



Transport  
for NSW

# New Intercity Fleet Eveleigh Facility Project

## Determination Report





Transport  
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# **New Intercity Fleet Eveleigh Facility Project Determination Report**

**New Intercity Fleet Program  
Ref- 5664924**

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## Glossary and abbreviations

Term	Meaning
<b>CBD</b>	Central Business District
<b>CEMP</b>	Construction Environmental Management Plan
<b>CoA</b>	Condition of Approval
<b>Concept design</b>	The concept design is the preliminary design presented in the REF, which would be refined by the Contractor (should the Project proceed) to a design suitable for construction (subject to TfNSW acceptance).
<b>Contractor</b>	The Contractor for the Proposed Activity would be appointed by TfNSW to undertake the detailed design and construction of the Proposed Activity.
<b>Detailed design</b>	Detailed design broadly refers to the process that the Contractor undertakes (should the Project proceed) to refine the concept design to a design suitable for construction (subject to TfNSW acceptance).
<b>EP&amp;A Act</b>	<i>Environmental Planning and Assessment Act 1979 (NSW)</i>
<b>EP&amp;A Regulation</b>	<i>Environmental Planning and Assessment Regulation 2000 (NSW)</i>
<b>EPA</b>	Environment Protection Authority
<b>EPBC Act</b>	<i>Environment Protection and Biodiversity Conservation Act 1999 (Commonwealth)</i>
<b>Infrastructure SEPP</b>	<i>State Environmental Planning Policy (Infrastructure) 2007 (NSW)</i>
<b>LGA</b>	Local Government Area
<b>NES</b>	Matters of 'National Environmental Significance' under the EPBC Act
<b>NSW</b>	New South Wales
<b>OEH</b>	NSW Office of Environment and Heritage
<b>Proponent</b>	A person or body proposing to carry out an activity under Part 5 of the EP&A Act – in this instance, TfNSW
<b>Proposed Activity</b>	The construction and operation of the New Intercity Fleet Eveleigh Facility
<b>REF</b>	Review of Environmental Factors
<b>Roads and Maritime</b>	NSW Roads and Maritime Services (formerly Roads and Traffic Authority)
<b>Section 60 Approval</b>	Refers to the Section 60 Approval issued for the Proposed Activity under the <i>Heritage Act 1977</i> by the Heritage Council on 8 June 2017 (included at Appendix D).
<b>SoHI</b>	Statement of Heritage Impact

# Executive summary

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## Overview of Proposed Activity

Transport for NSW (TfNSW) is responsible for improving the customer experience of transport services, transport policy and regulation, planning and program administration, procuring transport services, and infrastructure and freight.

TfNSW is the Proponent for the New Intercity Fleet Eveleigh Facility Project (the 'Proposed Activity'), which is part of the New Intercity Fleet program.

The Proposed Activity involves undertaking modification works at the Eveleigh Rail Precinct to facilitate testing, commissioning, maintenance and stabling activities for the New Intercity Fleet.

TfNSW, as the Proponent for the Proposed Activity, has undertaken a Review of Environmental Factors (REF) that details the scope of works and environmental impacts associated with the Proposed Activity. The REF was prepared by WSP | Parsons Brinckerhoff on behalf of TfNSW in accordance with the requirements of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and clause 228 of the *Environmental Planning and Assessment Regulation 2000* (EP&A Regulation).

## Modifications to the Proposed Activity

Additional design review and assessment by TfNSW has resulted in minor changes to the Project described in the REF which include:

- Railway carriage C3704 (incorrectly identified as railway carriage FRN 2186 in the REF (refer to Table 1 and Appendix D) to be left in situ
- A security fence would be constructed, separating C3704 and the remainder of the Innovation Plaza (which is a tree lined boulevard within the Australian Technology Park to the immediate east of the Precinct) from the proposed siding extension.

The impacts associated with the design modifications have been considered in accordance with the requirements of Section 111 and 112 of the EP&A Act and clause 228 of the EP&A Regulation (refer to Chapter 4). These changes are considered to have a negligible effect on the likely impact of the activity on the environment as defined in clause 228 of the EP&A Regulation.

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

## Purpose of this report

The purpose of this Determination Report is for TfNSW, as the Proponent of the New Intercity Fleet Eveleigh Facility Project, to determine whether or not to proceed with the Proposed Activity. TfNSW must make a determination in accordance with the provisions of Part 5 of the EP&A Act.

## Conclusion

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

# 1 Introduction

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## 1.1 Background

Transport for NSW (TfNSW) is the New South Wales (NSW) Government's lead public transport agency that ensures planning and policy is fully integrated across all modes of transport in NSW. It manages a multi-billion dollar budget allocation for train, bus, ferry, light rail and taxi services and related infrastructure in NSW.

TfNSW is responsible for improving the customer experience of transport services, transport policy and regulation, planning and program administration, procuring transport services, infrastructure and freight.

In May 2014, the NSW Government announced it is delivering a New Intercity Fleet to replace the trains carrying customers from Sydney to the Central Coast, Newcastle, the Blue Mountains and the South Coast. The introduction of the New Intercity Fleet would allow for the replacement of the older electric train fleets currently used to provide intercity services.

The New Intercity Fleet would:

- provide a more consistent and improved level of customer service for intercity passengers
- facilitate the retirement of the two oldest electric train sets currently in operation
- reduce the costs of intercity operations
- increase capacity for intercity passengers.

In order to assist the introduction of the New Intercity Fleet, it is proposed to develop a dedicated testing, commissioning, maintenance and stabling facility suitable for the New Intercity Fleet trains through modification of the existing Eveleigh Rail Precinct ('the Precinct'). The Precinct is located approximately two kilometres south-west of the Sydney Central Business District (CBD).

TfNSW is the Proponent for the New Intercity Fleet Eveleigh Facility Project (referred to as the 'Proposed Activity' for the purposes of this document).

## 1.2 Review of Environmental Factors

A Review of Environmental Factors (REF) has been prepared by WSP | Parsons Brinckerhoff on behalf of TfNSW in accordance with sections 111 and 112 of the *Environmental Planning and Assessment 1979* (EP&A Act), and clause 228 of the *Environmental Planning and Assessment Regulation 2000* (EP&A Regulation), to ensure that TfNSW takes into account to the fullest extent possible, all matters affecting or likely to affect the environment as a result of the Proposed Activity. The REF is included in Appendix A.

The New Intercity Fleet Eveleigh Facility Project REF was placed on public display from Thursday 16 March to Thursday 6 April 2017, with three submissions received, including one from the City of Sydney Council. Issues raised in these submissions are addressed in Section 2.3 of this Determination Report.

### 1.3 Determination Report

Prior to proceeding with the Proposed Activity, the Secretary for TfNSW must make a determination in accordance with Part 5 of the EP&A Act (refer Figure 1).



Figure 1: Planning approval process



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

- assess the environmental impacts with respect to the Proposed Activity, which are detailed in the environmental impact assessment (and any proposed modifications, as detailed and assessed in this Determination Report)
- identify mitigation measures to minimise potential environmental impacts
- determine whether potential environmental impacts are likely to be significant
- address whether the provisions of the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) apply to the Proposed Activity.

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

- a) to plan for a transport system that meets the needs and expectations of the public
- b) to promote economic development and investment
- c) to provide integration at the decision-making level across all public transport modes
- d) to promote greater efficiency in the delivery of transport infrastructure projects
- e) to promote the safe and reliable delivery of public transport and freight services.

#### **1.4 Description of the Proposed Activity in the REF**

To support the introduction of the New Intercity Fleet trains, minor modifications to a number of existing stabling facilities around the network are required. The Eveleigh Facility was selected as one of the facilities to undergo modification which would make it suitable for the testing, commissioning, stabling and maintenance of New Intercity Fleet trains. The Eveleigh Facility is located within the existing Eveleigh Rail Precinct, which is approximately two kilometres south-west of the Sydney CBD.

