p>Any further upgrades of Douglas Street and footpaths and roads within the wider station precinct have not currently been considered as part of the accessibility upgrades of the Proposed Activity.</p> <p>Transport for NSW will forward this request to Inner West Council for their consideration.</p>
4.3.	STAN030	One submission requested consideration of an additional entrance to Trafalgar Street be added on the Petersham (western) end of Platform 3.	<p>An options assessment for the Proposed Activity was undertaken as part of the preliminary design for the proposed upgrade. Consideration of an additional entrance at the western end of the platforms was not considered due to the potential cost of providing a new access at this location, the availability of a simple upgrade to achieve accessibility compliance and the potential impacts that an additional access would have to the State-heritage character of the station.</p>
4.4	STAN005	One submission requested that the design further considers pedestrian overcrowding on the Trafalgar Street stairs and pedestrian crossing during peak hour.	<p>Transport for NSW are looking into opportunities for improving the Trafalgar Street entrance in consultation with Inner West Council and relevant stakeholders. Any recommendations beyond the Proposed Activity boundary would be provided to Inner West Council for their consideration.</p>
4.5	STAN048	One submission requested extending the existing underpass to Holt Street.	<p>The focus of the Proposed Activity is to provide accessibility upgrades at Stanmore Station in accordance with the key requirements of the DDA and DSAPT. Extending the pedestrian underpass to Holt Street does not address the core objectives of the Proposed Activity.</p> <p>Extending the pedestrian underpass would involve more extensive and disruptive works to the station, the existing underpass and disruptions to the local community.</p>

No.	Submission no.	Issue/s raised	Transport for NSW response
5	Biodiversity		
5.1	STAN021, STAN025, STAN035, STAN037, STAN042, STAN049, STAN052 (Clr Pauline Lockie), STAN053	Eight submissions requested further consideration of the removal of the Magenta Lilly Pilly on Platform 3 and details of its replacement should removal be unavoidable.	<p>Opportunities to retain the established Magenta Lilly Pilly have been investigated throughout design development and a solution for retaining the tree, ensuring compliant DDA and DSAPT access and minimising heritage impacts could not be achieved. As indicated in the <i>Arboricultural Impact Assessment</i> (Tree Survey, 2021), relevant mapping shows the trunk of the tree is located within the footprint of the proposed lift. It is not feasible to change the location of the lift, for a range of important reasons. These include minimising heritage impacts on the highly significant underpass, ensuring compliance with the key requirements of the DDA and DSAPT and to ensure the design responds to the constrained site which has narrow platforms and is adjacent to a narrow street (Trafalgar Street). An alternate lift location (including via a new overpass) is therefore not possible without having significant impacts on the heritage character of the station or requiring significant alterations to Trafalgar Street, including reducing the width of the street and creating a new station entry.</p> <p>Any loss of vegetation would be offset using the <i>Transport for NSW Vegetation Offset Guide</i> (ST-149) and it would also be part of ongoing conversations with Inner West Council. Transport for NSW would also look to re-establish the new vegetation (where possible) within the local area.</p> <p>Transport for NSW proposes to offset the impact of vegetation loss from the Proposed Activity through the addition of two new planters, suitable for mid-sized trees on Platform 1/2 as well as groundcover which would be replanted within the existing two garden beds on Platform 3.</p> <p>Transport for NSW expect 18 replacement trees would be planted (should transplanting of the two street trees be successful) in the local area to offset the vegetation removal. The locations for the replanting would be discussed with Inner West Council.</p>
5.2	STAN017, STAN021, STAN037, STAN049, STAN050, STAN052 (Clr Pauline Lockie)	Five submissions requested additional trees and shrubs, including the consideration of mature planting.	Opportunities for additional landscaping within the station precinct is proposed and locations of plantings would be determined during the detailed design of the Proposed Activity. This would include opportunities for both additional trees and shrubs in line with the <i>Transport for NSW Vegetation Offset Guide</i> requirements.

No.	Submission no.	Issue/s raised	Transport for NSW response
			<p>Transport for NSW proposes to offset the impact of vegetation loss from the Proposed Activity through the addition of two new planters, suitable for mid-sized trees on Platform 1/2 which would provide additional shade for commuters waiting for trains and new groundcover would be replanted within the existing two garden beds on Platform 3. In addition, Transport for NSW expect 18 replacement trees (should transplanting of the two street trees be successful) would be planted in the local area to offset the vegetation removal. The locations for the replanting would be discussed with Inner West Council.</p>
6	Landscape and visual		
6.1	STAN002, STAN003, STAN006, STAN012, STAN016	Five submissions requested that public artwork replace the existing brown station walls and surfaces be painted with anti-graffiti paint to discourage graffiti.	<p>The focus of the Proposed Activity is to provide accessibility upgrades at Stanmore Station in accordance with the key requirements of the DDA and DSAPT.</p> <p>Transport for NSW will undertake consultation with Inner West Council and local community groups to discuss the potential for the addition of public artwork/murals opportunities around the station.</p>
6.2	STAN037	One submission identified that they could not access the <i>Landscape Character and visual impact assessment</i> during the public display period.	Subsequent to this submission Transport for NSW provided a copy of the <i>Landscape Character and visual impact assessment</i> to the relevant respondent.
6.3	STAN037	One submission stated that they did not agree with the ratings for visual impacts associated with the proposal in the <i>Landscape Character and visual impact assessment</i> .	<p>The assessment was undertaken by a suitably qualified visual impact specialist. The method used for assessing and providing ratings of the potential visual impacts of the Proposed Activity was described in Chapter 4 of the <i>Landscape Character and visual impact assessment</i>.</p> <p>The visual impact level rating were determined based on a combination of consideration of the sensitivity of the each assessed viewpoint and magnitude of the change in comparison to the existing station infrastructure.</p> <p>As described in section 6.2 of the REF, typically, the visual impact ratings were considered to be generally minor to moderate changes with one viewpoint identified as having a potentially high visual impact during construction only (viewpoint 3). The reason for the high visual impact was described in section 6.2.2 and was due to the limited screening of the construction activities and due to the extent of works that would occur in close proximity to customers using the station.</p>

