

More Trains, More Services

Wollongong Stabling Yard and Platform Extension Project

Determination Report





**Transport
for NSW**

Wollongong Stabling Yard and Platform Extension Determination Report

**More Trains More Services Program
Ref – 6424627**

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Glossary and abbreviations

Term	Meaning
CCTV	Closed-circuit television
CEMP	Construction Environmental Management Plan
CoA	Condition of Approval
Concept design	The concept design is the preliminary design presented in the REF, which would be refined by the Construction Contractor (should the Proposal proceed) to a design suitable for construction (subject to TfNSW acceptance)
Construction Contractor	The Construction Contractor for the Proposed Activity would be appointed by TfNSW to undertake the detailed design and construction of the Proposed Activity
Detailed design	Detailed design broadly refers to the process that the Construction Contractor undertakes (should the Proposal proceed) to refine the concept design to a design suitable for construction (subject to TfNSW acceptance)
EP&A Act	<i>Environmental Planning and Assessment Act 1979 (NSW)</i>
EP&A Regulation	<i>Environmental Planning and Assessment Regulation 2000 (NSW)</i>
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999 (Cwlth)</i>
ISCA	Infrastructure Sustainability Council of Australia
LGA	Local Government Area
NES	Matters of 'National Environmental Significance' under the EPBC Act
NIF	New Intercity Fleet
NSW	New South Wales
OEH	(former) NSW Office of Environment and Heritage
OHW	Overhead Wiring
Proponent	A person or body proposing to carry out an activity under Division 5.1 of the EP&A Act – in this instance, TfNSW
Proposed Activity	The construction and operation of the Wollongong Stabling Yard and Platform Extension
REF	Review of Environmental Factors
SoHI	Statement of Heritage Impact
TfNSW	Transport for NSW (the Proponent)
TGSI	Tactile ground surface indicators

Executive summary

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 proposes to deliver service improvements on Sydney's busiest rail lines including the T4 Illawarra Line, South Coast Line and T8 Airport and South Line. These improvements are part of the More Trains, More Services program (the Program) that over the next ten years will transform the rail network and provide customers with more reliable turn up and go services.

As part of the Program, TfNSW proposes to upgrade Wollongong Stabling Yard and extend the platforms at Wollongong Station as part of the enabling works for the introduction of the New Intercity Fleet (NIF) carriages.

TfNSW is the proponent for the Wollongong Stabling Yard and Platform Extension Project (referred to as 'the Proposed Activity' for the purposes of this document). The Proposed Activity involves extension of the southern (Country) ends of Platforms 1 and 2 by about nine metres, reconfiguration of the railway tracks between the station and the stabling yard and various other ancillary works.

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 Jacobs Australia 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

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

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

Conclusion

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

1 Introduction

1.1 Background

Transport for NSW (TfNSW) is the 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 rail, bus, ferry 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, and infrastructure and freight.

TfNSW proposes to deliver service improvements on Sydney's busiest rail lines including the T4 Illawarra Line, South Coast Line and T8 Airport and South Line. These improvements are part of the More Trains, More Services program (the Program) that over the next ten years will transform the rail network and provide customers with more reliable turn up and go services.

The next stage of the Program includes the delivery of 17 new Waratah Series 2 trains and 42 additional New Intercity Fleet (NIF) carriages. The Program is about building a modern and up to date rail system that will play its part in making Sydney a more productive and liveable city.

As part of the Program, TfNSW proposes to upgrade Wollongong Stabling Yard and extend two platforms at Wollongong Station as part of the enabling works for the introduction of the NIF.

TfNSW is the proponent for the Wollongong Stabling Yard and Platform Extension Project (referred to as 'the Proposed Activity' for the purposes of this document).

The Proposed Activity is consistent with NSW planning strategies, including the *Future Transport Strategy 2056* (TfNSW, 2018) and the *Greater Sydney Region Plan* (Greater Sydney Commission, 2018).

1.2 Review of Environmental Factors

A Review of Environmental Factors (REF) was prepared by TfNSW in accordance with section 5.5 and section 5.7 of the *Environmental Planning and Assessment 1979* (EP&A Act), and clause 228 of the *Environmental Planning and Assessment Regulation 2000* (EP&A Regulation), to ensure that TfNSW takes into account to the fullest extent possible, all matters affecting or likely to affect the environment as a result of the Proposed Activity. The REF is included in Appendix C.

The Wollongong Stabling Yard and Platform Extension REF was placed on public display by TfNSW from 4 to 18 September 2019, with 7 submissions received, including a submission was from Wollongong Council.

Issues raised in these submissions are addressed in Section 2.3 of this report.

1.3 Determination report

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

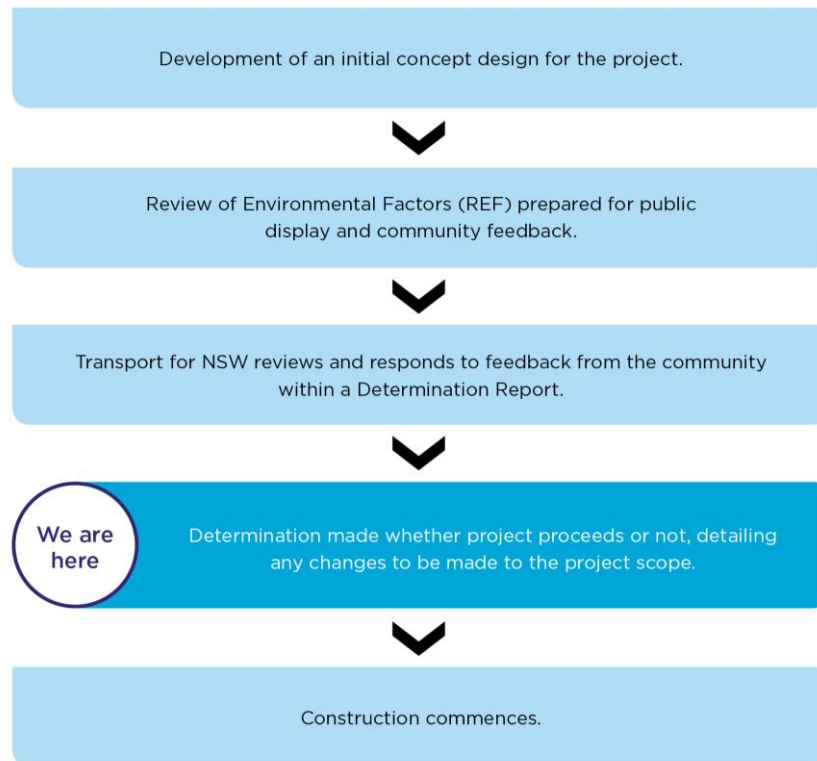


Figure 1.1: Planning approval process

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

- present a summary of the submissions received during the public display of the REF and TfNSW’s response to the issues and comments raised in these submissions
- assess the environmental impacts with respect to the Proposed Activity, which are detailed in the Review of Environmental Factors (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