The objectives of the Proposed Activity are to:

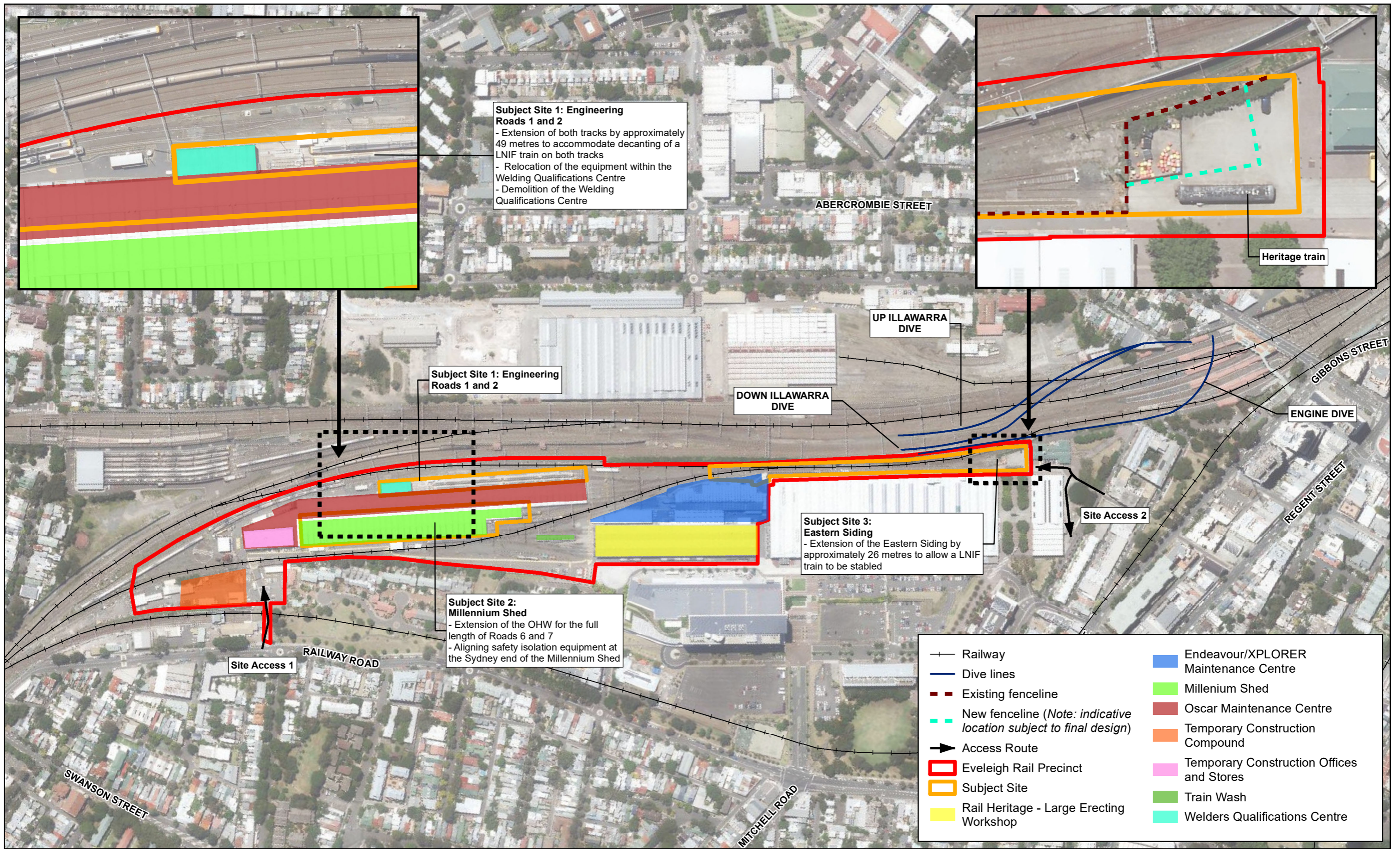
- allow for the New Intercity Fleet to be tested and commissioned in accordance with the New Intercity Fleet program schedule to improve the reliability of intercity services
- improve the operational efficiency and flexibility on the rail network through the provision of stabling and maintenance capabilities for the New Intercity Fleet at a facility located close to the Sydney Terminal (Central Station), where a large proportion of intercity passenger services terminate
- minimise environmental impacts during construction works, commissioning and the ongoing operation and maintenance of the New Intercity Fleet.

In summary, the Proposed Activity as outlined in the REF comprises modifications to the Precinct, the locations of which are shown on Figure 2 below, including:

- extension of Engineering Roads 1 and 2 - lengthening both tracks at this location to accommodate for the decanting of a NIF train on both tracks. This would involve the relocation of the equipment within the Welding Qualifications Centre to another building/location within the Precinct and demolition of the Welding Qualifications Centre
- extension of the overhead wiring (OHW) in the Millennium Shed
- extension to the Eastern Siding
- extension of the existing decant infrastructure
- supporting infrastructure (e.g. signals, walkways, fencing and lighting) to support the above.

A more detailed overview of the Proposed Activity, which is the subject of the New Intercity Fleet Eveleigh Facility Project, is provided in Chapter 4 of the REF.

Construction is expected to commence in mid to late-2017 and take around 18 months to complete.



Map: 2202522C_GIS_005_A5	Author: MG		
Date: 13/06/2017	Approved by: IS		
Data source: - © Land and Property Information 2015		Coordinate system: GDA 1994 MGA Zone 56 Scale ratio correct when printed at A3	

**New Intercity Fleet Eveleigh  
Figure 2  
Project area**

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## 2 Consultation and assessment of submissions

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### 2.1 REF Public Display

The New Intercity Fleet Facility Project REF was placed on public display from Thursday 16 March to Thursday 6 April 2017 at four locations, as well as on the [TfNSW website](#)<sup>1</sup> and the NSW Government [Have Your Say website](#)<sup>2</sup>.

Community consultation activities undertaken for the public display included:

- distribution of approximately 790 newsletters to the community and stakeholders in the area surrounding the Proposed Activity
- public display of the REF at Surry Hills Library, Redfern Community Centre, Redfern Neighbourhood Service Centre and the TfNSW Sydney Office
- placement of an advertisement in the Inner West Courier and the Daily Telegraph on Tuesday 21, Wednesday 22, Tuesday 28 and Wednesday 29 March 2017
- placement of information on the TfNSW website and NSW Government Have Your Say website
- provision of a project information telephone line for project enquiries
- encouragement of written submissions posted to TfNSW or through the Have Your Say website.

Project briefings with government agencies and other stakeholder groups during preparation of the REF and public display period was also undertaken as follows:

- Sydney Trains – Eveleigh Precinct Manager and Precinct users which include Downer EDI, Sydney Trains Maintenance Division, Rail Heritage, NSW TrainLink and Sydney Trains) on Tuesday 8 November 2016
- Sydney Trains – Heritage on Friday 4 November 2016
- Office of Environment and Heritage (OEH) (Heritage Council) on Friday 9 December 2016.

### 2.2 REF Submissions

A total of three submissions were received by TfNSW, including one from City of Sydney Council. Submissions included feedback on a range of issues in relation to the Proposed Activity. The key issues raised in submissions were associated with:

- need for the Project
- noise
- non-Aboriginal heritage
- traffic, transport and access
- contamination.

### 2.3 Consideration and Response to Submissions

#### Community Submissions

A summary of all issues raised by the community and the associated responses are provided in Table 1.

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<sup>1</sup> <http://www.transport.nsw.gov.au/projects/intercity-fleet>

<sup>2</sup> <http://www.haveyoursay.nsw.gov.au>

**Table 1: Response to community submissions received**

No.	Submission no.	Issue/s raised	TfNSW response
<b>1 Need for the Project</b>			
1.1	01	Enquiry regarding whether the Kangy Angy Maintenance Facility would still be required.	<p>The Eveleigh Facility and the Kangy Angy Maintenance Facility would both be used to support the New Intercity Fleet along with a number of other stabling facilities around the train network.</p> <p>Kangy Angy is the proposed location for the primary maintenance facility for the New Intercity Fleet trains, while the Eveleigh Facility would be used for the initial testing and commissioning of the new trains upon their arrival in Australia until the Kangy Angy Maintenance Facility is operational. In the longer term, the Eveleigh Facility would be used as a day stabling location and for routine maintenance and inspection checks.</p>
<b>2 Heritage</b>			
2.1	02	The Comeng 1955 Suburban Motor Car C3704 railway carriage was incorrectly identified as the heritage listed FRN2186 railway carriage in the REF.	<p>Further investigation by Artefact (heritage consultant who prepared the specialist heritage assessment) confirmed that the railway carriage within the Innovation Plaza is a Comeng 1955 Suburban Motor Car C3704 and not a FRN2186, and was misidentified in the REF and Statement of Heritage Impact (SoHI).</p> <p>A letter of advice has been prepared by Artefact (provided in Appendix D) to address this error.</p>
<b>3 Socio-economic</b>			
3.1	01	Enquiry as to why the Eveleigh Facility would be used in preference to Kangy Angy, as jobs are required in the Central Coast area not in inner Sydney.	<p>As per the response above, the maintenance facilities at Eveleigh and Kangy Angy would both be used to support the New Intercity Fleet, with jobs generated in both locations.</p> <p>The location at Eveleigh in inner Sydney has particular advantages for the operation of the New Intercity Fleet. Eveleigh is close to the Sydney Terminal where the New Intercity Fleet trains would stop between the morning and afternoon peak services. This location therefore minimises the distance and time required if the trains need to be transported to a suitable facility for day stabling and routine maintenance and inspection checks.</p>

## Other Stakeholder Submissions

Table 2 outlines issues raised by City of Sydney Council in their submission, along with TfNSW's response.