No.	Submission no.	Issue/s raised	Transport for NSW response
6.4	STAN037	One submission questioned the use of neighbourhood, local and regional tiers to assess the same site.	In order to ensure the assessment of impact is reasonable, the sensitivity of a viewpoint is considered in the broadest context of possible views, from those of national importance through to those which are of neighbourhood importance. For this reason, the assessment considered a range of visual sensitivities associated with the proposal including the neighbourhood, local and regional visual impacts the Proposed Activity would have.
6.5	STAN037	One submission stated that they found the list of proposed landscape and visual mitigation measures to be generic.	The mitigation measures identified in the REF are considered appropriate to identify opportunities to avoid, reduce and/or manage potential adverse impacts during construction and operation of the Proposal. These measures would be implemented during construction and include requirements to further consider local elements and environments as part of the detailed design.
7	Non-Aboriginal Heritage		
7.1	STAN027, STAN044, STAN053	Three submissions stated they felt the project design does not honour the heritage structures of the station.	A key consideration of the Proposed Activity has been to ensure that the design of the new elements are as sympathetic to the existing heritage characteristics of the station as possible and minimises impacts to this heritage and the surrounding context (as far as possible), by respectfully adapting the existing heritage elements of the site whilst improving the station access on both sides. Transport for NSW engaged a heritage architect to assist in the design of the Proposed Activity and have worked closely with Heritage NSW on the current design and will continue to consult Heritage NSW during detailed design to ensure the new elements are architecturally sympathetic. An in-depth Statement of Heritage Impact was also prepared as part of the Review of Environmental Factors and found the Proposed Activity to be generally sympathetic to the heritage significance of Stanmore Station. The Proposed Activity also received Section 60 approval from Heritage NSW under the <i>Heritage Act 1977</i> on 24 March 2022 (HMS Application ID: 791).
8	Flooding		
8.1	STAN027	One submission requested further consideration of flooding issues in the pedestrian underpass.	As described in Section 6.9.1 of the REF, the Proposed Activity area is located within the Marrickville Valley catchment. A review of the <i>Marrickville LEP 2011</i> (and Draft Inner West LEP 2020) indicated that the Proposed Activity site is not located within a flood planning area. Sydney Trains have previously undertaken work to improve drainage in the pedestrian underpass including new drainage and stainless steel channels. The Proposed Activity would involve regrading works on the stairs and pedestrian underpass that would further assist with reducing the potential for the puddling of water in the pedestrian underpass.

Council submission

As part of the public display of the REF, Inner West Council was provided with an opportunity to comment on the REF and the Proposed Activity. A response to the exhibition of the REF was provided by Inner West Council on 7 March 2022. This response noted that they did not have any comments relating to the REF submission for the Stanmore Station upgrade.

Inner West Council noted that they have been appreciative of being able to make comments on the designs to date, and would continue to provide their comments as the design progresses.

2.4. Future consultation

Should Transport for NSW proceed with the Proposed Activity, communication activities would continue, including consultation with Inner West Council regarding design development. In addition, Transport for NSW would notify residents and community members in the lead up to and during construction. This would be set out in the Community Liaison Plan. 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 [Transport for NSW email address](mailto:projects@transport.nsw.gov.au)³ and Transport for NSW Infoline (1800 684 490) would continue to be available during the construction phase. Targeted communication, such as use of letters, notifications, signage and verbal communications, would continue to occur.

The [Transport for NSW project website](https://www.transport.nsw.gov.au/projects/current-projects/stanmore-station-upgrade)⁴ would also include updates on the progress of construction.

³ projects@transport.nsw.gov.au

⁴ <https://www.transport.nsw.gov.au/projects/current-projects/stanmore-station-upgrade>

3. Changes to the Proposed Activity

Further development of the construction methodology has resulted in a minor change to the potential temporary traffic impacts since the Stanmore Station REF was prepared.

3.1. Assessment of proposed change

The proposed change is summarised in Table 2, along with a discussion of the potential impacts (and unless explicitly stated otherwise in the table below, it is considered that impacts related to other aspects are consistent with the findings of the REF including with respect to section 171 of the EP&A Regulation and impacts to matters of NES).

Table 3.1 Assessment of design changes

Design change	Discussion of impacts
<p>Section 3.4.6 of the REF identified that the Proposed Activity, as part of construction, would have potential temporary traffic impacts along Douglas Street and Trafalgar Street including temporary lane closure during certain construction activities such as lift installation. Further refinement of the construction methodology for the Proposed Activity since public display has been undertaken for the works associated with the lift and tree removal on Platform 3. The current methodology would require a temporarily widened work area at this location to accommodate equipment use and movement. This work area would encompass a portion of the northern pedestrian footpath and east-bound traffic lane of Trafalgar Street (to the east of Holt Street)</p> <p>As a result of the widened work area, there would be a need to temporarily restrict the availability of on-street parking for up to five spaces along Trafalgar Street in order to maintain safe, two-way traffic movements along Trafalgar Street (refer to Figure 3.1).</p> <p>The restriction to use of the five parking spaces would occur for up to around 40 weeks of the overall 18 month anticipated construction program (subject to finalisation of the construction methodology).</p>	<p>The temporary loss of up to an additional five car parking spaces for a portion of the construction period is expected to have a minor overall impact on the availability of parking around Stanmore Station. This impact is expected to be generally accommodated within the surrounding streets during this period.</p> <p>Overall, the proposed change would provide a safe outcome for both motorists using Trafalgar Street as well as commuters using the Station during construction and for construction staff for the Proposed Activity.</p>

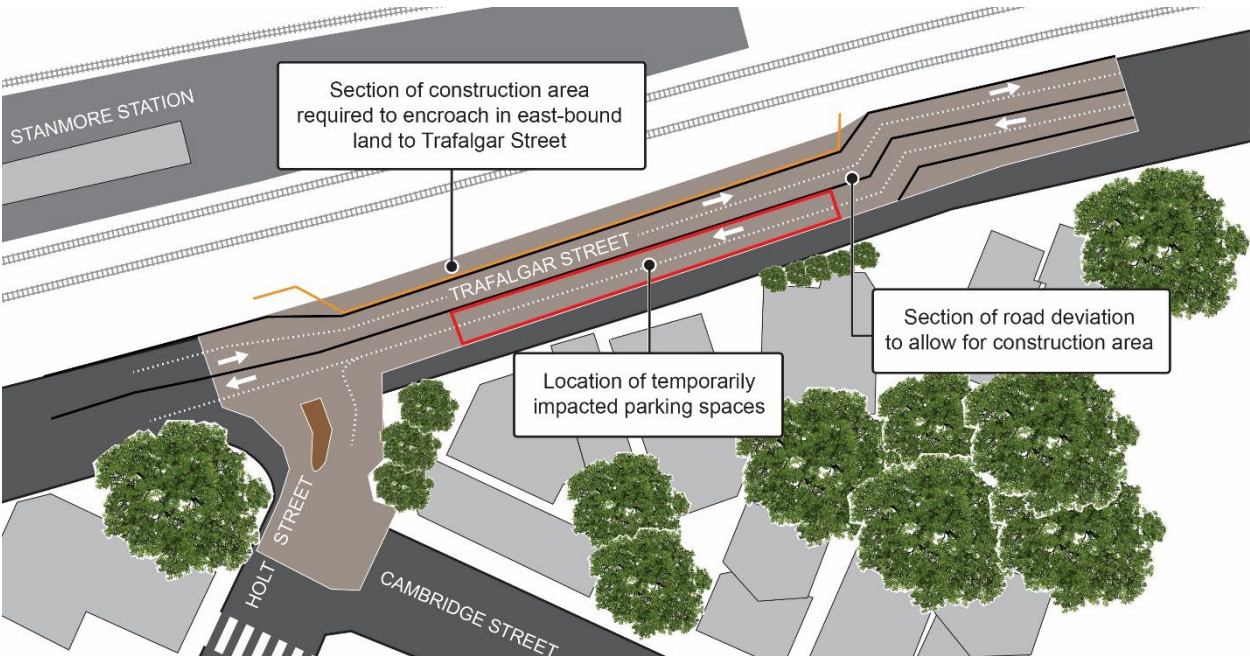


Figure 3.1 Location of the proposed temporary removal of on street parking along Trafalgar Street during construction

An additional mitigation measure has also been included as condition 41 in the Conditions of Approval in Appendix B in respect of this proposed change.