An overview of the Proposed Activity, which is the subject of the Wollongong Stabling Yard and Platform Extension REF, is provided in the Executive Summary with full details set out in section 3.1 of the REF. In summary, the Proposed Activity as outlined in the REF comprises:

- extension of the southern (Country) ends of Platforms 1 and 2 by about nine metres
- reconfiguration of the railway tracks between the station and the stabling yard
- modifications to overhead wiring (OHW), underground utilities and signal relocation
- reconstruction of a currently unused siding including new OHW infrastructure
- cleaning and tamping of ballast on all other sidings
- installation of walkways for use by train drivers, cleaners and maintenance crews
- new fencing and drainage works
- yard facilities including lighting and closed-circuit television
- operation of the Proposed Activity.

The need for, and benefits of the Proposed Activity are outlined in Chapter 2 of the REF. Construction is expected to commence in late 2019 and take up to 18 months to complete.

2 Consultation and assessment of submissions

2.1 REF public display

The Wollongong Stabling Yard and Platform Extension REF was placed on public display between 4 to 18 September 2019 at two locations, as well as on the [TfNSW website](#)¹ and the [‘Have Your Say’ website](#)². Community consultation activities undertaken during this period included:

- community information session on 11 September 2019 at Wollongong Station
- distribution of a project update at the station, and to local community and rail customers outlining the Proposal and inviting feedback on the REF on 11 September 2019
- public display of the REF at:
 - Wollongong Library
41 Burelli Street
Wollongong)
 - TfNSW office
The Gateway
241 O’Riordan Street, Mascot and on the TfNSW website at www.transport.nsw.gov.au/projects/more-trains-more-services and the NSW Government
- advertisement of the REF public display in local newspapers with a link to the TfNSW website that included a summary of the Proposal and information on how to provide feedback
- consultation with Wollongong City Council, Sydney Trains and other non-community stakeholders

During development of the concept design of the Proposed Activity, consultation was undertaken with Sydney Trains Heritage and the former Heritage Division (now Heritage NSW) during September to December 2018 to discuss the design of the proposed platform extensions at Wollongong Station, and any heritage requirements and considerations. Feedback received from these agencies on the concept design has been considered and incorporated during development of the Proposal.

2.2 REF submissions

A total of seven submissions were received by TfNSW, including one submission received from Wollongong City Council.

Submissions raised a variety of issues in relation to the Proposed Activity. The key issues raised in submissions received were:

- general concerns and suggestions for timetabling
- concerns about how the Proposal will improve travel times for passenger services
- concerns about the train stopping patterns on the South Coast Line

¹ www.transport.nsw.gov.au/projects/more-trains-more-services

² <http://www.haveyoursay.nsw.gov.au>

- concerns about overcrowding on trains
- concerns about the Proposal's construction and operational noise impacts
- concerns about the Proposal's impact on heritage.

2.3 Consideration and response to submissions

Community submissions

A summary of all issues raised in community submissions, and TfNSW's responses to these issues is provided in Table 1.

Table 1: Response to community submissions received

No	Stakeholder	Issue/s raised	TfNSW response
1	Timetable		
1.1	WLG1	When will increased numbers of services be introduced?	The Proposed Activity relates only to infrastructure upgrades at Wollongong Station and the adjoining stabling yard. These upgrades are to stable eight 10-car NIF trains and to meet operational requirements for the new longer trains at Platforms 1 and 2.
1.2	WLG1, WLG2, WLG3	When will faster services to Sydney be available?	The details of any service changes on the South Coast Line are still being developed as part of the More Trains, More Services program. As part of the program, the priority will be given to the best outcomes for customers across the network.
1.3	WLG2	The timetable prioritises express stops but does not improve connectivity for local stops. What is planned to address this?	This will be undertaken by considering not only customer and community feedback, but through the analysis of Opal data that shows where and when are customers are travelling. Once finalised, any changes to services at Wollongong Station and along the South Coast Line will be communicated to customers well in advance.
1.4	WLG1, WLG2, WLG3	The Wollongong to Central service is too slow, and has too many stops. Need a few non-stop Wollongong to Central services.	
1.5	WLG4, WLG5	Concerns about overcrowding on the South Coast Line, particularly in the afternoon peak. Need an express service to exclude passengers for Hurstville and Sutherland so South Coast passengers can get a seat.	
1.6	WLG4, WLG6	Questions about timetabling changes that reduce the number of South Coast Line trains connecting through to Bondi Junction, particularly out of peak hour.	