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

Issue no.	Issue/s raised	TfNSW response
<b>1</b>	<b>General</b>	
1.1	Architectural drawings have not been included in the REF	Typically illustrative representations will be provided in a REF to depict the proposed works (based on a concept design) which are easier for the community to interpret than architectural or other engineering drawings.  In addition, the concept design for the Proposed Activity does not include scope that requires architectural elements and were therefore not required for the Project.
<b>2</b>	<b>Noise</b>	
2.1	City of Sydney Council recommends that the assessment is updated to demonstrate that the subject development will be capable of operating in full accordance with the City's 'Noise – General' condition.  This includes assessment according to the <i>Industrial Noise Policy</i> (EPA, 2000) and additional criteria proposed by the City of Sydney Council in part (b) of the 'Noise – General' conditions.	The <i>NSW Industrial Noise Policy</i> is the applicable guideline for the assessment of the Eveleigh Facility Project (EPA, 2000). This is supported by Section 1.5 of the <i>Rail Infrastructure Noise Guideline</i> noting (EPA, 2013):  <i>[Rail infrastructure noise guideline] does not apply to: (d) Projects involving maintenance facilities for rolling stock (including stabling yards and shunting operations), which should be assessed in accordance with the NSW Industrial Noise Policy (EPA 2000).</i>  In summary, the noise assessment carried out for the Proposed Activity included an operational assessment in accordance with the <i>NSW Industrial Noise Policy</i> (EPA, 2000) as described in Section 5.1 of the Noise and Vibration Technical Report.  Additional operational noise assessment criteria are not applicable to the Proposed Activity.
2.2	Requirements for a construction noise and vibration management plan	A Construction Environmental Management Plan (CEMP) shall be prepared which will address noise and vibration management (refer to Condition of Approval (CoA) 13 in Appendix B). The requirements listed in the City of Sydney's comments are consistent with Section 9 of the Noise and Vibration Technical Report and will be included in the CEMP (WSP   Parsons Brinckerhoff, 2017).

Issue no.	Issue/s raised	TfNSW response
<b>3</b>	<b>Contamination</b>	
3.1	City of Sydney Council recommends that a Preliminary Environment Site Investigation should be undertaken and provided given the possibility of contamination in the soil. The purpose of this investigation would be to identify any past or present potentially contaminating activities that have occurred on the subject site and, if required, provide a basis for a more detailed investigation.	As discussed in Section 7.10.2 of the REF, a Phase 1 Environmental Site Assessment (which is a Preliminary Environmental Site Investigation) was undertaken by GHD for the Proposed Activity. This investigation identified any past or present potentially contaminating activities on the subject site, as recommended by City of Sydney Council.  During construction all excavated soil and potential contaminated material would be managed in accordance with the relevant legislation and guidelines including mitigation measures outlined in CoA 21 and 43 in Appendix B.
<b>4</b>	<b>Traffic</b>	
4.1	City of Sydney Council recommends a number of traffic and transport conditions of consent be applied and incorporated into the REF.	The Proposed Activity is expected to have minimal impact on the council infrastructure and surrounding roads. However, and where relevant, the suggested mitigation measures have been included as Conditions of Approval (refer to CoA 34 and 35 in Appendix B).  During construction, the relevant roads authority would be consulted and relevant approvals would be obtained as required under the <i>Roads Act 1993</i> .

## 2.4 Future Consultation

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

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

The [TfNSW email address](mailto:projects@transport.nsw.gov.au)<sup>3</sup> and Infoline (1800 684 490) would continue to be available during the construction phase. Targeted consultation methods, such as use of letters, notifications, signage and verbal communications, would continue to occur. The [TfNSW website](http://www.transport.nsw.gov.au/projects/intercity-fleet)<sup>4</sup> would also include updates on the progress of construction.

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

<sup>4</sup> <http://www.transport.nsw.gov.au/projects/intercity-fleet>

## 3 Changes to the Proposed Activity

### 3.1 Summary of Design Changes

The following design changes have been made to the Proposed Activity. These design changes were a result of ongoing design review and assessment. Initially it was thought that railway carriage C3704 would have to be relocated to avoid security concerns and to make additional space within the Innovation Plaza for the proposed extension of a rail siding. However this has since been reassessed with the additional space no longer required and the security concern being considered highly unlikely. As such, the design changes to the Proposed Activity are summarised in Table 3.

**Table 3: Design changes**

Item/aspect	Original design	Altered design
Location of railway carriage C3704 (previously referred to as railway carriage FRN 2186 in the REF)	Relocation of the railway carriage to an area with similar visual prominence	Railway carriage C3704 would be left in situ
Security fence separating railway carriage C3704 from the proposed siding	No security fence around railway carriage C3704	Installation of a security fence during construction and operation, separating C3704 and the remainder of the Innovation Plaza from the proposed siding extension. The fence shall be a high close spaced welded mesh fence with concertina short-barbed tape, matching the existing fence separating existing siding from C3704 and Innovation Plaza

### 3.2 Assessment of Design Changes

The railway carriage C3704 is currently located in a position of visual prominence in the Innovation Plaza, however this is neither the original location nor the heritage appropriate context for the element. However the assessment indicates that leaving the railway carriage in situ or relocating it, would still result in negligible visual impacts to the heritage significance of the element. Also, installing a security fence separating the carriage and the remainder of the Innovation Plaza from the proposed siding extension would result in negligible visual impacts to the heritage significance of the element.

Initially, the relocation of the railway carriage was assessed in the REF to provide a slight improvement in the heritage significant view lines. Leaving the railway carriage in situ would mean that the current view lines from the Locomotive Workshops towards the Works Manager Office, which are slightly obscured by the railway carriage, would remain. The installation of security fencing would cause a similar degree of visual obstruction within the Innovation Plaza as the railway carriage, and therefore would only result in a negligible visual and heritage impact.

## 4 Consideration of the environmental impacts

### 4.1 Environmental Planning and Assessment Act 1979

The REF addresses the requirements of section 111 of the EP&A Act. In considering the Proposed Activity, all matters affecting or likely to affect the environment are addressed in the REF and the Determination Report and associated documentation.

In accordance with the checklist of matters pursuant to clause 228(3) of the EP&A Regulation, an assessment for the Project was provided in Section 9.3 of the REF. In order to take into account any additional impact caused by the design changes for the Project (refer to Chapter 3), an assessment of whether the impact would have changed from that described in the REF is provided in Table 4 below. Overall, the proposed design changes are considered to have a negligible effect on the likely impact of the activity on the environment as defined in clause 228 of the EP&A Regulation.

**Table 4: Clause 228 considerations for the design changes**

Changes to Clause 228 considerations by the design changes		Impact
<b>a Any environmental impact on a community?</b> The considerations would remain the same as those described in Section 9.3 of the REF.		Short-term negative
<b>b Any transformation of a locality?</b> Leaving railway carriage C3704 in situ would result in less transformation of the locality near Subject Site 3 – Eastern siding than as initially proposed in the REF. However, this would be balanced by the erection of a security fence which would result in a slight negative transformation of the locality. As such, the impact will remain as long-term negligible to negative.		Long-term negligible to negative
<b>c Any environmental impact on the ecosystems of the locality?</b> The Project would not impact on any ecosystems within or near to the Precinct.		No anticipated impacts
<b>d Any reduction of the aesthetics, recreational, scientific or other environmental quality or value of a locality?</b> The Project is expected to have some level of impact on the visual amenity to receivers proximate to Subject Site 3 – Eastern Siding as described in section (b) resulting in a reduction in the visual aesthetic and the overall environmental quality at that location.		Long-term negligible to negative
<b>e Any effect on a locality, place or building having aesthetic, anthropological, archaeological, architectural, cultural, historical, scientific or social significance or other special value for present or future generations?</b> A SoHI was prepared by Artefact (2016) to assess the level of impact the Project would have on heritage listed items within and proximate to the Precinct. Following the design changes and submissions, a letter of advice regarding rail carriage C3704 was prepared by Artefact (2017). It was determined that the Project's impact on non-Aboriginal heritage would not have been altered by the design changes. As such, the overall level of impact on the State heritage listed Eveleigh Railway Workshops would remain as minor.  Overall, the Project is not anticipated to have a substantial effect on the aesthetic, Aboriginal heritage, anthropological, archaeological, architectural, cultural, historical, scientific or social significance of the locality.		Long-term minor negative



<b>Changes to Clause 228 considerations by the design changes</b>		<b>Impact</b>
<b>f</b>	<b>Any impact on the habitat of protected fauna (within the meaning of the <i>National Parks and Wildlife Act 1974</i>)?</b> The Project would not impact on habitat of protected fauna.	No anticipated impact
<b>g</b>	<b>Any endangering of any species of animal, plant or other form of life, whether living on land, in water or in the air?</b> The Project would have no impact on biodiversity.	No anticipated impact
<b>h</b>	<b>Any long-term effect on the environment?</b> As discussed in section (b) and (e), the design changes are expected to have no impact on the long-term effect on the environment as described in the REF.	Long-term negative
<b>i</b>	<b>Any degradation of the quality of the environment?</b> The considerations would remain the same as those described in Section 9.3 of the REF.	Long-term negative Short-term negative
<b>j</b>	<b>Any risk to the safety of the environment?</b> The considerations would remain the same as those described in Section 9.3 of the REF.	No impacts anticipated
<b>k</b>	<b>Any reduction in the range of beneficial uses of the environment?</b> The considerations would remain the same as those described in Section 9.3 of the REF.	Short-term negative
<b>l</b>	<b>Any pollution of the environment?</b> The considerations would remain the same as those described in Section 9.3 of the REF.	Short-term negative
<b>m</b>	<b>Any environmental problems associated with the disposal of waste?</b> The considerations would remain the same as those described in Section 9.3 of the REF.	Short-term negative
<b>n</b>	<b>Any increased demands on resources (natural or otherwise) that are, or are likely to become, in short supply?</b> The considerations would remain the same as those described in Section 9.3 of the REF.	Nil
<b>o</b>	<b>Any cumulative environmental effect with other existing or likely future activities?</b> The considerations would remain the same as those described in Section 9.3 of the REF.	Short-term negative
<b>p</b>	<b>Any impact on coastal processes and coastal hazards, including those under Projected climate change conditions?</b> The Project would not impact on any coastal processes.	Nil

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 112 of the EP&A Act.