In addition to the above, Transport for NSW are also continuing to explore opportunities to partner with the local community to provide public artwork on the external station wall(s) along Trafalgar Street.

Transport for NSW would also provide the feedback received from the community to Inner West Council regarding the potential opportunities to improve the Trafalgar Street intersection for their consideration.

Should 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.

4. Consideration of the environmental impacts

4.1. NSW Environmental Planning and Assessment Act 1979

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

In accordance with the checklist of matters pursuant to section 171 of the EP&A Regulation, an assessment is provided in Chapter 6 and Appendix B of the REF. A supplementary assessment was prepared considering the two additional factors under section 171 of the *Environmental Planning and Assessment Regulation 2021*. This determination considers both the REF and the supplementary assessment in concluding there are no significant impacts. The supplementary assessment is provided in Appendix D.

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

The likely significance of the environmental impacts of the Proposed Activity has been assessed in accordance with the (then) NSW Department of Planning's 1995 best practice guideline [*Is an EIS Required?*](#)⁵ It is concluded that the Proposed Activity is not likely to significantly affect the environment (including critical habitat) or threatened species, populations of ecological communities, or their habitats. Accordingly, an environmental impact statement under Division 5.2 of the EP&A Act is not required.

4.2. NSW Heritage Act 1977

The Proposed Activity would be undertaken within the curtilage of the Stanmore Railway Station Group. The Stanmore Railway Station Group has been identified on the SHR (SHR # 01251), TAHE Section 170 Heritage and Conservation Register under the State Heritage Inventory (SHI) database (SHI # 4801097) and is also listed under the Marrickville LEP (I248).

The potential heritage impacts of the Proposed Activity have been assessed in Section 6.5 of the REF and the Statement of Heritage Impact (Artefact, 2022). The Proposed Activity would be undertaken in accordance with the approval and associated conditions issued by the Heritage NSW (Department of Premier and Cabinet) under Section 60 of the NSW *Heritage Act 1977* (refer Appendix C). The Section 60 approval (HMS Application ID: 791) was received from Heritage NSW on 24 March 2022.

4.3. Commonwealth Environment Protection and Biodiversity Conservation Act 1999

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

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

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

5. Conditions of Approval

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

6. Conclusion

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

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

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

Determination

Stanmore Station Upgrade

APPROVAL

I, Justin Perrott, as delegate of the Secretary, Transport for NSW:

1. Have examined and considered the Proposed Activity in the *Stanmore Station Upgrade Review of Environmental Factors* (January, 2022) and the *Stanmore Station Upgrade Determination Report* (April, 2022) 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 (April, 2022), consistent with the Proposed Activity described in the *Stanmore Station Upgrade Review of Environmental Factors* (January, 2022).



Justin Perrott

Director Environment & Sustainability (Rail Delivery & Development)
Sustainability, Environment and Regulation

Date: 8 April 2022

References

Artefact, 2022, *Statement of Heritage Impact*, Sydney NSW

Cardno, 2017, *Marrickville Valley Floodplain Risk Management Study and Plan*

Department of Environment and Climate Change, 2009, *Interim Construction Noise Guideline*, Sydney

Purcell, 2022, *Memorandum of Heritage Advice*

Transport for NSW, 2019, *Construction Noise and Vibration Strategy*, Sydney

Transport for NSW, 2021, *Stanmore Station Upgrade Review of Environmental Factors* (Desksite number 6645483), Sydney NSW

WSP, 2021, *Stanmore Station: Noise and Vibration Impact Assessment*

Appendix A Review of Environmental Factors

Please refer to the Transport for NSW website to access the Stanmore Station Upgrade REF (Desksite 6645483)

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

Appendix B Conditions of Approval

CONDITIONS OF APPROVAL

Stanmore Station Upgrade

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

Schedule of acronyms and definitions used:

Acronym	Definition
CECR	Construction Environmental Compliance Report
CEMP	Construction Environmental Management Plan
CLP	Community Liaison Plan
CMP	Contamination Management Plan
CoA	Condition of Approval
dBA	Decibels (A-weighted scale)
DES	TfNSW Director Environment and Sustainability (or nominated delegate)
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
ISC	Infrastructure Sustainability Council
ISO	International Standards Organisation
OEH	Former NSW Office of Environment and Heritage
OOHWP	Out of Hours Works Protocol
RBL	Rating Background Level
REF	Review of Environmental Factors
SMP	Sustainability Management Plan
TAHE	Transport Asset Holding Entity of New South Wales
TfNSW	Transport for NSW
TMP	Traffic Management Plan
UDLP	Urban Design and Landscaping Plan

Term	Definition
Construction	Includes all work in respect of the Project, other than survey, acquisitions, fencing, investigative drilling or excavation, building/road dilapidation surveys, or other activities determined by the TfNSW DES 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 DES).
Contamination	The presence in, on or under land of a substance at a concentration above the concentration at which the substance is normally present in, on or under (respectively) land in the same locality, being a presence that presents a risk of harm to human health or any other aspect of the environment.
Designated Works	Includes tunnelling, blasting, piling, excavation or bulk fill or any vibratory impact works including jack hammering and compaction, for Construction.
Emergency Work	Includes works to avoid loss of life, damage to external property, utilities and infrastructure, prevent immediate harm to the environment, contamination of land or damage to a heritage (Aboriginal or non-Aboriginal) item.
Environmental Impact Assessment (EIA)	The documents listed in Condition 1 of this approval.
Environmental Management Representative (EMR)	An independent environmental representative appointed to the Project or a delegate nominated by Transport for NSW.
Feasible	A work practice or abatement measure is feasible if it is capable of being put into practice or of being engineered and is practical to build given project constraints such as safety and maintenance requirements.
Noise Sensitive Receiver	In addition to residential dwellings, noise sensitive receivers include, but are not limited to, hotels, entertainment venues, pre-schools and day care facilities, educational institutions (e.g. schools, TAFE colleges), health care facilities (e.g. nursing homes, hospitals), recording studios, places of worship/religious facilities (e.g. churches), and other noise sensitive receivers identified in the Environmental Impact Assessment.
Project	The construction and operation of the Stanmore Station Upgrade as described in the Environmental Impact Assessment.
Proponent	A person or body proposing to carry out an activity under Division 5.1 of the EP&A Act – in the case of the Project, Transport for NSW.
Reasonable	Selecting reasonable measures from those that are feasible involves making a judgment to determine whether the overall benefits outweigh the overall adverse social, economic and environmental effects, including the cost of the measure.