No	Stakeholder	Issue/s raised	TfNSW response
2 Speed of Trains			
2.1	WLG1, WLG6	Complaint about the speed of trains on the South Coast line (only 50km/h in some places).	<p>A number of factors impact the speed at which trains can operate across the network, including stopping patterns, track alignment and train performance.</p> <p>The upgrades to Wollongong Station and the adjoining stabling yard will not impact the speed of train services on the South Coast Line. These upgrades are to accommodate the new 10-car NIF, which will provide more comfortable journeys for customers in the future.</p>
3 Freight			
3.1	WLG1	When will the Maldon-Dombarton project be built?	<p>The Maldon-Dombarton project is outside the scope of this Proposal. The upgrades to Wollongong Station and the adjoining stabling yard are to accommodate the new 10-car NIF, which will provide more comfortable journeys for customers in the future.</p> <p>Details are available on the Maldon-Dombarton project at https://www.transport.nsw.gov.au/projects/current-projects/maldon-to-dombarton-railway-line</p>
3.2	WLG1	What is being done to accommodate freight on the South Coast line?	<p>Future stages of the More Trains, More Services program will improve access for freight operators.</p> <p>In the short term we will work to maintain freight capacity through upgraded infrastructure and digital signalling systems. Longer term planning includes options to simplify and separate freight and passenger rail paths across the network.</p>
3.3	WLG3	The noise from freight trains is an increasing nuisance. What is going to be done about it?	<p>The upgrades to Wollongong Station and the adjoining stabling yard will not impact noise from freight trains.</p> <p>Further details on the Freight Noise Attenuation Program can be found at: https://www.transport.nsw.gov.au/projects/programs/freight-noise-attenuation-program</p>

No	Stakeholder	Issue/s raised	TfNSW response
4 Noise and Vibration			
4.1	WLG7 (Wollongong City Council)	Concerns about the Proposal's operational noise impacts.	<p>A detailed noise and vibration assessment was carried out for the Proposal and is provided in Appendix E of the REF.</p> <p>The assessment concluded that the operation of the proposed Wollongong Station platform extensions would result in a less than 1 dB(A) change to operational noise emissions at the nearest residential receivers, as a consequence of relocated signals. This difference would not be perceptible to the majority of people. This is within the redeveloped rail line noise trigger levels outlined in the REF.</p> <p>The noise modelling of the future stabling operations showed small differences from the modelling of the existing operations due to changes in the location of driver cabs, which are the key noise sources during preparation activities.</p> <p>The mitigation measures detailed in Section 6.3.3 of the REF would be implemented during detailed design to further minimise operational noise impacts.</p>
4.2	WLG7 (Wollongong City Council)	Concerns about duration of construction work and extent of disturbance for local residents.	<p>Construction of the Proposal would be carried out during standard construction hours and outside of standard construction hours as detailed in Section 3.2.3 of the REF.</p> <p>Construction of the Proposal is not proposed 24 hours per day, nor for the full duration of the construction period. High noise impact construction activities would be carried out in accordance with the respite periods outlined in the Construction Noise and Vibration Strategy (TfNSW, 2019).</p> <p>All noise affected sensitive receivers would be notified in accordance with the <i>Construction Noise and Vibration Strategy</i> (TfNSW, 2019) and the mitigation measures detailed in Section 6.3.3 of the REF would be implemented.</p>
5 Heritage			
5.1	WLG7 (Wollongong City Council)	Request for a copy of the Section 60 Approval and condition survey of the heritage buildings within the heritage curtilage of Wollongong Railway Station Group.	<p>The Section 60 Approval is provided in Appendix C of this Determination Report. A copy of this Determination Report will be provided to Wollongong Council.</p> <p>A condition survey of the heritage buildings within the heritage curtilage of Wollongong Railway Station Group would be carried out prior to construction. A copy of this condition survey will be provided to Wollongong Council.</p>

No	Stakeholder	Issue/s raised	TfNSW response
5.2	WLG7 (Wollongong City Council)	Concerns about the impacts of the Proposal on the archaeological potential of Wollongong Stabling Yard. Requests additional detail in relation to the location of the eight walkways within the Stabling Yard.	<p>The area of high archaeological potential within the Stabling Yard that was identified in the REF and Statement of Heritage Impact (SoHI) (Jacobs, 2019), is in the vicinity of the buried turntable. An amended figure (Figure 2-1) to that provided in the SoHI has been prepared to show the location of the buried turntable in relation to the Proposal. The area is covered in hardstand, currently used by Sydney Trains for staff car parking, and the ancillary facility use proposed during construction would not involve any ground disturbance at this location.</p> <p>The walkways would be located in between the stabling tracks in the main yard. Service trenching would only occur in this previously disturbed area.</p>

6 Other environmental impacts

6.1	WLG7 (Wollongong City Council)	Management of environmental impacts.	<p>Construction and operation of the Proposal would be undertaken in accordance with the mitigation measures detailed in the REF.</p> <p>A construction environmental management plan (CEMP) would be prepared prior to construction and would contain all the construction mitigation measures identified in the REF. The CEMP would also contain the sub-plans as outlined in the REF and Conditions of Approval detailed in Appendix B.</p>
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Other stakeholder submissions