The likely significance of the environmental impacts of the Proposed Activity has been assessed in accordance with the then NSW Department of Planning's 1995 best practice guideline [Is an EIS Required?](#)<sup>5</sup> It is concluded that the Proposed Activity is not likely to significantly affect the environment (including critical habitat) or threatened species, populations of ecological communities, or their habitats. Accordingly, an environmental impact statement under Part 5.1 of the EP&A Act is not required.

## **4.2 Environment Protection and Biodiversity Conservation Act 1999**

As part of the consideration of the Proposed Activity, all matters of national environmental significance (NES) and any impacts on Commonwealth land for the purposes of the EPBC Act have been assessed. In relation to NES matters, this evaluation has been undertaken in accordance with Commonwealth Administrative Guidelines on determining whether an action has, will have, or is likely to have a significant impact. A summary of the evaluation is provided in Section 9.4 of the REF. The design changes do not affect the assessment of the NES matters from 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.

## **4.3 Heritage Act NSW 1977**

The Proposed Activity would be undertaken within the curtilage of the Eveleigh Railway Workshops which is listed on the State Heritage Register (SHR item no. 01140) and the RailCorp Section 170 Heritage and Conservation Register (SHI item no. 4801102).

The potential heritage impacts of the Proposed Activity have been assessed in the Statement of Heritage Impact and are summarised in Section 7.2 of the REF. The works would be undertaken in accordance with the approval and associated conditions issued by the Office of Environment and Heritage (Heritage Council) under section 60 of the *Heritage Act 1977*, dated 8 June 2017 (refer to Appendix D).

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

## **5 Conditions of Approval**

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

## 6 Conclusion

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Having regard to the assessment in the REF, consideration of the submissions received, and the design changes subsequent to further design refinement by TfNSW, it can be concluded that the Proposed Activity is not likely to significantly affect the environment (including critical habitat) or threatened species, populations of ecological communities, or their habitats. Consequently, an environmental impact statement is not required to be prepared under Part 5.1 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 for approval subject to the proposed mitigation and environmental management measures included in the Conditions of Approval (refer Appendix B).

## References

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Artefact 2017, *New Intercity Fleet Eveleigh Facility Project Statement of Heritage Impact*, Sydney

Artefact 2017, *Letter of Advice – New Intercity Fleet Eveleigh Facility Project – Comeng 1955 Suburban Motor Car C3704 Eveleigh*, Sydney

Environment Protection Authority (EPA) 2000, *NSW Industrial Noise Policy*, Sydney

EPA 2013, *Rail Infrastructure Noise Guideline*, Sydney

GHD 2016, *New Intercity Fleet Enabling Works TA - Concept Design Report Eveleigh Maintenance Facility*, Sydney

Godden Mackay Logan 2013, *Australian Technology Park Conservation Management Plan*.

# Appendix A      Review of Environmental Factors

Please refer to the TfNSW website to access the New Intercity Fleet Eveleigh Facility Project REF:

<https://www.transport.nsw.gov.au/projects/intercity-fleet/eveleigh-facility>

# Appendix B      Conditions of Approval

## CONDITIONS OF APPROVAL

### New Intercity Fleet Eveleigh Facility Project

Note: these conditions of approval must be read in conjunction with the final mitigation measures in the New Intercity Fleet Eveleigh Facility Project Review of Environmental Factors (March 2017).

Schedule of acronyms and definitions used:

Acronym	Definition
CECR	Construction Environmental Compliance Report
CEMP	Construction Environmental Management Plan
CIR	Contamination Investigation Report
CLP	Community Liaison Plan
CMP	Contamination Management Plan
CoA	Condition of Approval
dBA	Decibels (A-weighted scale)
ECM	Environmental Controls Map
EIA	Environmental Impact Assessment
EPA	NSW Environment Protection Authority
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EPL	Environment Protection Licence issued by the Environmental Protection Authority under the <i>Protection of the Environment Operations Act 1997</i> .
EMS	Environmental Management System
HC	Heritage consultant
ICNG	<i>Interim Construction Noise Guidelines</i> (Department of Environment and Climate Change, 2009)
INP	<i>NSW Industrial Noise Policy</i> (EPA, 2000)
ISO	International Standards Organisation
OEH	NSW Office of Environment and Heritage
OEMP	Operational environmental management plan
ONVMP	Operational Noise and Vibration Management Plan
OOHWP	Out of Hours Works Protocol
PCSR	Pre-Construction Sustainability Report
PDP	Public Domain Plan



<b>Acronym</b>	<b>Definition</b>
<b>PECM</b>	Pre-Construction Environmental Compliance Matrix
<b>POCR</b>	Pre-Operational Compliance Report
<b>PMEIA</b>	Principal Manager Environmental Impact Assessment (or nominated delegate)
<b>PMEM</b>	TfNSW Principal Manager Environmental Management (or nominated delegate)
<b>PMSPD</b>	TfNSW Principal Manager Sustainability Planning and Development (or nominated delegate)
<b>RAP</b>	Remedial Action Plan
<b>RBL</b>	Rating Background Level
<b>REF</b>	Review of Environmental Factors
<b>RING</b>	<i>Rail Infrastructure Noise Guideline</i> (EPA, 2013)
<b>RNP</b>	<i>NSW Road Noise Policy</i> (Department of Environmental, Climate Change and Water, 2011)
<b>Roads and Maritime</b>	NSW Roads and Maritime Service
<b>TfNSW</b>	Transport for NSW
<b>TMP</b>	Traffic Management Plan
<b>UDP</b>	Urban Design Plan

Term	Definition
<b>Construction</b>	Includes all work in respect of the Project, other than survey, acquisitions, fencing, investigative drilling or excavation, building/road dilapidation surveys, or other activities determined by the TfNSW PMEM 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).
<b>Contamination</b>	The presence in, on or under land of a substance at a concentration above the concentration at which the substance is normally present in, on or under (respectively) land in the same locality, being a presence that presents a risk of harm to human health or any other aspect of the environment.
<b>Designated Works</b>	Includes tunnelling, blasting, piling, excavation or bulk fill or any vibratory impact works including jack hammering and compaction, for Construction.
<b>Emergency Work</b>	Includes works to avoid loss of life, damage to external property, utilities and infrastructure, prevent immediate harm to the environment, contamination of land or damage to a heritage (indigenous or non-indigenous) item.
<b>Environmental Impact Assessment (EIA)</b>	The documents listed in Condition 1 of this approval.
<b>Environmental management representative</b>	An independent environmental representative appointed to the Project or a delegate nominated by TfNSW.
<b>Feasible</b>	A work practice or abatement measure is feasible if it is capable of being put into practice or of being engineered and is practical to build given project constraints such as safety and maintenance requirements.
<b>Noise Sensitive Receiver</b>	In addition to residential dwellings, noise sensitive receivers include, but are not limited to, hotels, entertainment venues, pre-schools and day care facilities, educational institutions (e.g. schools, TAFE colleges), health care facilities (e.g. nursing homes, hospitals), recording studios, places of worship/religious facilities (e.g. churches), and other noise sensitive receivers identified in the environmental impact assessment.
<b>Project</b>	The construction and operation of the New Intercity Fleet Eveleigh Facility as described in the Environmental Impact Assessment.
<b>Proponent</b>	A person or body proposing to carry out an activity under Part 5 of the EP&A Act – in the case of the Project, TfNSW.
<b>Reasonable and feasible</b>	Consideration of best practice taking into account the benefit of proposed measures and their technological and associated operational application in the NSW and Australian context. Feasible relates to engineering considerations and what is practical to build. Reasonable relates to the application of judgement in arriving at a decision, taking into account: mitigation benefits, cost of mitigation versus benefits provided, community views and nature and extent of potential improvements.

CoA number	Type
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**General**

**1 Terms of Approval**

The Project shall be carried out generally in accordance with the environmental impact assessment (EIA) for this Project, which comprises the following documents:

- a) *New Intercity Fleet Eveleigh Facility Project – Review of Environmental Factors*, (WSP | Parsons Brinckerhoff, March 2017)
- b) *New Intercity Fleet Eveleigh Facility Project – Determination Report*, (WSP | Parsons Brinckerhoff, June 2017).

In the event of an inconsistency between these conditions and the EIA, these conditions will prevail to the extent of the inconsistency.

**2 Project Modifications**

Any modification to the Project as approved in the EIA would be subject to further assessment. This assessment would need to demonstrate that any environmental impacts resulting from the modifications have been minimised. The assessment shall be subject to approval under delegated authority by TfNSW. The Proponent shall comply with any additional requirements from the assessment of the Project modification.

**3 Statutory Requirements**

These conditions do not relieve the Proponent of the obligation to obtain all other licences, permits, approvals and land owner consents from all relevant authorities and land owners as required under any other legislation for the Project. The Proponent shall comply with the terms and conditions of such licences, permits, approvals and permissions.