CoA	Condition
	General
0.	<p>Terms of Approval</p> <p>The Project shall be carried out generally in accordance with the environmental impact assessment (EIA) for this Project, which comprises the following documents:</p> <ul style="list-style-type: none"> a) <i>Stanmore Station Upgrade – Review of Environmental Factors</i> (TfNSW, January 2022) b) <i>Stanmore Station Upgrade – Determination Report</i> (TfNSW, April, 2022). <p>In the event of an inconsistency between these conditions and the EIA, these conditions will prevail to the extent of the inconsistency.</p>
1.	<p>Project Modifications</p> <p>Any modification to the Project as approved in the EIA would be subject to further assessment. This assessment would need to demonstrate that any environmental impacts resulting from the modifications have been minimised. The assessment shall be subject to approval under delegated authority by TfNSW, and any additional requirements from the assessment of the Project modification must be complied with.</p>
2.	<p>Statutory Requirements</p> <p>These conditions do not remove any obligation to obtain all other licences, permits, approvals and land owner consents from all relevant authorities and land owners as required under any other legislation for the Project. The terms and conditions of such licences, permits, approvals and permissions must be complied with at all times.</p>
3.	<p>Construction Environmental Compliance Report</p> <p>A Construction Environmental Compliance Report (CECR) for the Project shall be prepared which addresses the following matters:</p> <ul style="list-style-type: none"> i. compliance with the Construction Environmental Management Plan (CEMP) and these conditions ii. compliance with any approvals or licences issued by relevant authorities for the construction of the Project iii. 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) iv. environmental monitoring results, presented as a results summary and analysis v. details of the percentage of waste diverted from landfill and the percentage of spoil beneficially reused vi. 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) vii. details of any review and amendments to the CEMP resulting from construction during the reporting period viii. any other matter as requested by the DES. <p>The CECR shall:</p> <ul style="list-style-type: none"> i. be submitted to the EMR for review. The EMR is to be given a minimum period of seven days to review and provide any comments to TfNSW in relation to the CECR ii. be submitted to the DES for approval upon completion of the EMR review period. <p>The first CECR shall report on the first six months of construction and be submitted within six weeks of expiry of that period (or at any other time interval agreed to by the DES). 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 DES) for the duration of construction.</p> <p>The final CECR shall detail compliance with all Conditions of Approval, licences and permits required to be obtained under any other legislation for the Project.</p>

CoA	Condition
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4. 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:

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

Communications

5. Community Liaison Plan

A Community Liaison Plan (CLP) 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 CLP shall comply with the obligations of these conditions and should include, but not necessarily be limited to:

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

The CLP shall be prepared to the satisfaction of the TfNSW Director Place - Inner West (or nominated delegate) prior to the commencement of construction and implemented, reviewed and revised as appropriate during the construction of the Project.

6. Community Notification and Liaison

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

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

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

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7. 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*.

8. 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

9. Construction Environmental Management Plan

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

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

The CEMP shall:

- i. comply with the Conditions of Approval, conditions of any licences, permits or other approvals issued by government authorities for the Project, all relevant legislation and regulations, and accepted best practice management
- ii. comply with the relevant requirements of *Environmental Management Plan Guideline – Guideline for Infrastructure Projects* (NSW Department of Planning Industry and Environment, 2020)

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| | <ul style="list-style-type: none">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 measuresiv. include an Environmental Policy. |
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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 DES 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 DES prior to the commencement of construction work associated with the Project.

10. 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 DES, at least 21 days prior to commencement of construction of the Project (or such time as otherwise agreed by the DES).

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

11. Environmental Management Representative

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

The EMR shall provide advice to the DES 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 DES, 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 DES
 - d) reporting weekly to TfNSW, or as required by the DES
 - e) issuing a recommendation for work to stop immediately, if in the view of the EMR circumstances so require. The stop work recommendation may be limited to specific activities if the EMR can easily identify those activities
 - f) requiring reasonable steps to be taken to avoid or minimise unintended or adverse environmental impacts
 - g) reviewing corrective and preventative actions to ensure the implementation of recommendations made from the audits and site inspections
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CoA	Condition
	<ul style="list-style-type: none"> h) providing reports to TfNSW on matters relevant to the carrying out of the EMR role as necessary i) where required by the DES, providing advice on the content and implementation of the CEMP and Environmental Controls Map (ECM) in accordance with the conditions j) reviewing and approving updates to the CEMP. <p>The EMR shall be available during construction activities to inspect the site(s) and be present on-site as required.</p>
12.	<p>Environmental Controls Map</p> <p>An Environmental Controls Map (ECM) shall be prepared and implemented in accordance with TfNSW's <i>Guide to Environmental Controls Map</i> (SD-015) prior to the commencement of construction for implementation for the duration of construction. The ECM is to be endorsed by the EMR and may be prepared in stages, as set out in the CEMP.</p> <p>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 DES for approval, at least 14 days prior to commencement of construction (or such time as is otherwise agreed by the DES).</p> <p>The ECM shall be prepared as a map – suitably enlarged (e.g. A3 size or larger) for mounting on the wall of a site office and included in site inductions, supported by relevant written information.</p> <p>Updates to the ECM shall be made within 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.</p>
	Hours of Work
13.	<p>Standard Construction Hours</p> <p>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:</p> <ul style="list-style-type: none"> 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 DES d) Emergency Work to avoid the loss of lives, property and/or to prevent environmental harm e) any other work as agreed by the DES and considered essential to the Project, or as approved by EPA (where an EPL is in effect).
14.	<p>High Noise Generating Activities</p> <p>Rock breaking or hammering, jack hammering, pile driving, vibratory rolling, cutting of pavement, concrete or steel and any other activities which result in impulsive or tonal noise generation shall not be undertaken for more than three hours, without a minimum one hour respite period unless otherwise agreed to by the DES, or as approved by EPA (where relevant to the issuing of an EPL).</p>

CoA	Condition
Noise and Vibration	
15.	<p>Construction Noise and Vibration</p> <p>Construction noise and vibration mitigation measures shall be implemented through the CEMP, in accordance with TfNSW's <i>Construction Noise and Vibration Strategy</i> (ST-157) and the EPA's <i>Interim Construction Noise Guideline</i> (Department of Environment and Climate Change, 2009). The mitigation measures shall include, but not limited to:</p> <ul style="list-style-type: none"> a) details of construction activities and an indicative schedule for construction works b) identification of construction activities that have the potential to generate noise and/or vibration impacts on surrounding land uses, particularly sensitive noise receivers c) detail what reasonable and feasible actions and measures shall be implemented to minimise noise impacts (including those identified in the EIA) d) procedures for notifying sensitive receivers of construction activities that are likely to affect their noise and vibration amenity, as well as procedures for dealing with and responding to noise 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 13 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 DES or as approved by EPA (where relevant to the issuing of an EPL). The OOHWP should be consistent with the TfNSW <i>Construction Noise and Vibration Strategy</i> (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.
16.	<p>Vibration Criteria</p> <p>Vibration (other than from blasting) resulting from construction and received at any structure outside of the Project shall be limited to:</p> <ul style="list-style-type: none"> a) for structural damage vibration –British Standard BS 7385-2:1993 <i>Evaluation and measurement for vibration in buildings Part 2</i> and German Standard DIN 4150:Part 3 – 1999: <i>Structural Vibration in Buildings: Effects on Structures</i> b) for human exposure to vibration – the acceptable vibration values set out in the <i>Environmental Noise Management Assessing Vibration: A Technical Guideline</i> (Department of Environment and Conservation, 2006) which includes British Standard BS 6472-2:1992 <i>Guide to Evaluation of Human Exposure to Vibration in Buildings (1 Hz to 80 Hz)</i>. <p>These limits apply unless otherwise approved by the DES through the CEMP.</p>
17.	<p>Non-Tonal Reversing BEEPERS</p> <p>Non-tonal reversing beepers (or an equivalent mechanism) shall be fitted and used on all construction vehicles and mobile plant regularly used on-site (i.e. greater than one day) and for any out of hours work.</p>
18.	<p>Piling</p> <p>Wherever practical, piling activities shall be completed using non-percussive piles. If percussive piles are proposed to be used, approval of the DES shall be obtained prior to commencement of piling activities.</p>
19.	<p>Noise Impacts on Educational Facilities</p> <p>Potentially affected pre-schools, schools, universities and any other affected permanent educational institutions shall be consulted in relation to noise mitigation measures to identify any noise sensitive periods (e.g. exam periods). As much as reasonably practicable noise intensive construction works in the vicinity of affected educational buildings are to be minimised.</p>