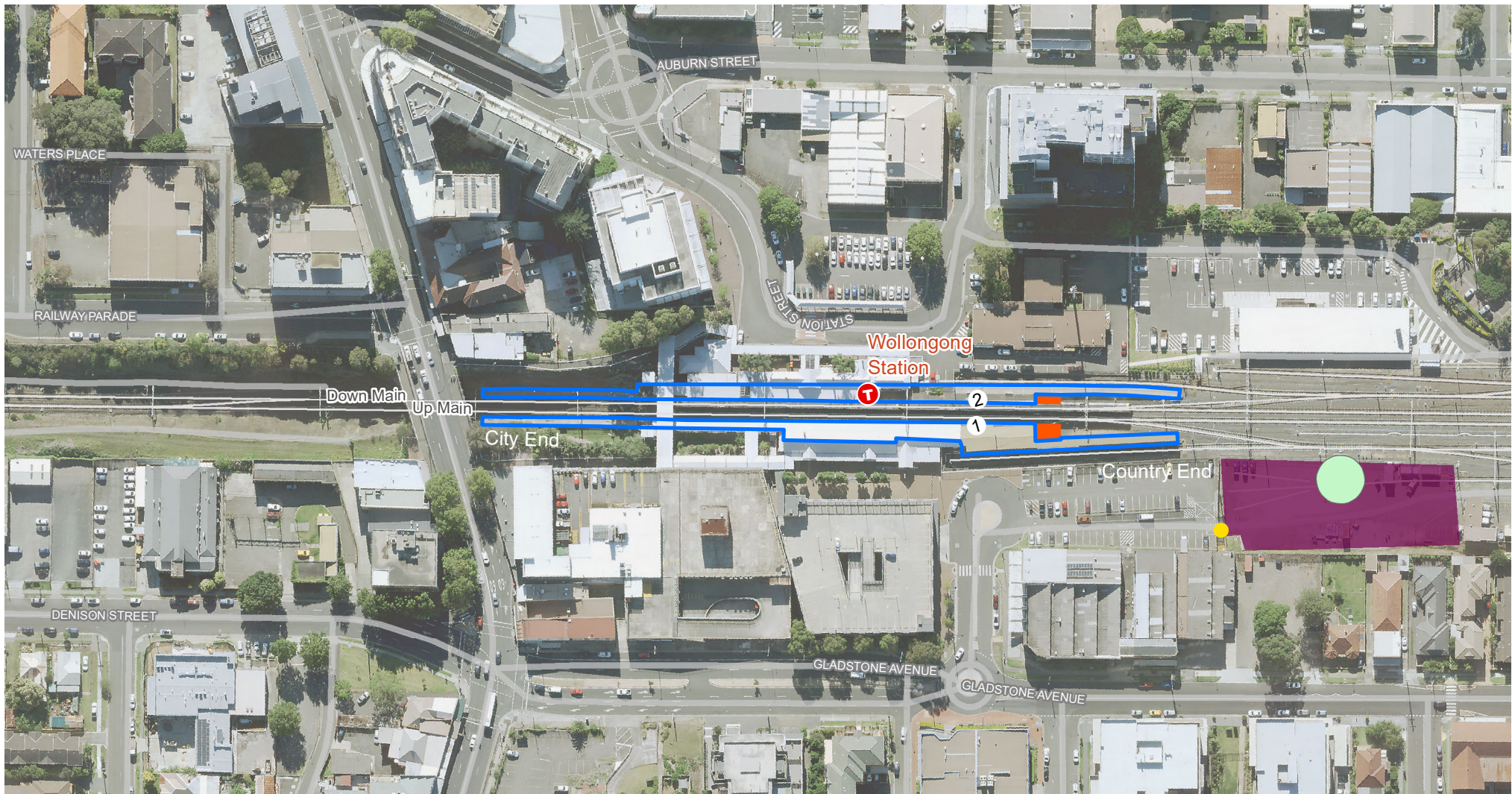
A response to the display of the REF was also received from Wollongong City Council.

Table 2 outlines issues raised by Wollongong City Council as part of their submission, along with TfNSW's response.

Table 2: Response to Wollongong City Council submission

No	Issue/s raised	TfNSW response
1 Noise and Vibration		
1.1	Concerns about the Proposal's operational noise impacts.	<p>A detailed noise and vibration assessment was carried out for the Proposal and is provided in Appendix E of the REF.</p> <p>The assessment concluded that the operation of the proposed Wollongong Station platform extensions would result in a less than 1 dB(A) change to operational noise emissions at the nearest residential receivers, as a consequence of relocated signals. This difference would not be perceptible to the majority of people. This is within the redeveloped rail line noise trigger levels outlined in the REF.</p> <p>The noise modelling of the future stabling operations showed small differences from the modelling of the existing operations due to changes in the location of driver cabs, which are the key noise sources during preparation activities.</p> <p>The mitigation measures detailed in Section 6.3.3 of the REF would be implemented during detailed design to further minimise operational noise impacts.</p>
1.2	Concerns about duration of construction work and extent of disturbance for local residents.	<p>Construction of the Proposal would be carried out during standard construction hours and outside of standard construction hours as detailed in Section 3.2.3 of the REF. Construction of the Proposal is not proposed 24 hours per day, nor for the full duration of the construction period. High noise impact construction activities would be carried out in accordance with the respite periods outlined in the Construction Noise and Vibration Strategy (TfNSW, 2019).</p> <p>All noise affected sensitive receivers would be notified in accordance with the <i>Construction Noise and Vibration Strategy</i> (TfNSW, 2019) and the mitigation measures detailed in Section 6.3.3 of the REF would be implemented.</p>
2 Heritage		
2.1	Request for a copy of the Section 60 Approval and condition survey of the heritage buildings within the heritage curtilage of Wollongong Railway Station Group.	<p>The Section 60 Approval is provided in Appendix C of this Determination Report. A copy of this Determination Report will be provided to Wollongong Council.</p> <p>A condition survey of the heritage buildings within the heritage curtilage of Wollongong Railway Station Group would be carried out prior to construction. A copy of this condition survey will be provided to Wollongong Council.</p>
2.2	Concerns about the impacts of the Proposal on the archaeological potential of Wollongong Stabling Yard. Requests additional detail in relation to the location of the eight walkways within the Stabling Yard.	<p>The area of high archaeological potential within the Stabling Yard that was identified in the REF and Statement of Heritage Impact (SoHI) (Jacobs, 2019), is in the vicinity of the buried turntable. An amended figure (Figure 2.1) to that provided in the SoHI has been prepared to show the location of the buried turntable in relation to the Proposal.</p> <p>The area is covered in hardstand, currently used by Sydney Trains for staff car parking, and the ancillary facility use proposed during construction would not involve any ground disturbance at this location.</p> <p>The walkways would be located in between the stabling tracks in the main yard. Service trenching would only occur in this previously disturbed area.</p>

No	Issue/s raised	TfNSW response
3	Other environmental impacts	
3.1	Management of environmental impacts.	<p>Construction and operation of the Proposal would be undertaken in accordance with the mitigation measures detailed in the REF.</p> <p>A construction environmental management plan (CEMP) would be prepared prior to construction and would contain all the construction mitigation measures identified in the REF. The CEMP would also contain the sub-plans as outlined in the REF and Conditions of Approval detailed in Appendix B.</p>



Legend

- T Station within the Wollongong Study Area
- Existing railway track
- Roads
- Platform extent
- Proposed platform extension
- Proposed construction compounds / laydown area
- Access gate
- Location of buried turntable



Data sources
 Jacobs 2018
 Ausimage 2018
 NSW Spatial Services 2018
 GDA94 MGA56



Figure 2-1 Wollongong Railway Station - Proposed Works

2.4 Future consultation

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

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

The [TfNSW email address](mailto:projects@transport.nsw.gov.au)³, TfNSW Infoline (1800 684 490) and 24-hour Construction Response Line (1800 775 465) 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-tap)⁴ would also include updates on the progress of construction.