**4 Pre-Construction Environmental Compliance Matrix**

A pre-construction environmental compliance matrix (PECM) for the Project (or such stages of the Project as agreed to by the Principal Manager Environmental Management (PMEM)) shall be prepared detailing compliance with all relevant conditions and mitigation measures prior to commencement of construction. The PECM shall also include details of approvals, licences and permits required to be obtained under any other legislation for the Project.

A copy of the PECM shall be submitted to the PMEM for approval, at least 21 days prior to commencement of construction of the Project (or within such time as otherwise agreed to by the PMEM).

CoA number	Type
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**5 Construction Environmental Compliance Report**

A construction environmental compliance report (CECR) for the Project shall be prepared which addresses the following matters:

- a) compliance with the construction environmental management plan (CEMP) and these conditions
- b) compliance with TfNSW's NSW Sustainable Design Guidelines - Version 3.0 compliance checklist (7TP-FT-249)
- c) compliance with any approvals or licences issued by relevant authorities for construction of the Project
- d) implementation and effectiveness of environmental controls (the assessment of effectiveness should be based on a comparison of actual impacts against performance criteria identified in the CEMP)
- e) environmental monitoring results, presented as a results summary and analysis
- f) details of the percentage of waste diverted from landfill and the percentage of spoil beneficially reused
- g) number and details of any complaints, including summary of main areas of complaint, actions taken, responses given and intended strategies to reduce recurring complaints (subject to privacy protection)
- h) details of any review and amendments to the CEMP resulting from construction during the reporting period
- i) any other matter as requested by the PMEM.

A copy of each CECR shall be submitted to the PMEM for approval. The first CECR shall report on the first six months of construction and be submitted within 21 days of expiry of that period (or at any other time interval agreed to by the PMEM). CECRs shall be submitted no later than six months after the date of submission of the preceding CECR (or at other such periods as requested by the PMEM) for the duration of construction.

**6 Pre-operation Compliance Report**

A pre-operation compliance report (POCR) for the Project shall be prepared, prior to commencement of operation of the Project. The POCR shall detail compliance with all conditions of approval, licences and permits required to be obtained under any other legislation for the Project.

A copy of the POCR shall be submitted to the PMEM for approval at least one month prior to the scheduled operation of the Project (or such time as otherwise agreed to by the PMEM).

**Communications**

**7 Community Liaison Plan**

The proponent shall develop and implement a Community Liaison Plan (CLP) to engage with government agencies, relevant councils, landowners, community members and other relevant stakeholders (such as utility and service providers, bus companies and businesses). The CLP shall comply with the obligations of these conditions and should include, but not necessarily be limited to:

- a) details of the protocols and procedures for disseminating information and liaising with the community and other key stakeholders about construction activities (including timing and staging) and any associated impacts during the construction period
- b) stakeholder and issues identification and analysis
- c) procedures for dealing with complaints or disputes and response requirements, including advertising the 24 hour construction response line number
- d) details (including a program) of training for all employees, contractors and sub-contractors on the requirements of the CLP.

The CLP shall be prepared to the satisfaction of the Director Community Engagement prior to the commencement of construction and implemented, reviewed and revised as appropriate during construction of the Project.

CoA number	Type
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8	<b>Community Notification and Liaison</b>
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The local community shall be advised of any activities related to the Project with the potential to impact upon them.

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

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

9	<b>Website</b>
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The Proponent shall provide electronic information (or details of where hard copies of this information may be accessed by members of the public) related to the Project, on dedicated pages within its existing website, including:

- a) a list of environmental management reports that are publicly available
- b) 24 hour contact telephone number for information and complaints.

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

10	<b>Complaints Management</b>
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The Proponent shall set up a 24 hour construction response line number.

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

Information on all complaints received during the previous 24 hours shall be forwarded to the TfNSW Community Engagement Manager and the TfNSW Environment and Planning Manager each working day.

<b>Environmental Management</b>	
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11	<b>Environment personnel</b>
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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 TfNSW 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 PMEM, at least 21 days prior to commencement of construction of the Project (or within such time as otherwise agreed to by the PMEM).

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

CoA number	Type
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**12 Environmental Controls Map**

An environmental controls map (ECM) shall be prepared in accordance with the TfNSW *Guide to Environmental Controls Map* (3TP-SD-015) prior to the commencement of construction for implementation for the duration of construction, and may be prepared in stages as set out in the CEMP.

A copy of the ECM must be submitted to the PMEM for approval, at least 21 days prior to commencement of construction of the Project (or within such time as otherwise agreed by the PMEM).

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

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

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**13 Construction Environmental Management Plan**

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

- a) traffic and pedestrian management (in consultation with the relevant roads authority)
- b) noise and vibration management
- c) water and soil management
- d) air quality management (including dust suppression)
- e) indigenous and non-indigenous heritage management
- f) flora and fauna management
- g) storage and use of hazardous materials
- h) contaminated land management (including acid sulphate soils)
- i) weed management
- j) waste management
- k) sustainability
- l) environmental incident reporting and management procedures
- m) non-compliance and corrective/preventative action procedures.

The CEMP shall:

- i) comply with the Conditions of Approval, conditions of any licences, permits or other approvals issued by government authorities for the Project, all relevant legislation and regulations, and accepted best practice management
- ii) comply with the relevant requirements of *Guideline for Preparation of Environmental Management Plans* (Department of Infrastructure, Planning and Natural Resources, 2004)
- iii) include an Environmental Policy.

The Proponent shall:

1. submit a copy of the CEMP to the PMEM for approval at least 21 days prior to the commencement of construction (or within such time as otherwise agreed to by the PMEM)
2. review and update the CEMP at regular intervals, and in response to any actions identified as part of Project audits
3. ensure updates to the CEMP are made within seven days of the completion of the review or receipt of actions identified by any audit of the document, and be submitted to the PMEM for approval.

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

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**14 Environmental Management Representative**

Not used.

**Hours of Work**

**15    Standard Construction Hours**

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

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

**16    High Noise Generating Activities**

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

**Noise and Vibration**

**17    Construction Noise and Vibration**

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

- a) details of construction activities and an indicative schedule for construction works
- b) identification of construction activities that have the potential to generate noise and/or vibration impacts on surrounding land uses, particularly sensitive noise receivers
- c) detail what reasonable and feasible actions and measures shall be implemented to minimise noise impacts (including those identified in the EIA)
- d) procedures for notifying sensitive receivers of construction activities that are likely to affect their noise and vibration amenity, as well as procedures for dealing with and responding to noise complaints
- e) an Out Of Hours Work Protocol (OOHWP) for the assessment, management and approval of works outside the standard construction hours identified in Condition 15 of this approval, including a risk assessment process which deems the out of hours activities to be of low, medium or high environmental risk, is to be developed. All out of hours works are subject to approval by the PMEM, or as approved by the EPA (where relevant to the issuing of an EPL). The OOHWP should be consistent with TfNSW's *Construction Noise Strategy (7TP-ST-157)*
- f) a description of how the effectiveness of actions and measures shall be monitored during the proposed works, clearly indicating the frequency of monitoring, the locations at which monitoring shall take place, recording and reporting of monitoring results and if any exceedance is detected, the manner in which any non-compliance shall be rectified.

CoA number	Type
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18	<b>Vibration Criteria</b>
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Vibration (other than from blasting) resulting from construction and received at any structure outside of the Project shall be limited to:

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

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

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

20	<b>Piling</b>
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Wherever practical, piling activities shall be completed using non-percussive piles. If percussive piles are proposed to be used, approval of the PMEM shall be obtained prior to commencement of piling activities.

<b>Contamination and Hazardous Materials</b>	
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21	<b>Unidentified Contamination (other than asbestos)</b>
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If previously unidentified contamination (excluding asbestos) is discovered during construction, work in the affected area must cease immediately, and an investigation must be undertaken and a report prepared to determine the nature, extent and degree of any contamination. The level of reporting must be appropriate for the identified contamination in accordance relevant EPA guidelines, including *Guidelines for Consultants Reporting on Contaminated Sites* (OEH, 2011).

A copy of any contamination report must be submitted to the PMEM for review for a minimum period of seven days. The PMEM shall determine whether consultation with the relevant council and/or EPA is required prior to continuation of construction works within the affected area.

**Note:** *In circumstances where both previously unidentified asbestos contamination and other contamination are discovered within a common area, nothing in these conditions shall prevent the preparation of a single investigation report to satisfy the requirements of both Condition 21 and Condition 22.*



CoA number	Type
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22	<b>Asbestos Management</b>
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If previously unidentified asbestos contamination is discovered during construction, work in the affected area must cease immediately, and an investigation must be undertaken and a report prepared to determine the nature, extent and degree of the asbestos contamination. The level of reporting must be appropriate for the identified contamination in accordance with relevant EPA and WorkCover guidelines and include the proposed methodology for the remediation of the asbestos contamination. Remediation activities must not take place until receipt of the investigation report.

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

**Note:** *In circumstances where both previously unidentified asbestos contamination and other contamination are discovered within a common area, nothing in these conditions shall prevent the preparation of a single investigation report to satisfy the requirements of both Condition 21 and Condition 22.*

23	<b>Storage and Use of Hazardous Materials</b>
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Construction hazard and risk issues associated with the use and storage of hazardous materials shall be addressed through risk management measures, which shall be developed prior to construction as part of the overall CEMP, in accordance with relevant EPA guidelines, TfNSW's *Chemical Storage and Spill Response Guidelines* (9TP-SD-066) and Australian and ISO standards. These measures shall include:

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

24	<b>Hazardous Materials Survey</b>
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A hazardous materials survey in accordance with AS 2601 (2001) *Demolition of Structures* shall be undertaken by an appropriately qualified environmental scientist prior to the demolition of the Welding Qualifications Centre.