CoA	Condition
Contamination and Hazardous Materials	
20.	<p>Unidentified Contamination (Other Than Asbestos)</p> <p>If previously unidentified contamination (excluding asbestos) is discovered during construction, work in the affected area must cease immediately, and an investigation must be undertaken and 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 <i>Guidelines for Consultants Reporting on Contaminated Sites</i> (Office of Environment and Heritage, 2011).</p> <p>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.</p> <p>A revised copy of the report shall be submitted to the DES for consideration upon completion of the EMR review period. The DES shall determine whether consultation with the relevant council and/or EPA is required prior to continuation of construction works within the affected area.</p> <p>Note: <i>In circumstances where both previously unidentified asbestos contamination and other contamination are discovered within a common area, nothing in these conditions shall prevent the preparation of a single investigation report to satisfy the requirements of both Condition 21 and Condition 22.</i></p>
21.	<p>Asbestos Management</p> <p>If previously unidentified asbestos contamination is discovered during construction, work in the affected area must cease immediately, and an investigation must be undertaken and a report prepared to determine the nature, extent and degree of the asbestos contamination. The level of reporting must be appropriate for the identified contamination in accordance with relevant EPA, 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.</p> <p>Works may only recommence upon receipt of a validation report from a suitably qualified contamination specialist that the remediation activities have been undertaken in accordance with the investigation report and remediation methodology.</p> <p>Note: <i>In circumstances where both previously unidentified asbestos contamination and other contamination are discovered within a common area, nothing in these conditions shall prevent the preparation of a single investigation report to satisfy the requirements of both Condition 21 and Condition 22.</i></p>
22.	<p>Storage and Use of Hazardous Materials</p> <p>Construction hazard and risk issues associated with the use and storage of hazardous materials shall be addressed through risk management measures, which shall be developed prior to construction as part of the overall CEMP, in accordance with relevant EPA guidelines, TfNSW's <i>Chemical Storage and Spill Response Guidelines</i> (SD-066) and Australian and ISO standards. These measures shall include:</p> <ul style="list-style-type: none"> a) the storage of hazardous materials, and refuelling/maintenance of construction plant and equipment 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.

CoA	Condition
	Erosion and Sediment Control
23.	<p>Erosion and Sediment Control</p> <p>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 <i>Managing Urban Stormwater: Soils and Construction Volume 1 4th Edition</i> (Landcom, 2004).</p>
	Heritage Management
24.	<p>Aboriginal and Non-Aboriginal Heritage</p> <p>If previously unidentified Aboriginal or non-Aboriginal heritage/archaeological items are uncovered during construction works, the procedures contained in the TfNSW <i>Unexpected Heritage Finds Guideline</i> (SD-115) shall be followed and all works in the vicinity of the find shall cease. The EMR shall be immediately notified to co-ordinate a response, which may include seeking appropriate advice from a suitably qualified and experienced Heritage Advisor (in consultation with Heritage NSW, and/or the Energy, Environment and Science Group of the Department of Planning, Industry and Environment, as applicable). Works in the vicinity of the find shall not re-commence until clearance has been received from TfNSW and/or the Heritage Advisor.</p>
25.	<p>Protection of State Heritage Items</p> <p>Design and construction of the Project within the State Heritage Register curtilage of the Stanmore Railway Station Group (SHR # 01251) must be undertaken in accordance with the conditions of the approval granted under the Section 60 approval of the NSW <i>Heritage Act 1977</i> (issued 24/03/2022) and recommendations made in the <i>Statement of Heritage Impact</i> (SOHI) (Artefact, 2022) and <i>Memorandum of Heritage Advice</i> which was appended to the SOHI (Purcell, 2022).</p> <p>In the event of any inconsistency between the conditions of the Section 60 approval and the Statement of Heritage Impact, the Section 60 approval will prevail to the extent of the inconsistency.</p>
26.	<p>Heritage Architect</p> <p>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 DES. 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 <i>Heritage Act 1977</i>.</p> <p>The Heritage Architect involvement and reporting shall include, but not be limited to:</p> <ol style="list-style-type: none"> attendance at design meetings and/or heritage meetings to provide iterative heritage advice to actively inform design development targeted historical research to inform the iterative advice as required (to be documented as part of the below summary) summary of the iterative heritage advice provided which should capture (as a minimum): <ol style="list-style-type: none"> the optioneering process undertaken as part of the design development, including heritage pros & cons discussion on why particular heritage sensitive solutions might be discounted discussion of the relevant detailed design stage recommendations for next steps to further mitigate heritage impacts <p>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:</p> <ol style="list-style-type: none"> confirmation of the extent of involvement of the Heritage Architect in the detailed design process at the completion of Approved for Construction (AFC) design stage

CoA	Condition
	<ul style="list-style-type: none"> ii. identification and assessment of any changes to, and/or additional scope of work from those identified in the EIA which would affect heritage significance iii. a description of the impacts, and recommended mitigation measures relating to any new or amended scope of work identified in (ii) above including the requirement for additional heritage approvals for consultation iv. 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 <i>NSW Heritage Act 1977</i> (24/03/2022).
27.	<p>Heritage Interpretation Plan</p> <p>If required by the recommendations of the SoHI (Artefact, 2022) heritage interpretation shall be planned and integrated into the detailed design of the Project. The heritage interpretation planning shall be prepared by the Heritage Architect (and sub-consultants as required i.e. graphics) with reference to <i>Sydney Trains Heritage Interpretation Guidelines</i>. 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.</p> <p>The HIP is to be submitted to the DES for approval at least 14 days prior to the commencement of construction of the Project (or such time as is otherwise agreed by the DES).</p>
28.	<p>Photographic Archival Recording</p> <p>Archival recording of the Stanmore Railway Station Group (SHR # 01251) 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.</p> <p>Digital copies of the archival recording are to be provided to Inner West Council and TfNSW Heritage Specialist Team for future reference.</p>
29.	<p>Illustrated Services Plan</p> <p>The contractor in collaboration with the Heritage Architect/Consultant must prepare and submit an illustrated services plan to detail all services routes in order to demonstrate compliance with the <i>Heritage Technical Note: Installation of New Electrical and Data Services at Heritage Sites</i> (2017). The illustrated services plan should include, but not be limited to; high voltage (HV), low voltage, communications, PA and CCTV. The illustrated services plan must be submitted and approved by the TfNSW Heritage Specialist prior to the commencement of permanent works.</p>
Lighting	
30.	<p>Lighting Scheme</p> <p>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 <i>AS 1158 Lighting for Roads and Public Spaces</i> and <i>AS 4282 Control of the Obtrusive Effects of Outdoor Lighting</i>. The lighting scheme shall address the following as relevant:</p> <ul style="list-style-type: none"> a) consideration of lighting demands of different areas b) strategic placement of lighting fixtures to maximise ground coverage c) use of LED lighting d) minimising light spill by directing lighting into the station/car park/other infrastructure type 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.