³ projects@transport.nsw.gov.au

⁴ <http://www.transport.nsw.gov.au/projects-tap>

3 Changes to the Proposed Activity

There have been no design changes to the Proposed Activity subsequent to the public display of the REF.

4 Consideration of the environmental impacts

4.1 *Environmental Planning and Assessment Act 1979*

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

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

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

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

4.2 *Environment Protection and Biodiversity Conservation Act 1999*

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

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

4.3 *Heritage Act 1977*

The Proposed Activity would be undertaken within the curtilage of the Wollongong Railway Station Group, which is listed on the State Heritage Register. The potential heritage impacts of the Proposed Activity are assessed in Section 6.5 of the REF and works would be undertaken in accordance with the approval and associated conditions issued by Heritage NSW under Section 60 of the *Heritage Act 1977* (Appendix C, dated 24 April 2020).

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

5 Conditions of Approval

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

6 Conclusion

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

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

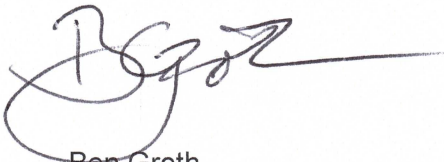
The environmental impact assessment (REF and Determination Report) is recommended to be approved subject to the proposed mitigation and environmental management measures included in the Conditions of Approval (refer Appendix B).

Determination

WOLLONGONG STABLING YARD AND PLATFORM EXTENSION PROJECT APPROVAL

I, BEN GROTH, as delegate of the Secretary, Transport for NSW:

1. Have examined and considered the Proposed Activity in the *Wollongong Stabling Yard and Platform Extension Project Review of Environmental Factors* (September, 2019) and the *Wollongong Stabling Yard and Platform Extension Project Determination Report* (May, 2020) in accordance with section 5.5 of the *Environmental Planning and Assessment Act 1979*.
2. Determine on behalf of Transport for NSW (the Proponent) that the Proposed Activity may be carried out in accordance with the Conditions of Approval in this Determination Report (May, 2020), consistent with the Proposed Activity described in the *Wollongong Stabling Yard and Platform Extension Project Review of Environmental Factors* (September, 2019) as amended by this Determination Report (May, 2020).



Ben Groth
A/Director, Planning, Environment and Sustainability
Environment and Sustainability Branch
Safety, Environment and Regulation Division

Transport for NSW

Date: 25/5/20

References

Jacobs (2019) *More Trains, More Services Wollongong Stabling Yard and Platform Extension Project: Statement of Heritage Impact*, Sydney

TfNSW (November 2018), *Chemical Storage and Spill Response Guidelines*, Sydney

TfNSW (September 2019), *More Trains, More Services Wollongong Stabling Yard and Platform Extension Project: Review of Environmental Factors*, Sydney

TfNSW (April 2019), *Unexpected Heritage Finds Guideline*, Sydney

TfNSW (July 2019), *Vegetation Management (Protection and Removal) Guideline*, Sydney

NSW Department of Planning (1995), *Is an EIS required?*, Sydney

NSW Department of Environment, Climate Change and Water (DECCW) (September 2010), *Due Diligence Code of Practice for the Protection of Aboriginal Objects in New South Wales*, Sydney

Appendix A Review of Environmental Factors

Please refer to the TfNSW website to access the Wollongong Stabling Yard and Platform Extension Project REF:

- Link to TfNSW, More Trains, More Services Program website:
<https://www.transport.nsw.gov.au/projects/more-trains-more-services>

Appendix B Conditions of Approval

Wollongong Stabling Yard and Platform Extension Project

Note: these conditions of approval must be read in conjunction with the final mitigation measures in the *Wollongong Stabling Yard and Platform Extension Project Review of Environmental Factors* (September, 2019).

Schedule of acronyms and definitions used

Acronym	Definition
ADEIA	Associate Director Environmental Impact Assessment (or nominated delegate)
ADEM	Associate Director Environmental Management (or nominated delegate)
ADSPD	Associate Director, Sustainability, Planning & Development (or nominated delegate)
CECR	Construction Environmental Compliance Report
CEMP	Construction Environmental Management Plan
CLMP	Community Liaison Management Plan
CoA	Conditions of Approval
dBA	Decibels (A-weighted scale)
ECM	Environmental Controls Map
EIA	Environmental Impact Assessment
EMR	Environmental Management Representative
EMS	Environmental Management System
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> .
ISO	International Standards Organisation
OEH	(former) NSW Office of Environment and Heritage
OOHWP	Out of Hours Works Protocol
PCSR	Pre Construction Sustainability Report
PDP	Public Domain Plan
PECM	Pre-construction environmental compliance matrix
POCR	Pre-operational compliance report

Acronym	Definition
RBL	Rating Background Level
REF	Review of Environmental Factors
TfNSW	Transport for NSW
TMP	Traffic Management Plan
UDP	Urban Design Plan

Term	Definition
Construction	Includes all work in respect of the Project, other than survey, acquisitions, fencing, investigative drilling or excavation, building/road dilapidation surveys, or other activities determined by the TfNSW ADEM to have minimal environmental impact such as minor access roads, minor adjustments to services/utilities, establishing temporary construction compounds (in accordance with this approval), or minor clearing (except where threatened species, populations or ecological communities would be affected, unless otherwise agreed by the ADEM).
Contamination	The presence in, on or under land of a substance at a concentration above the concentration at which the substance is normally present in, on or under (respectively) land in the same locality, being a presence that presents a risk of harm to human health or any other aspect of the environment.
Designated Works	Includes tunnelling, blasting, piling, excavation or bulk fill or any vibratory impact works including jack hammering and compaction, for Construction.
Emergency Work	Includes works to avoid loss of life, damage to external property, utilities and infrastructure, prevent immediate harm to the environment, contamination of land or damage to a heritage (indigenous or non-indigenous) item.
Environmental Impact Assessment (EIA)	The documents listed in Condition 1 of this approval.
Environmental Management Representative	An independent environmental representative appointed to the Project or a delegate nominated by Transport for NSW.
Noise Sensitive Receiver	In addition to residential dwellings, noise sensitive receivers include, but are not limited to, hotels, entertainment venues, pre-schools and day care facilities, educational institutions (e.g. schools, TAFE colleges), health care facilities (e.g. nursing homes, hospitals), recording studios, places of worship/religious facilities (e.g. churches), and other noise sensitive receivers identified in the environmental impact assessment.
Reasonable and feasible	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.
the Project	The construction and operation of the Wollongong Stabling Yard and Platform Extension Project as described in the Environmental Impact Assessment.
the Proponent	A person or body proposing to carry out an activity under Division 5.1 of the EP&A Act – in the case of the Project, Transport for NSW.