Subsequent removal of any hazardous material is to be undertaken in accordance with applicable EPA and WorkCover guidelines.

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

**Heritage Management**

**26      Indigenous and Non-Indigenous Heritage**

If previously unidentified Indigenous or non-Indigenous heritage/archaeological items are uncovered during construction works, the procedures contained in the TfNSW *Unexpected Heritage Finds Guideline* (3TP-SD-115) shall be followed and all works in the vicinity of the find shall cease. The TfNSW Environment and Planning Manager shall be immediately notified to co-ordinate a response, which may include seeking appropriate advice from a suitably qualified and experienced heritage consultant (in consultation with the Heritage Division, OEH where appropriate). Works in the vicinity of the find shall not re-commence until clearance has been received from TfNSW and/or the heritage consultant.

**27      Protection of State Heritage Items**

Design and construction of the Project within the State Heritage curtilage of the Eveleigh Railway Workshops must be undertaken in accordance with the conditions of the approval granted under section 60 of the NSW *Heritage Act 1977* issued 8 June 2017 (refer to Appendix D) and recommendations made in the Statement of Heritage Impact (Artefact, 2017).

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.

**28      Archival Recording**

Archival recording of all impacted structures and the setting and context of the Precinct, particularly the Welding Qualifications Centre and the C3704 railway carriage, shall be undertaken in accordance with the following guidelines prior to its disturbance or removal:

- a) *How to prepare archival records of heritage items* (NSW Heritage Office 1998)
- b) *Photographic recording of heritage items using film or digital capture* (NSW Heritage Office 2006)

A copy is to be provided to the Sydney Trains Heritage Team.

**29      Independent Heritage Consultant**

A suitably qualified and experienced Heritage Consultant (HC), who is independent of the Contractor's design and construction personnel, is to be engaged pending approval by the PMEIA prior to the commencement of construction.

The HC is to provide input into, and review of, the design and construction of the Project to ensure that the design and construction are sympathetic to the heritage values of the Project and surrounding areas to the greatest extent practicable.

The HC will have responsibility for:

- a) considering and advising the Proponent and Contractor on heritage matters relating to the detailed design of the Project;
- b) reviewing the design submissions and providing input into detailed design development;
- c) providing input into site heritage inductions; and
- d) inspecting the works to ensure the design and construction impacts on heritage fabric are consistent with the provisions of these Conditions of Approval, the CEMP and any other heritage approvals.

Details of the proposed HC are to be provided to the PMEIA for approval at least 21 days prior to the commencement of any works within the State Heritage curtilage of the Eveleigh Railway Workshops.

**Lighting****30 Lighting Scheme**

All permanent lighting for the Project is to be developed by a suitably qualified lighting designer and prepared in accordance with AS 1158 *Road Lighting* and AS 4282 *Control of the Obtrusive Effect of Outdoor Lighting*. The lighting scheme shall address the following as relevant:

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

The proposed lighting scheme is to be submitted with each design submission and accepted by TfNSW's Precincts and Urban Design team.

**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:

- a) all buildings/structures/roads within a plan distance of 20 metres from the edge of the Designated Works
- b) all heritage listed buildings and other sensitive structures within 20 metres from the edge of the Designated Works.

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

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

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

CoA number	Type
<b>Sustainability</b>	
32	<p><b>Sustainability Officer</b></p> <p>The Proponent shall appoint a suitably qualified and experienced sustainability officer who is responsible for implementing sustainability objectives for the Project.</p> <p>Details of the sustainability officer, including defined responsibilities, duration and resource allocation throughout the appointment, are to be submitted to for the approval of the Principal Manager Sustainability <b>Planning and Development</b> (PMSPD) prior to preparation of the pre-construction sustainability report (PCSR) (or within such time as otherwise agreed to by the PMS). Any adjustments to sustainability resource allocations are to be approved by the PMSPD.</p>
33	<p><b>Pre-Construction Sustainability Report</b></p> <p>Prior to commencement of construction, a pre-construction sustainability report (PCSR) shall be prepared to the satisfaction of the PMS. The Report shall include the following minimum components:</p> <ul style="list-style-type: none"> <li>a) a completed electronic checklist demonstrating compliance with TfNSW's <i>NSW Sustainable Design Guidelines – Version 3.0 (7TP-ST-114)</i></li> <li>b) a statement outlining the Proponent's own corporate sustainability obligations, goals, targets, in house tools, etc</li> <li>c) a documented process to identify and progress innovation initiatives on the Project as appropriate. Areas of innovation that have been confirmed, and those subject to ongoing evaluation for implementation on the Project, are to be identified.</li> </ul> <p>The Proponent shall submit a copy of the PCSR to the PMS for approval, at least 14 days prior to the commencement of construction (or within such time as otherwise agreed to by the PMSPD).</p>

**Traffic and Access**

**34    Traffic Management Plan**

A construction traffic management plan (TMP) shall be prepared as part of the CEMP which addresses, as a minimum, the following:

- 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 parking
- f) parking locations for construction workers away from stations and busy residential areas, and details of how this will be monitored for compliance
- g) routes to be used by heavy construction-related vehicles to minimise impacts on sensitive land uses and businesses
- h) details for relocating kiss and ride, taxi ranks bus stops (and rail replacement bus stops if required), including appropriate signage to direct customers, in consultation with the relevant taxi/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 construction TMP.

The Proponent shall consult with the relevant roads authority during preparation of the TMP, as required and obtain any approvals as required under the *Roads Act 1993*. The performance of all Project traffic arrangements must be monitored during construction.

**35    Road Condition Reports**

Prior to construction commencement, the Proponent shall prepare road condition surveys and reports on the condition of roads and footpaths affected by construction. Any damage resulting from the construction of the Project, aside from that resulting from normal wear and tear, shall be repaired at the Proponent's expense.

**Additional Conditions**

**36    Graffiti and Advertising**

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

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

CoA number	Type
<b>Site Specific Conditions</b>	
37	<p><b>Movable Heritage Items</b></p> <p>A schedule of movable heritage objects in the Welding Qualifications Centre shall be prepared in consultation with Sydney Trains. The schedule of objects would be prepared prior to commencement of works, and provide guidance in accordance with the Sydney Trains Movable Heritage Strategy on the temporary and long-term curation of these items.</p>
38	<p><b>Sympathetic Design and Materials</b></p> <p>Sympathetic design and materials shall be considered as part of detailed design to the satisfaction of PMEM, particularly in Subject Site 3 in front of the Works Managers Office. These consideration are to be outlined in design report or design specifications and endorsed by PMEM.</p>
39	<p><b>Archaeological Monitoring</b></p> <p>A program of archaeological monitoring under the supervision of the excavation director (nominated by TfNSW) shall be conducted during the removal of the present ground surfaces in Subject Site 1. Depending on the intactness of archaeological resources identified in this area, testing or open area salvage excavation shall be conducted at the discretion of the excavation director. The extent of this program shall be refined during detailed design and constructability stages of the Project and would be input into an Archaeological Work Method Statement which would supplement the existing Archaeological Research Design (refer to Section 5.0 of the SoHI (Artefact, 2017)).</p> <p>Another program of archaeological monitoring under the supervision of the excavation director shall be conducted for footing excavation of overhead wiring stanchions located within Subject Site 2 in accordance with the Archaeological Work Method Statement.</p> <p>All State significant deposits shall be managed in accordance with the requirements of the Heritage Act 1977.</p>
40	<p><b>Impacts on The Rail Heritage of The Australian Technology Park</b></p> <p>In accordance with Policy 9.2 of the Australian Technology Park Conservation Management Plan, local, heritage and rail history community groups shall be informed of the proposed works and their input sought for strategies to preserve the rail heritage of the Australian Technology Park (Godden Mackay Logan, 2013).</p>
41	<p><b>Potential Hazard of Asbestos</b></p> <p>A HAZMAT Management Plan shall be developed and implemented in accordance with applicable WorkCover and EPA guidelines, prior to the commencement of works, due to the potential hazard of asbestos in the area as identified in the Concept Design Report (GHD, 2016).</p>
42	<p><b>Operational environmental management plan</b></p> <p>Prior to commissioning of the New Intercity Fleet, an operational environmental management plan (OEMP) (or similar plan) shall be developed to manage environmental impacts associated with the commissioning works and during operation. The plan shall be prepared by the nominated maintenance operator in consultation with TfNSW, NSW TrainLink, Sydney Trains and other relevant stakeholders.</p>

CoA number	Type
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<b>43</b>	<b>Management of contamination</b>
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In the event that indicators of contamination are encountered during construction (such as odours or visually contaminated materials), work in the area would cease until an appropriately qualified person can advise on the need for further investigation, remediation or other action.

An 'unexpected finds protocol' shall be prepared and included in the CEMP to assist with the identification, assessment, management, health and safety implications, remediation and/or disposal (at an appropriately licenced facility) of any potentially contaminated soil and/or water.