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

Property

31. 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:

- i. all buildings/structures/roads within a plan distance of 50 metres from the edge of the Designated Works
- ii. 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 i. and ii. 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

32. Sustainability Officer

A suitably qualified and experienced Sustainability Officer shall be appointed who is responsible for implementing the sustainability objectives for the Project.

Details of the Sustainability Officer including defined responsibilities, duration and resource allocation throughout the appointment are to be submitted to the satisfaction of the TfNSW Director Sustainability prior to the preparation of the Sustainability Management Plan.

33. 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 (ISC) 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

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| | <ul style="list-style-type: none">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 targetse) 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 servicesf) 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. |
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A copy of the SMP shall be submitted to the TfNSW Director Sustainability at least 30 days prior to the commencement of construction, for approval (or such time as is otherwise agreed by the TfNSW Director Sustainability).

34. Infrastructure Sustainability Council (ISC) Ratings

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

Traffic, Transport and Access

35. Traffic Management Plan

A construction Traffic Management Plan (TMP) shall be prepared as part of the CEMP which addresses, as a minimum, the following 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 bays, taxi ranks and rail replacement bus stops if required, including appropriate signage to direct customers, in consultation with the relevant bus operator. Particular provisions should also be considered for the accessibility impaired
- i) measures to manage traffic flows around the area affected by the Project, including as required regulatory and direction signposting, line marking and variable message signs and all other traffic control devices necessary for the implementation of the TMP.

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

36. 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.

CoA	Condition
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37. Road Safety Audit

A Road Safety Audit shall be undertaken as part of the detailed design process and on completion of construction. The Road Safety Audit shall include but not be limited to detailed assessment of sight distances for vehicles utilising Trafalgar Street and Douglas Street or entering the proposed construction compound site off Railway Avenue 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.

Urban Design and Landscaping

38. Urban Design and Landscaping Plan

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

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

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

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

The 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 Urban Design Plan and Landscaping Plan for the Proposed Activity:

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

The Urban Design Plan and Landscaping Plan shall be:

- i. prepared prior to concept design and finalised
- ii. prepared in consultation with local council and relevant stakeholders
- iii. prepared by a registered Architect and/or Landscape Architect.

CoA	Condition
	Flora and Fauna
39.	Removal of Trees or Vegetation Separate approval, in accordance with TfNSW's <i>Removal or Trimming of Vegetation Application</i> (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.
40.	Replanting Program All cleared vegetation shall be offset in accordance with TfNSW's <i>Vegetation Offset Guide</i> (ST-149). All vegetation planted on-site is to consist of locally endemic native species, unless otherwise agreed by the DES, following consultation with the relevant council, where relevant, and/or the owner of the land upon which the vegetation is to be planted.
	Site specific condition(s)
41.	Temporary impacts to Trafalgar Street The temporary widened work area along Trafalgar Street shall only be utilised to accommodate works to Platform 3 and the existing external wall (where works cannot be reasonably undertaken on the Platform). This area shall not be utilised for ongoing storage of materials or laydown throughout the duration of the construction and the existing road and parking arrangements should be reinstated as soon as practicably possible.

Appendix C Section 60 Heritage Approval and conditions

Mr Justin Perrott
Transport for NSW
7 HARVEST ST
MACQUARIE PARK NSW 2113

By email: steven.barry@transport.nsw.gov.au

Dear Mr Perrott

APPLICATION UNDER SECTION 60 OF THE *HERITAGE ACT 1977*

**Stanmore Railway Station Group
STATE HERITAGE REGISTER N^o 01251**

Address: Great Southern and Western Railway, STANMORE NSW 2048

Proposal: The project involves works to make Stanmore Station DDA accessible. Key works include installation of 2 lifts, regrading surfaces, canopies on the accessible path, upgrade to stairs, accessibility toilet facilities, tree removal, ramps and services.

Section 60 application no: HMS ID 791, received 3/02/2022

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:

EXCEPT AS AMENDED by the conditions of this approval.

APPROVED DEVELOPMENT

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

a) Architectural/landscaping drawings prepared for Transport for NSW, as listed in the table below:

Dwg No	Dwg Title	Date	Rev
Project Name: Stanmore Railway Station Group TAP Upgrade			
TAP3150316-HSC-SMR-AR-DRG-000001	COVER SHEET & DRAWING LIST	14.1.22	C
TAP3150316-HSC-SMR-AR-DRG-000003	PERSPECTIVE 1	14.1.22	B
TAP3150316-HSC-SMR-AR-DRG-000004	PERSPECTIVE 2	14.1.22	B
TAP3150316-HSC-SMR-AR-DRG-000005	PERSPECTIVE 3	14.1.22	B
TAP3150316-HSC-SMR-AR-DRG-000101	PROPOSED SITE PLAN	14.1.22	C
TAP3150316-HSC-SMR-AR-DRG-000103	EXISTING & DEMOLITION PLAN	14.1.22	C
TAP3150316-HSC-SMR-AR-DRG-000104	EXISTING SITE PHOTOS	14.1.22	B
TAP3150316-HSC-SMR-AR-DRG-000200	PROPOSED PLATFORM LEVEL PLAN - ZONE 1	14.1.22	C
TAP3150316-HSC-SMR-AR-DRG-000201	PROPOSED PLATFORM LEVEL PLAN - ZONE 2	14.1.22	B