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

- a) *Wollongong Stabling Yard and Platform Extension Project – Review of Environmental Factors*, (TfNSW, September 2019)
- b) *Wollongong Stabling Yard and Platform Extension Project – Determination Report*, (TfNSW, May 2020)

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
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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
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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
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A Pre-Construction Environmental Compliance Matrix (PECM) for the Project (or such stages of the Project as agreed to by the Associate Director Environmental Management (ADEM)) shall be prepared detailing compliance with all relevant conditions and mitigation measures prior to commencement of construction. The PECM shall also include details of approvals, licences and permits required to be obtained under any other legislation for the Project.

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

5	Construction Environmental Compliance Report
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The Proponent shall prepare a construction environmental compliance report (CECR) which addresses the following matters:

- (a) compliance with the construction environmental management plan (CEMP) and these conditions
- (b) compliance with Infrastructure Sustainability Council of Australia (ISCA) Infrastructure Sustainability Rating Scheme (v1.2)
- (c) compliance with any approvals or licences issued by relevant authorities for construction of the Project
- (d) implementation and effectiveness of environmental controls (the assessment of effectiveness should be based on a comparison of actual impacts against performance criteria identified in the CEMP)
- (e) environmental monitoring results, presented as a results summary and analysis
- (f) details of the percentage of waste diverted from landfill and the percentage of spoil beneficially reused

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(cont.)

- (g) number and details of any complaints, including summary of main areas of complaint, actions taken, responses given and intended strategies to reduce recurring complaints (subject to privacy protection)
- (h) details of any review and amendments to the CEMP resulting from construction during the reporting period
- (i) any other matter as requested by the ADEM.

The Proponent shall:

- i) submit a copy of the CECR to the EMR for review. The EMR is to be given a minimum period of 7 days to review and provide any comments to the Proponent in relation to the CECR
- ii) submit a copy of the CECR to the ADEM (or nominated delegate) for approval upon completion of the EMR review period.

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

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.

The Proponent shall:

- (a) submit a copy of the POCR to the EMR for review. The EMR is to be given a minimum period of 7 days to review and provide any comments to the Proponent in relation to the POCR.
- (b) upon completion of the EMR review period submit a copy of the POCR to the ADEM (or nominated delegate) for approval. The POCR is to be provided to the ADEM at least one month prior to the scheduled operation of the Project (or such time as otherwise agreed to by the ADEM).

7 Graffiti and advertising

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

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

Communications

8 Community Liaison Management Plan

A Community Liaison Management Plan (CLMP) shall be prepared and implemented to engage with government agencies, relevant councils, landowners, community members and other relevant stakeholders (such as utility and service providers, bus companies, Taxi Council and businesses). The CLMP shall comply with the obligations of these conditions and should include, but not necessarily be limited to:

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

The CLMP shall be prepared to the satisfaction of the Director Community Engagement (or nominated delegate) prior to the commencement of construction and implemented, reviewed and revised as appropriate during construction of the Project.

9 Community Notification and Liaison

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

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

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

10 Website

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

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

11 Complaints Management

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

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

Environmental Management

12 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. consult with government agencies and relevant service/utility providers as part of the preparation of the CEMP
2. submit a copy of the CEMP to EMR for review
3. submit a copy of the CEMP to the ADEM (or nominated delegate) for approval
4. review and update the CEMP at regular intervals, and in response to any actions identified as part of the EMR's audit of the document
5. ensure updates to the CEMP are made within seven days of the completion of the review or receipt of actions identified by any audit of the document, and be submitted to the ADEM for approval.

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

13 Environment Personnel

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

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

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

14 Environmental Management Representative

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

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

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

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

15 Environmental Controls Map

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

The Proponent shall submit a copy of the ECM to the EMR for review and endorsement. The EMR is to be given a minimum period of 7 days to review and endorse the ECM. Following receipt of the EMR's endorsement, the ECM shall be submitted to the ADEM (or nominated delegate) for approval, at least 14 days prior to commencement of construction (or such time as is otherwise agreed to by the ADEM).

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

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Hours of Work	
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16 Standard Construction Hours

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

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

17 High Noise Generating Activities

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

Noise and Vibration	
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18 Construction Noise and Vibration

Construction noise and vibration mitigation measures shall be implemented through the CEMP, in accordance with TfNSW's *Construction Noise and Vibration Strategy* (DMS-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 10 of this approval, including a risk assessment process which deems the out of hours activities to be of low, medium or high environmental risk, is to be developed. All out of hours works are subject to approval by the ADEM, or as approved by the EPA (where relevant to the issuing of an EPL). The OOHWP should be consistent with TfNSW's *Construction Noise and Vibration Strategy* (DMS-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

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results and if any exceedance is detected, the manner in which any non-compliance shall be rectified.

19 **Vibration Criteria**

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

- a) for structural damage vibration – British Standard 7385 Part 2–1993 *Evaluation and measurement for vibration in buildings Part 2*
- 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).

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

20 **Non-Tonal Reversing Beepers**

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

21 **Operational Noise and Vibration Review**

The proponent shall prepare an Operational Noise and Vibration Review (ONVR). The objective of the ONVR is to identify a framework for the management of operational noise which, as far as reasonably practical, minimises increases in operational noise levels at surrounding sensitive receivers as a result of rail operations within the upgraded train stabling yard. The ONVR is to be prepared in consultation with Sydney Trains, and is to:

- a) identify the project specific noise levels and targets for surrounding sensitive receivers for stabling operations
- b) identify all reasonable and feasible noise and vibration mitigation measures which could be applied to the new stabling operations consistent with the *Noise Policy for Industry* (EPA, 2017))
- c) identify specific physical and other mitigation measures for controlling noise (whether at the source and/or the receiver), including location, type and timing of implementation of the proposed operational noise mitigation measures
- d) seek feedback from directly affected receivers on the final mitigation measures proposed in the review.