Any material and/or soil suspected of showing evidence of contamination shall be sampled and analysed by appropriately registered laboratory (NATA) and managed in accordance with the *Waste Classification Guidelines* (EPA, 2014), the *Guidelines on the Duty to Report Contamination* (EPA, 2015) and the *Contaminated Land Management Act 1997*.

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<b>44</b>	<b>Compliance Management System</b>
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The TfNSW Compliance Management System is the system developed and used by TfNSW to monitor compliance with the conditions of all licences, permits and approvals of its projects.

The Compliance Management System shall be used to confirm that all Contractor's Activities are compliant with all conditions of all licences, permits and approvals of the Project and to report compliance to TfNSW in accordance with the relevant TfNSW guideline.

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END OF CONDITIONS

# **Appendix C Letter of advice regarding rail carriage C3704**





artefact

21 April 2017

Natalie Green  
A/Senior Manager Planning  
Planning and Environment Services  
Integrated Planning, Infrastructure Services  
Transport for NSW

Dear Ms Green,

**Re: New Intercity Fleet Eveleigh Facility Project – Comeng 1955 Suburban Motor Car C3704, Eveleigh**

Artefact Heritage (Artefact) prepared a Statement of Heritage Impact (SoHI) for the New Intercity Fleet (NIF) Eveleigh Facility Project in 2017. The Report was prepared for WSP Parsons Brinckerhoff on behalf of Transport for NSW (TfNSW).

**Identification of Railway Carriage with Innovation Plaza**

The SoHI identified railway carriage FRN 2186 (Second Class Sitting/ Buffet Car) within the NIF Eveleigh Facility project area. The railway carriage is situated across Innovation Plaza within the Australian Technology Park (ATP).

Railway carriage FRN 2186 is listed on the Sydney Trains s170 register as an item of **local** significance (SHI# 4807101). The SoHI assessed railway carriage FRN 2186 as an element of **moderate** significance of the SHR listed Eveleigh Railway Workshops (SHR# 01140).

The project description provided during preparation of the SoHI indicated that the railway carriage would be removed from its present location in order to make space for proposed extension of a rail siding and security fencing. The SoHI assessed impacts to the element as **negligible visual impact**:

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*The carriage is located in a position of visual prominence in Innovation Plaza, however this is neither the original location nor heritage appropriate context for the element. The relocation of the carriage would result in negligible visual impacts to the heritage significance of the element.*

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The SoHI assessed impacts to the overall SHR item (Eveleigh Railway Workshops SHR# 01140) as result of impacts to the railway carriage as **negligible visual and cumulative impacts**:

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*The rail carriage presently partially obscures view lines from the Locomotive Workshops towards the Works Managers Office. The relocation of this element would potentially improve the number of heritage significant view lines. However, security fencing would cause a largely similar degree of visual obstruction in its place.*

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### Error in Railway Carriage Identification

Subsequent to finalisation of the SoHI and application to Heritage Division by TfNSW for Section 60 approval for the proposal works, it was brought to Artefact and TfNSW's attention by a member of the public that the carriage within Innovation Plaza had been misidentified by Artefact. The advice was that the railway carriage is not FRN2186, rather that its correct identification is **Comeng 1955 Suburban Motor Car C3704**.

Further investigation by Artefact confirmed that the correct identification of the railway carriage is C3704. Photographs of the carriage provided by the member of the public showed "C3704" painted on the side of the carriage. However, the railway carriage had been recently repainted and identification markings painted over prior to the site inspection by Artefact in 2016.

### Comeng 1955 Motor Car C3704

Suburban motor car C3704 is not listed on the State Heritage Inventory (SHI), s170 register or SHR. The car is one of 40 motor cars built in 1955 by Commonwealth Engineering Company (Comeng). The sequence of 40 cars are designated as C3701 through C3740. Information provided by 3801 Limited, the current occupants of the carriage, indicates that the cars were nicknamed "Sputnik", after the satellite launched by the Soviet Union in 1957, the same year that this class of car first entered service (C3701 and C3702). C3704 entered service on 9 January 1958. The last car in the 'Sputnik' series to enter service was C3740, which entered service on 31 May 1960.

Although C3704 has not been identified as a listed heritage item, cars C3702 and C3708 are listed on the SHI as items of **local** significance. A statement of significance for C3704, using information from the listings for C3702 and 3708, is provided in the revised assessment of impacts table (Table 1).

### Changes to Proposed Works in Innovation Plaza

Since finalisation of the SoHI and application by TfNSW to Heritage Division for Section 60 approval, TfNSW are no longer proposing to move C3704 from its current position. The proposal is now to:

- Leave C3704 *in situ*
- Construct of a security fence around C3704, separating C3704 and the remainder of Innovation Plaza from the proposed siding extension.

### Assessment of Impacts to C3704

An assessment of impacts for C3704 in relation to the proposed NIF Eveleigh Facility Project is outlined in Table 1 below.

This assessment of impacts outlined in Table 1 replaces the assessment of impacts for railway carriage FRN2186 outlined in Table 13 of the SoHI.

**Table 1: Assessment of Impacts for C3704<sup>1</sup>**

## Comeng 1955 Suburban Motor Car C3704

Significance	<p>This element is considered of <b>moderate</b> significance to the SHR listed Eveleigh Railway Workshops (SHR #01140) as a whole.</p> <p>This item is considered to be an unlisted item of <b>local</b> significance.</p>
Description	<p>The motor car is an all steel wide-bodied car with doors set at quarter points to allow good ingress and egress into the car. It is clad in steel sheeting with a mathoid roof in elliptical form.</p> <p>C3704 was recently repainted, with the roof re-sealed with Brushable Hydroseal, a heavy bituminous, fibre reinforced, rust inhibiting sealing compound<sup>2</sup>. The remainder of the outside of the car has also been repainted, resulting in former paint scheme and labelling, including “C3704” label, being removed.</p> <p>C3704 was built by Comeng at Granville, NSW, in 1955 and entered service on 9 January 1958 as one of 40 cars constructed for the electrification of the line to Penrith (cars C3701 – 3740). The 1955 cars were the final development of the single deck steel car that first operated on the Sydney Suburban system in 1925. Cars C3701-3740 is one of the first suburban cars to be fitted with power-operated doors as a standard design feature when built. Since then all new suburban rolling stock has been fitted with the exception of some double deck trailer cars designed to be operated with older vehicles. Cars C3701-3740 were also the first to be equipped with four motors per car (all previous cars had only two motors per car) and to be of all welded construction (previous cars were either riveted or part riveted and part welded).</p> <p>The interior of the car has not been assessed. It is understood that the car is used as an office by 3801 Limited, and venetian blinds can be seen on the interior of each window. Exterior fittings include water and waste pipes, as well as an air condition unit.</p>
Movable Items	The car is a movable item.
Statement of significance	Suburban Motor Car C3704 has heritage significance as one of the last remaining motor cars of the 40 built in 1955. Examples C3702 and C3708 are more intact, with intact interiors and paint schemes. The series of cars C3701 – C3740 represent the final development of the single deck steel car that first operated on the Sydney Suburban System in 1925. This car was one of the first set of suburban cars to be fitted with power-operated doors when built, now a standard design feature. These cars were also the first to be equipped with four motors per car (all previous cars had only two motors per car) and to be of all-welded construction (previous cars were either riveted or part riveted and part welded).
Impact type	<p><b>Indirect visual impact</b></p> <p>The carriage would surrounded on one side by a new security fence.</p>

<sup>1</sup> Utilising information from <http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?id=4807170> and <http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?id=4807171>

<sup>2</sup> Information from <https://eveleighprojects.wordpress.com/2016/09/20/and-now-for-something-completely-different/>

## Comeng 1955 Suburban Motor Car C3704

### Negligible visual impact

Impact on element The carriage is located in a position of visual prominence in Innovation Plaza, however this is neither the original location nor heritage appropriate context for the element. Installing a fence around the carriage would result in negligible visual impacts to the heritage significance of the element.

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### Negligible visual and cumulative impacts

Impact to overall SHR item The rail carriage presently partially obscures view lines from the Locomotive Workshops towards the Works Managers Office. Installation of security fencing would cause a similar degree of visual obstruction.

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All recommendations for the project as outlined in the SoHI remain valid, including archival recording of the portion of Innovation Plaza in front of the Works Managers Office, containing C3704, prior to works commencing.

Kind Regards,



Josh Symons  
Principal  
Artefact Heritage

josh.symons@artefact.net.au  
0402 433 432

# **Appendix D      Section 60 Heritage Act Consent and Conditions of Approval**



File No: SF17/18478  
Ref: DOC17/169206

Ms Louise Sureda  
Director Planning & Environment Services  
Infrastructure and Services  
Transport for NSW  
Level 5, Tower A, Zenith Centre  
821 Pacific Highway  
CHATSWOOD NSW 2067

Email: Rod Williams [[rod.williams@transport.nsw.gov.au](mailto:rod.williams@transport.nsw.gov.au)]

Dear Ms Sureda

**APPLICATION UNDER S60 OF THE HERITAGE ACT 1977  
EVELEIGH RAILWAY WORKSHOPS, STATE HERITAGE REGISTER N<sup>o</sup> 01140**

**RE: Eveleigh Railway Workshops – Reconfiguration of facility to support commissioning, stabling and maintenance of the New InterCity Fleet.**

**Proposal:** To undertake track, civil, overhead wiring, signalling and signage modifications at the Precinct to facilitate commissioning, stabling, maintenance and decanting activities.