TAP3150316-HSC-SMR-AR-DRG-000202	PROPOSED PLATFORM LEVEL PLAN - ZONE 3	14.1.22	B
TAP3150316-HSC-SMR-AR-DRG-000203	PROPOSED UNDERPASS LEVEL FLOOR PLANS	14.1.22	C
TAP3150316-HSC-SMR-AR-DRG-000204	PROPOSED DOUGLAS STREET ENTRY PLAN	14.1.22	B
TAP3150316-HSC-SMR-AR-DRG-000210	PROPOSED ROOF PLAN - EAST	14.1.22	C
TAP3150316-HSC-SMR-AR-DRG-000211	PROPOSED ROOF PLAN - WEST	14.1.22	B
TAP3150316-HSC-SMR-AR-DRG-000300	ELEVATIONS 01	14.1.22	C
TAP3150316-HSC-SMR-AR-DRG-000301	ELEVATIONS 02	14.1.22	C
TAP3150316-HSC-SMR-AR-DRG-000302	SECTIONS 01	14.1.22	B
TAP3150316-HSC-SMR-AR-DRG-000303	SECTIONS 02	14.1.22	C
TAP3150316-HSC-SMR-AR-DRG-000500	PLATFORM 1&2 - LIFT 1 - PLANS & ELEVATIONS	14.1.22	B
TAP3150316-HSC-SMR-AR-DRG-000501	PLATFORM 1&2 - LIFT 1 - SECTIONS	14.1.22	B
TAP3150316-HSC-SMR-AR-DRG-000510	PLATFORM 3 - LIFT 2 - PLANS & ELEVATIONS	14.1.22	C
TAP3150316-HSC-SMR-AR-DRG-000511	PLATFORM 3 - LIFT 2 - SECTIONS	14.1.22	C
TAP3150316-HSC-SMR-AR-DRG-000600	PLATFORM 1&2 EAST CANOPY DETAILS	14.1.22	B
TAP3150316-HSC-SMR-AR-DRG-000601	PLATFORM 1&2 EAST CANOPY DETAILS	14.1.22	B
TAP3150316-HSC-SMR-AR-DRG-000605	PLATFORM 1&2 WEST CANOPY DETAILS	14.1.22	B
TAP3150316-HSC-SMR-AR-DRG-000610	PLATFORM 3 CANOPY DETAILS	14.1.22	C
TAP3150316-HSC-SMR-AR-DRG-000700	PLATFORM 1&2 STATION BUILDING - PLANS	14.1.22	B
TAP3150316-HSC-SMR-AR-DRG-000701	PLATFORM 1&2 STATION BUILDING - PLANS	14.1.22	B
TAP3150316-HSC-SMR-AR-DRG-000702	PLATFORM 1&2 STATION BUILDING - ELEVATIONS	14.1.22	B
TAP3150316-HSC-SMR-AR-DRG-000703	STORE ROOM - IMSB CUPBOARD	14.1.22	B
TAP3150316-HSC-SMR-AR-DRG-000705	NEW F.A.T. & CLEANER STORE - PLANS	14.1.22	B
TAP3150316-HSC-SMR-AR-DRG-000706	NEW F.A.T. & CLEANER STORE - ELEVATIONS	14.1.22	B
TAP3150316-HSC-SMR-AR-DRG-000707	MALE & FEMALE AMBULANT TOILETS - PLANS	14.1.22	B
TAP3150316-HSC-SMR-AR-DRG-000708	FEMALE AMBULANT TOILETS - ELEVATIONS	14.1.22	B
TAP3150316-HSC-SMR-AR-DRG-000709	MALE AMBULANT TOILETS - ELEVATIONS	14.1.22	B
TAP3150316-HSC-SMR-AR-DRG-000710	PLATFORM 3 STATION BUILDING - PLANS	14.1.22	B
TAP3150316-HSC-SMR-AR-DRG-000711	PLATFORM 3 STATION BUILDING - PLANS	14.1.22	B
TAP3150316-HSC-SMR-AR-DRG-000712	PLATFORM 3 STATION BUILDING - ELEVATIONS	14.1.22	B
TAP3150316-HSC-SMR-AR-DRG-000900	MATERIAL & FINISHES BOARD	14.1.22	B
TAP3150316-HSC-SMR-LA-DRG-000100	LANDSCAPE COVER SHEET & DRAWING LIST	10.11.21	A
TAP3150316-HSC-SMR-LA-DRG-000101	LANDSCAPE PROPOSED SITE PLAN	10.11.21	A
TAP3150316-HSC-SMR-LA-DRG-000102	LANDSCAPE PROPOSED DOUGLAS STREET PLAN	10.11.21	A
TAP3150316-HSC-SMR-LA-DRG-000103	LANDSCAPE PROPOSED DOUGLAS STREET ENTRY PLAN	10.11.21	A
TAP3150316-HSC-SMR-LA-DRG-000106	LANDSCAPE MATERIALS AND PLANT SCHEDULES	10.11.21	A

b) Engineering drawings prepared for Transport for NSW, as listed in the table below:

Dwg No	Dwg Title	Date	Rev
Project Name: Stanmore Railway Station Group TAP Upgrade			
150338-STP-ST-DRG-004001	COVER SHEET & DRAWING LIST	09.11.21	1
150338-STP-ST-DRG-004003	GENERAL NOTES SHEET 1	09.11.21	1
150338-STP-ST-DRG-004004	GENERAL NOTES SHEET 2	09.11.21	1
150338-STP-ST-DRG-004005	GENERAL NOTES SHEET 3	09.11.21	1
150338-STP-ST-DRG-004006	GENERAL NOTES SHEET 4	09.11.21	1
150338-STP-ST-DRG-004010	SITE PLAN	09.11.21	1
150338-STP-ST-DRG-004020	GENERAL ARRANGEMENT PLAN	09.11.21	1
150338-STP-ST-DRG-004021	GENERAL ARRANGEMENT ELEVATION	09.11.21	1
150338-STP-ST-DRG-004100	CONCRETE - FOOTING PLAN SHEET 1	09.11.21	1
150338-STP-ST-DRG-004101	CONCRETE - FOOTING PLAN SHEET 2	09.11.21	1
150338-STP-ST-DRG-004105	CONCRETE - PILE DETAILS	09.11.21	1
150338-STP-ST-DRG-004120	CONCRETE - LIFT 1 FOOTING PLAN	09.11.21	1
150338-STP-ST-DRG-004121	CONCRETE - LIFT 1 FOOTING SECTION	09.11.21	1
150338-STP-ST-DRG-004124	CONCRETE - LIFT 1 WALL ELEVATIONS	09.11.21	1
150338-STP-ST-DRG-004130	CONCRETE - LIFT 2 FOOTING PLAN	09.11.21	1
150338-STP-ST-DRG-004131	CONCRETE - LIFT 2 FOOTING SECTION	09.11.21	1
150338-STP-ST-DRG-004134	CONCRETE - LIFT 2 WALL ELEVATIONS	09.11.21	1
150338-STP-ST-DRG-004140	CONCRETE - PAD FOOTING PLAN AND SECTION	09.11.21	1
150338-STP-ST-DRG-004160	CONCRETE - UNDERPASS LEVEL PLAN	09.11.21	1
150338-STP-ST-DRG-004165	CONCRETE - PLATFORM LEVEL PLAN	09.11.21	1
150338-STP-ST-DRG-004185	CONCRETE - UNDERPASS LEVEL & PLATFORM LEVEL SECTIONS	09.11.21	1
150338-STP-ST-DRG-004200	STEEL - PLATFORM LEVEL COLUMN MARKING PLAN	09.11.21	1
150338-STP-ST-DRG-004205	STEEL - PLATFORM CANOPY ROOF MARKING PLAN	09.11.21	1
150338-STP-ST-DRG-004210	STEEL - LIFT 1 PLANS	09.11.21	1
150338-STP-ST-DRG-004211	STEEL - LIFT 1 ELEVATIONS	09.11.21	1
150338-STP-ST-DRG-004212	STEEL - LIFT 2 PLANS	09.11.21	1
150338-STP-ST-DRG-004213	STEEL - LIFT 2 ELEVATIONS	09.11.21	1
150338-STP-ST-DRG-004250	STEEL - PLATFORM LEVEL ELEVATIONS	09.11.21	1
150338-STP-ST-DRG-004165	CONCRETE - PLATFORM LEVEL PLAN	09.11.21	1

b) *Transport Access Program, Stanmore Station Upgrade, Materials and Finishes Schedule*, prepared by DesignInc, 10 November 2021.

c) *Transport Access Program, Stanmore Station Upgrade, Furniture, Fixtures and Equipment Schedule*, prepared by DesignInc, 10 November 2021.

d) *Transport Access Program: Stanmore Station – Statement of Heritage Impact*, prepared by Artefact, 21 January 2022.