The ONVR is to also include a Noise Reduction Program in accordance with:

- i. Section 6.2 of the *NSW Noise Policy for Industry* (EPA, 2017), and
- ii. the operational noise mitigation measures described in Section 6.3.3 of the *Wollongong Stabling Yard and Platform Extension Project – Review of Environmental Factors*, (TfNSW, September 2019)

A copy of the ONVR shall be submitted to the EMR for review and endorsement. The EMR is to be given a minimum period of 7 days to review and endorse the ONVR. Following receipt of the EMR's endorsement, the ONVR shall be submitted to the ADEM for approval, at least one month prior to commencement of laying of rail track, or the construction of physical noise mitigation structures/measures (or such time as is otherwise agreed by the ADEM).

The approved physical mitigation measures are to be installed prior to the commencement of operations, unless otherwise agreed by the ADEM.

22 **Operational Noise Compliance Monitoring**

Monitoring of operational noise levels shall be undertaken within three months of the commencement of operation of the upgraded stabling yard. The noise monitoring shall be undertaken to confirm compliance with the predicted noise levels/targets.

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Should the results of the monitoring identify exceedances of the predicted operational noise levels/targets identified in the ONVR, additional reasonable and feasible mitigation measures would be implemented in consultation with the affected property owners, to the satisfaction of the ADEM.

23	Noise impact on educational facilities
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Potentially affected pre-schools, schools, universities and any other affected permanent educational institutions shall be consulted in relation to noise mitigation measures to identify any noise sensitive periods (e.g. exam periods). As much as reasonably practicable noise intensive construction works in the vicinity of affected educational buildings are to be minimised.

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

- (a) all buildings/structures/roads within a plan distance of 50 metres from the edge of the Designated Works
- (b) all heritage listed buildings and other sensitive structures within 100 metres from the edge of the Designated Works.

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

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

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

A copy of the survey(s) shall be given to each 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).

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

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Contamination and Hazardous Materials	
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26	Duty to Notify
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If previously unidentified contamination is identified within the site, the Proponent is to determine whether there is a Duty to Report under section 60 of the *Contaminated Land Management Act 1997*, and notify the EPA in accordance with the EPA's *Guidelines on the Duty to Report Contamination under the Contaminated Land Management Act 1997* (Environment Protection Authority, 2015).

27	Unidentified Contamination (other than asbestos)
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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).

The proponent shall:

- (a) submit a copy of any contamination report to the EMR for review. The EMR is to be given a minimum period of seven days to review and provide any comments to the Proponent in relation to the report.
- (b) submit a copy of the report to the ADEM for consideration upon completion of the EMR review period. The ADEM shall determine whether consultation with the relevant council and/or EPA is required prior to continuation of construction works within the affected area.

Note: *In circumstances where both previously unidentified asbestos contamination and other contamination are discovered within a common area, nothing in these conditions shall prevent the preparation of a single investigation report to satisfy the requirements of both Condition 27 and Condition 28.*

28	Asbestos Management
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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 27 and Condition 28.*

29	Storage and Use of Hazardous Materials
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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* (DMS-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

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

Erosion and Sediment Control

30 Erosion and Sediment Control

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

Lighting

31 Lighting scheme

A lighting scheme for the construction and operation of the Project is to be developed by a suitably qualified lighting designer and prepared in accordance with AS 1158 "Road Lighting", AS 4282 "Control of the Obtrusive Effect of Outdoor Lighting" and "Design Guidelines for Upgrade and Construction of New and Existing Train Stabling Yards and Turnback Sidings". The lighting scheme shall address the following as relevant:

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

The proposed lighting scheme is to be submitted to and endorsed by the TfNSW Technical Design Team.

Sustainability

32 Sustainability officer

The Proponent shall appoint a suitably qualified and experienced sustainability officer who is responsible for implementing sustainability objectives for the Project.

Details of the sustainability officer, including defined responsibilities, duration and resource allocation throughout the appointment consistent with the Proponent's sustainability objectives are to be submitted to the satisfaction of the ADSPD prior to preparation of the pre-construction sustainability report (PCSR).

33 Pre-construction sustainability report

Prior to commencement of construction, a PCSR shall be prepared to the satisfaction of the ADSPD. The Report shall include the following minimum components:

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- (a) Completed ISCA Scorecard demonstrating credits targeted to meet an ISCA Infrastructure Sustainability Rating Scheme (v1.2) Design and As Built, Excellent Rating
- (b) a statement outlining the Proponent's own corporate sustainability obligations, goals, targets, in house tools, etc.
- (c) a section specifying a process to identify and progress innovation initiatives on the project as appropriate. The process should identify any areas of innovation that are currently being explored and/or implemented on the Project.

The Proponent shall submit a copy of the PCSR to the ADSPD for approval, at least 14 days prior to the commencement of construction (or within such time as otherwise agreed to by the ADSPD).

Traffic and Access

34 Traffic Management Plan

The Proponent shall prepare a construction traffic management plan (TMP) 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 provision
- (f) parking locations for construction workers away from stations and busy residential areas and details of how this will be monitored for compliance
- (g) routes to be used by heavy construction-related vehicles to minimise impacts on sensitive land uses and businesses
- (h) details for relocating kiss-and-ride, taxi ranks and rail replacement bus stops if required, including appropriate signage to direct patrons, in consultation with the relevant bus operator. Particular provisions should also be considered for the accessibility impaired.
- (i) measures to manage traffic flows around the area affected by the Project, including as required regulatory and direction signposting, line marking and variable message signs and all other traffic control devices necessary for the implementation of the TMP.

The Proponent shall consult with the relevant roads authority during preparation of the TMP, as required. 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.