**Section 60 Application No: S60/2017/90**, received 16 March 2017

**Information received with the application:** As per Condition No. 1

**Additional information requested:** Yes

**Additional information received:** 2 May 2017

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

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

**a. Engineering Drawings prepared by GHD, as listed in the table below:**

Dwg No	Dwg Title	Date	Rev
<b>Project Name: Eveleigh Maintenance Centre</b>			
H001	Heritage Overview	20.02.17	A
H002	Items with Heritage Significance	15.02.17	A
H100	Extension to Eastern Siding – Demolition	17.02.17	B
H101	Extension to Eastern Siding – Excavation and Civil	17.02.17	B
H102	Extension to Eastern Siding – Overhead wiring	20.02.17	B
H103	Extension to Eastern Siding – Signalling	17.02.17	B
H104	Extension to Eastern Siding – Electrical	17.02.17	B
H200	Engineering Sidings – Demolition	17.02.17	B

H201	Engineering Sidings – Civil and Excavation	17.02.17	B
H202	Engineering Sidings – Overhead Wiring	17.02.17	B
H203	Engineering Sidings – Signalling	17.02.17	B
H204	Engineering Sidings – Electrical	17.02.17	B
H300	Millennium Maintenance Centre – Demolition	20.02.17	A
H301	Millennium Maintenance Centre – Civil & Excavation	20.02.17	A
H302	Millennium Maintenance Centre – Overhead Wiring	20.02.17	A
H303	Millennium Maintenance Centre – Signalling	20.02.17	A
H304	Millennium Maintenance Centre – Electrical	20.02.17	A
03053	Roads No. 6 & 7 Details	28.11.16	1
10015	Notes and Legend	28.11.16	1

- b) Report entitled ‘New Intercity Fleet, Eveleigh Facility Project – Statement of Heritage Impact, Report to WSP Parsons Brinckerhoff’, prepared by Artefact Heritage, February 2017.
- c) Report entitled ‘New Intercity Fleet, Eveleigh Facility Project – Comeng 1955 Suburban Motor Car C3704, Eveleigh,’ prepared by Artefact Heritage, 21 April 2017.

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

#### **PROPOSED WORKS**

2. The replacement external wall proposed for the Millennium Maintenance Centre (following demolition of the Welding Qualifications Centre) is to match the existing external walls.

*Reason: To ensure a visual consistency.*

3. The new security fencing proposed to be installed within Subject Site 3 is to be a welded mesh material to maximise transparency. The height should be restricted to height of adjacent security fencing.

4. Security fencing adjacent to the existing train carriage within Subject Site 3 should be a minimum 1m from the carriage.

*Reason: To minimise obstruction of view lines between the Works Manager’s Office and the Locomotive Workshops.*

5. The existing waste/ storage area located in Subject Site 3 is to be relocated to an appropriate area that does not impact on the visual connection between the Works Manager’s Office and the Locomotive Workshops. A location should be selected in consultation with Sydney Trains Heritage Office.

*Reason: To minimise obstruction of view lines between the Works Manager’s Office and the Locomotive Workshops.*

6. **The wooden buffer stop in the Eastern Siding should be salvage and retained on site to be reused, if feasible.**

*Reason: To encourage the reuse of elements associated with the character of the place.*

#### **SCHEDULE OF MOVEABLE HERITAGE**

7. **A schedule of moveable heritage objects in the Welding Qualifications Centre should be prepared prior to commencement of works. This schedule should be undertaken in consultation with Sydney Trains Heritage Office and identify elements to be retained and reused.**

*Reason: To inform the temporary and long term curation of these items.*

#### **ARCHIVAL RECORDING**

8. **An archival photographic recording of the Welding Qualifications Centre must be prepared prior to commencement of works, in accordance with the Heritage Division document entitled, *Photographic Recording of Heritage Items using Film or Digital Capture*. The original copy of the archival record shall be submitted to the Heritage Division and a copy with City of Sydney Council.**

*Reason: To ensure that the existing site conditions, context and settings are properly documented prior to their modification and that copies of the archival recordings are kept with the relevant authorities and to ensure that the original copies of significant documents are retained for future reference.*

#### **CONSERVATION**

9. **Significant elements are to be adequately protected during the works from potential damage. Protection systems must ensure historic fabric is not damaged or removed. All tradesmen and workers on site shall be made aware of the significant fabric on site.**

*Reason: To ensure that significant fabric is not damaged during the works.*

#### **10. MANAGEMENT OF ARCHAEOLOGICAL RESOURCES AND ENGINEERING WORKS DURING REMOVAL OF STATE SIGNIFICANT ARCHAEOLOGY AT EVELEIGH RAILWAY WORKSHOPS**

- a. **Excavation Works shall be in accordance with the research design and excavation methodology outlined in 'New Intercity Fleet, Eveleigh Facility Project – Statement of Heritage Impact, Report to WSP Parsons Brinckerhoff', prepared by Artefact Heritage, dated February 2017.**
- b. **The Applicant must ensure the Primary Excavation Director, Ms Abi Cryerhall, , is present at the site supervising all excavation activity likely to expose relics and engineering works.**
- c. **Archaeological monitoring, recording and removal of deposits is approved as outlined above and in accordance with the above assessment.**



- d. The Applicant must ensure that the nominated Excavation Director takes adequate steps to record in detail relics, structures and features discovered on the site during the archaeological works in accordance with current best practice. This work must be undertaken in accordance with the NSW Heritage Office guidelines, 'How to Prepare Archival Records of Heritage Items' (1998) and 'Guidelines for Photographic Recording of Heritage Items' (2006).
- e. The Applicant is responsible for the safe-keeping of any relics recovered from the site. The Applicant must ensure the nominated Excavation Director ensures any artefacts recovered from the site are cleaned, stabilised, labelled, analysed, catalogued and stored in a way that allows them to be retrieved according to both type and provenance.
- f. The Applicant must ensure that a final excavation report is prepared by the nominated Excavation Director, to publication standard, within one (1) year of the completion of the field based archaeological activity unless an extension of time or other variation is approved by the Heritage Council of NSW. Further copies of the report should be lodged with the local library and/or another appropriate local repository in the area in which the site is located.

*Reason: These are standard conditions to manage the archaeological resource during and following excavation at this site and to ensure the results are adequately documented.*

#### **ABORIGINAL OBJECTS:**

11. Should any Aboriginal 'objects' be uncovered by the work, excavation or disturbance of the area is to stop immediately and the Office of Environment & Heritage is to be informed in accordance with Section 89A of the National Parks and Wildlife Act, 1974 (as amended). Works affecting Aboriginal 'objects' on the site must not continue until the Office of Environment and Heritage has been informed. 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**

12. Officers of the Office of Environment and Heritage, Heritage Division are to be permitted entry to the site at any time as a condition of this approval and may photograph, take samples or request records in relation to any aspects of the approved activity.

The Applicant and the nominated Heritage Consultant may be required to participate in random audits of Heritage Council approvals to confirm compliance with conditions of consent at any time.

*Reason: To ensure compliance with conditions.*

#### **DURATION OF APPROVAL**

13. This approval shall be void if the activity to which it refers is not completed within five years after the date of the approval, or within the period of consent

**specified in any relevant development consent granted under the Environmental Planning and Assessment Act 1979, whichever occurs first.**

*Reason: To ensure compliance with approval.*

It should be noted that as a result of the demolition of the Welding Qualifications Centre, the remaining built elements constructed during the same period ie 1965-70, will increase in heritage significance. Any future proposals to remove these elements will further enhance the values of the remaining elements.

It should also 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.

If you have any questions regarding the above matter please contact David Nix, Heritage Assessment Officer at the Heritage Division, Office of Environment and Heritage, on telephone (02) 9895 6523 or by e-mail: david.nix@environment.nsw.gov.au.

Yours sincerely



**08/06/2017**

**Katrina Stankowski**  
Acting Manager, Listings  
Heritage Division  
Office of Environment and Heritage  
**As Delegate of the Heritage Council of NSW**

# Appendix E Environmental Impact Assessment

## NEW INTERCITY FLEET EVELEIGH FACILITY PROJECT

### APPROVAL

I, LOUISE SUREDA, as delegate of the Secretary, TfNSW:

1. Have examined and considered the Proposed Activity in the New Intercity Fleet Eveleigh Facility Project Review of Environmental Factors (March 2017) and the New Intercity Fleet Eveleigh Facility Project Determination Report (June 2017) in accordance with section 111 of the *Environmental Planning and Assessment Act 1979*.
2. Determine on behalf of TfNSW (the Proponent) that the Proposed Activity may be carried out in accordance with the Conditions of Approval in this Determination Report (June 2017), consistent with the Project described in the New Intercity Fleet Eveleigh Facility Project Review of Environmental Factors (March 2017) as amended by this Determination Report.



Louise Sureda  
Director, Planning and Environment Services  
Infrastructure and Services Division

**TfNSW**

Date: .....15.6.17.....