Including all Recommendations provided within Statement of Heritage Impact, (Including, Recommendations for Developing Design & General Recommendations)

e) *Memorandum Of Heritage Advice: Stanmore Railway Station, Stanmore*, prepared by Purcell, 14 January 2022

DETAILS TO BE SUBMITTED FOR APPROVAL

2. The following information is to be submitted for approval by the Heritage Council or delegate prior to the commencement of each component of the work:
 - a. Provide methodology, detailing how the existing timber floor will be protected as part of the proposed cementitious screed installation within the Platform 1/2 storeroom.
 - b. Provide methodology, detailing how the existing cast-iron posts are proposed to be protected as part of the proposed platform re-grading works.

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

STATEMENT OF HERITAGE IMPACT RECOMMENDATIONS

3. All recommendations within the project Statement of Heritage Impact (SOHI) must be implemented. The nominated project heritage consultant must provide Heritage NSW with written confirmation that the works have been carried out in accordance with these recommendations within 4 weeks of the conclusion of the project.

Reason: The submitted SOHI provides appropriate mitigation strategies for the proposed works. This condition ensures the nominated mitigation measures are implemented throughout all stages of the project.

STAIRCASE HANDRAILS

4. Existing c.1926 handrails are to be retained in place (below upgraded compliant handrails).

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

PLATFORM 3 RETAINING WALL (TRAFALGER STREET ENTRANCE)

5. The proposed new low height retaining wall should reuse bricks from the existing adjacent low height retaining wall proposed to be demolished.

Reason: To protect significant fabric, character and landmark values of the place.

PLATFORM BUILDING VENTS

6. Re-grading works must not cover any existing wall vents on the station/precinct buildings.

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

ARCHAEOLOGICAL MONITORING – c.1855 CULVERT

7. Prior to ground disturbance works commencing, a suitably qualified excavation director fulfilling the NSW Excavation Director Criteria (2019) should be nominated to monitor excavation within the estimated location of the disused c.1855 culvert to determine the optimal approach for works in that area. This archaeological monitoring is to be undertaken under a site-specific methodology, approved by Heritage NSW.

Reason: To confirm presence of potential historical archaeology within works area and ensure appropriate management of the potential resource.

HERITAGE CONSULTANT

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

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

SPECIALIST TRADESPERSONS

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

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

SITE PROTECTION

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

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

HERITAGE INTERPRETATION

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

The plan must identify the types, locations, materials, colours, dimensions, fixings and text of interpretive devices that will be installed as part of this project.

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

PHOTOGRAPHIC ARCHIVAL RECORDING

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

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

UNEXPECTED HISTORICAL ARCHAEOLOGICAL RELICS

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

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

ABORIGINAL OBJECTS

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

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

COMPLIANCE

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

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

DURATION OF APPROVAL

16. 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 for Heritage under section 70 of the Act.

Other Approvals

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

Stamped documents

Any stamped documents (e.g. approved plans) for this application (HMS 791) are available for the Applicant to download from the Heritage Management System at <https://hms.heritage.nsw.gov.au> under 'My Completed Applications.'

If you have any questions about this correspondence, please contact Steven Nix, Senior Assessments Officer, at Heritage NSW on or steven.nix@environment.nsw.gov.au (Wed-Fri).

Yours sincerely

Rochelle Johnston

Rochelle Johnston
Senior Manager, Major Projects
Heritage NSW
Department of Premier and Cabinet
As Delegate of the Heritage Council of NSW

24 March 2022

cc: Inner West Council

Appendix D Consideration of additional clause 171 requirements

An assessment under Clause 228 of the (former) *NSW Environmental Planning and Assessment Regulation 2000* was undertaken as part of the REF and included as Appendix B. Subsequent to public display of the REF, *Environmental Planning and Assessment Regulation 2021* (EP&A Regulation) came into force.

To ensure that Transport for NSW takes into account to the fullest extent possible, all matters affecting or likely to affect the environment as a result of the Proposed Activity, a supplementary assessment has prepared considering the two additional factors that have been included as part of the revised EP&A Regulation (now section 171).

The table below demonstrates Transport for NSW's consideration of the additional two specific factors under section 171 of the EP&A Regulation.

Factor	Impacts
<p>(q) applicable local strategic planning statements, regional strategic plans or district strategic plans made under the Act, Division 3.1</p> <p>The local strategic planning statements, regional strategic plans and district strategic plans applicable to the Proposed Activity were discussed in Section 2.1 of the REF for the Proposed Activity (refer to Appendix A of this Determination Report).</p> <p>This included consideration of the following key NSW Government policies and strategies which were considered to be applicable to the Proposal:</p> <ul style="list-style-type: none"> • <i>Future Transport Strategy 2056</i> (TfNSW, 2018) • <i>A Metropolis of Three Cities - Greater Sydney Region Plan</i> (Greater Sydney Commission, 2018a) • <i>Disability Inclusion Action Plan (2018-2022)</i> (TfNSW, 2017) • <i>Eastern City District Plan</i> (Greater Sydney Commission, 2018b) • <i>Building Momentum – State Infrastructure Strategy 2018-2038</i> (Infrastructure NSW, 2018) • <i>NSW: Premier Priorities</i> (NSW Government, 2019) • <i>Inclusion Action Plan for People with a Disability 2017-2021</i> (Inner West Council, 2017) • <i>Our Inner West 2036, A community strategic plan for the Inner West Community</i> (Inner West Council, 2018) • <i>Our Place Inner West, Local Strategic Planning Statement</i> (Inner West Council, 2020) <p>Overall, the REF concluded that the Proposed Activity was considered to be consistent with the relevant sections of these various planning and strategic plans and policies.</p>	Positive
<p>(r) other relevant environmental factors</p> <p>This REF was prepared taking into account to the fullest extent possible, all matters affecting or likely to affect the environment as a result of the Proposal. These matters were presented and discussed in Chapter 6 of the REF (refer to Appendix A of this Determination Report).</p> <p>Based on this assessment, it was considered that the Proposal is not likely to have a significant impact upon the environment or any threatened species, populations or communities.</p>	Minor to moderate