Heritage Management

36 Indigenous and non-Indigenous heritage

CoA number	Condition
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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* (DMS-SD-115) shall be followed and all works in the vicinity of the find shall cease. The TfNSW Environment and Planning Manager shall be immediately notified to co-ordinate a response, which may include seeking appropriate advice from a suitably qualified and experienced heritage advisor (in consultation with Heritage NSW where appropriate). Works in the vicinity of the find shall not re-commence until clearance has been received from TfNSW and/or the heritage advisor.

37 **Vibration Impacts to Heritage Listed Structure at the Station**

To effectively mitigate potential impacts of vibration on the heritage structures within the Proposal Area, activities that cause vibration are to be managed in accordance with TfNSW's *Construction Noise and Vibration Strategy* DMS-ST-157.

38 **Disturbance to Area of High Archaeological Potential**

No excavation or ground disturbance is to occur at the ancillary site location. The TfNSW Environment and Planning Manager should be contacted if any changes to proposed activities are likely to occur at this location.

39 **Protection of State Heritage Items**

Design and construction of the Proposed Activity within the curtilage of Wollongong Railway Station Group must be undertaken in accordance with the conditions of the approval granted under section 60 of the NSW *Heritage Act 1977* (Appendix C) and recommendations made in the Statement of Heritage Impact (Jacobs, 2019).

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.

40 **Archival Recording**

Archival recording is to be undertaken prior to the commencement of construction in accordance with the NSW Heritage Division guidelines *Photographic recording of heritage items using film or digital capture* (NSW Heritage Office, 2006) and *How to prepare archival records* (NSW Heritage Office, 1998). Copies are to be provided to Sydney Trains for future reference.

END OF CONDITIONS

Appendix C Section 60 *Heritage Act 1977*
Approval



Our ref: DOC19/899014

Ms Louise Sureda
Director Planning and Environment
Transport of New South Wales (TfNSW)
Level 5, Tower A Zenith Centre 821 Pacific Highway
CHATSWOOD NSW 2067

Via Email: Louise.Sureda@transport.nsw.gov.au
Cc: Steven Barry Steven.Barry@transport.nsw.gov.au
Natalie Moore Natalie.Moore2@transport.nsw.gov.au

Dear Ms Sureda

**APPLICATION UNDER SECTION 60 OF THE *HERITAGE ACT 1977*
WOLLONGONG RAILWAY STATION GROUP, STATE HERITAGE REGISTER NO. 01289**

Proposal: Works associated with the Wollongong Stabling Yard and Platform Extension Project as part of More Trains More Services Program.

Section 60 application no: S60/2019/192, received 29 October 2020

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

APPROVED DEVELOPMENT

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

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

Drawing No.	Title	Date	Rev
Project Title: WOLLONGONG MTMS2 – LONG NIF ENABLING WORKS			
MTMS-LNE-CCG-AR-BD-DRG-010000	COVERSHEET, LOCATION PLAN	12/04/19	0
MTMS-LNE-KBR-AR-BD-DRG-010001	DRAWING INDEX	12/04/19	0
MTMS-LNE-CCG-AR-BD-DRG-010002	SITE PLAN	12/04/19	0
MTMS-LNE-CCG-AR-BD-DRG-010003	EXTENDED PLATFORM PLAN & CROSS SECTION	12/04/19	0
MTMS-LNE-KBR-CV-TR-DRG-010130	HORIZONTAL TRACK ALIGNMENT & SETTING OUT	12/04/19	0
MTMS-LNE-KBR-CV-CS-DRG-010170	PLATFORM EXTENSIONS PLAN AND SECTIONS	12/04/19	0
MTMS-LNE-KBR-CV-CR-DRG-001300	COMBINED SERVICES ROUTE GENERAL NOTES	12/04/19	0
MTMS-LNE-KBR-CV-CR-DRG-001301	TYPICAL TRENCH SECTIONS	12/04/19	0
MTMS-LNE-KBR-CV-CR-DRG-010300	COMBINED SERVICES ROUTE PLAN	12/04/19	0
MTMS-LNE-KBR-CV-DR-DRG-001320	DRAINAGE GENERAL NOTES	12/04/19	0
MTMS-LNE-KBR-CV-DR-DRG-001321	DRAINAGE TYPICAL DETAILS	12/04/19	0
MTMS-LNE-KBR-CV-DR-DRG-010320	DRAINAGE PLAN	12/04/19	0
MTMS-LNE-KBR-EL-OW-DRG-010420	OVERHEAD WIRING LAYOUT PLAN	12/04/19	0
MTMS-LNE-KBR-EL-LV-DRG-010460	PLATFORM EXTENSION LIGHTING SCHEMATIC	12/04/19	0

b) *More Trains, More Services - Wollongong Stabling Yard and Platform Extension, Statement of Heritage Impact.* Prepared by Jacobs Australia, 2 September 2019.

EXCEPT AS AMENDED by the conditions of this approval.

PLATFORM EXTENSION

2. During development of detailed designs of the proposed platform extension interface with the existing platform structure, opportunities should be investigated to reduce the physical impact to significant platform fabric.

Reason: To ensure design minimises impacts to significant fabric.

HERITAGE CONSULTANT

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

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

SPECIALIST TRADESPERSONS

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

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

SITE PROTECTION

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

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

PHOTOGRAPHIC ARCHIVAL RECORDING

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

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

UNEXPECTED HISTORICAL ARCHAEOLOGICAL RELICS

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

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

COMPLIANCE

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

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

DURATION OF APPROVAL

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

Reason: To ensure the timely completion of works

Advice

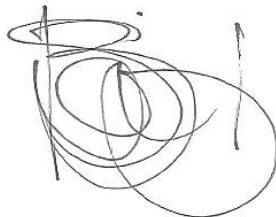
Section 148 of the *Heritage Act 1977* (the Act), allows people authorised by the Minister to enter and inspect, for the purposes of the Act, with respect to buildings, works, relics, moveable objects, places or items that is or contains an item of environmental heritage. Reasonable notice must be given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

Right of Appeal

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

If you have any questions regarding the above approval for Wollongong Railway Station (S60/2019/192) please contact Alexander Timms, Senior Heritage Officer at Heritage NSW on (02) 8837 6067 or via Alexander.Timms@environment.nsw.gov.au

Yours sincerely



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

24 April 2020