



Transport
for NSW

Homebush Station Upgrade

Determination Report



Photomontage of Homebush Station, subject to detailed design



**Transport
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Homebush Station Upgrade Determination Report

**Transport Access Program
Ref 5,524,218**

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Glossary and abbreviations

Term	Meaning
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 Contractor (should the Proposal proceed) to a design suitable for construction (subject to TfNSW acceptance).
Contractor	The Contractor for the Proposed Activity would be appointed by TfNSW to undertake the detailed design and construction of the Proposed Activity
DDA	<i>Disability Discrimination Act 1992</i> (Cwlth)
Detailed design	Detailed design broadly refers to the process that the Contractor undertakes (should the Proposal proceed) to refine the concept design to a design suitable for construction (subject to TfNSW acceptance).
DSAPT	<i>Disability Standards for Accessible Public Transport (2002)</i>
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i> (NSW)
EP&A Regulation	<i>Environmental Planning and Assessment Regulation 2000</i> (NSW)
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999</i> (Cwlth)
Infrastructure SEPP	<i>State Environmental Planning Policy (Infrastructure) 2007</i> (NSW)
MCA	Multi-Criteria Assessment
NES	Matters of 'National Environmental Significance' under the EPBC Act
NSW	New South Wales
PDP	Public Domain Plan
Proponent	A person or body proposing to carry out an activity under Part 5 of the EP&A Act – in this instance, TfNSW
Proposed Activity	The construction and operation of the Homebush Station Upgrade
REF	Review of Environmental Factors
Section 60 Approval	Refers to the Section 60 Approval issued for the Proposed Activity under the <i>Heritage Act 1977</i> by the Heritage Council on 9 December 2016 (included at Appendix C).
SoHI	Statement of Heritage Impact
TfNSW	Transport for NSW (the Proponent)
TMP	Traffic Management Plan
UDP	Urban Design Plan

Executive summary

Overview of Proposed Activity as described in the REF

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 Homebush Station Upgrade (the 'Proposed Activity'), which is part of the Transport Access Program. The program is a NSW Government initiative to provide a better experience for public transport customers by delivering accessible, modern, secure and integrated transport infrastructure.

The Proposed Activity involves the installation of four new lifts, new canopies along the existing footbridge and lift landings and other infrastructure upgrades to provide an accessible path of travel to the existing footbridge, platform and across the railway. Other works include upgrades of station and interchange facilities to improve customer facilities and amenity. The improvements would in turn assist in supporting the growth in public transport use and would provide an improved customer experience for existing and future users of the station.

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 AECOM 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

As a result of feedback and conditions of approval from the NSW Heritage Division, design development and additional investigations on how to best provide value for money and improve access; a change in scope has been proposed. The key changes include:

- relocating the communications room from the Booking Office at platform level on Platform 3/4 to the Amenities Building at platform level on Platform 1/2
- removal of the proposed lift and associated lift landing canopy from Platform 3/4 and retention of the existing station office at footbridge level.

An assessment of the impacts associated with the design refinements was undertaken in accordance with clause 228 of the EP&A Regulation, and concluded that the change in scope would not have an adverse impact to the environment, and would result in positive heritage and cost impacts.

Both design changes have been endorsed by the NSW Heritage Division as part of the section 60 Approval issued on 9 December 2016 and do not require a section 65A modification.

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 Homebush Station Upgrade, 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 (CoA). 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 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.

The Transport Access Program has been established to provide a better experience for public transport customers across the State by ensuring infrastructure improvements are delivered in a co-ordinated and integrated way.

The Transport Access Program ensures the integrated planning and delivery of works with the aim of providing:

- stations that are accessible to people with a disability, those who are less mobile and parents/carers with prams and customers with luggage
- modern buildings and facilities for all modes that meet the needs of a growing population
- modern interchanges that support an integrated network and allow seamless transfers between all modes for all customers
- safety improvements including extra lighting, help points, fences and security measures for car parks and interchanges, including stations, bus stops and wharves
- signage improvements so customers can more easily use public transport and transfer between modes at interchanges
- other improvements and maintenance such as painting, new fencing and roof replacements.

TfNSW is the Proponent for the Homebush Station Upgrade (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 AECOM 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 at Appendix A.

The Homebush Station Upgrade REF was placed on public display from 19 October to 8 November 2016, with eight submissions received. Issues raised in these submissions are addressed in Section 2.3 of this report.

1.3 Determination Report

Prior to proceeding with the Proposed Activity, the Secretary for TfNSW must make a determination in accordance with 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

The Proposed Activity would include works to Homebush Station and the surrounding interchange area located in Strathfield Municipal Council Local Government Area. The station is around 12 kilometres west of the Sydney Central Business District in the suburb of Homebush.

Homebush Station and the surrounding interchange area do not currently meet key requirements of the *Disability Standards for Accessible Public Transport 2002* (DSAPT) or the Commonwealth *Disability Discrimination Act 1992* (DDA).

Stairs currently provide the only means of access to the station platforms from the existing footbridge and do not provide an accessible path of travel for the elderly, people with reduced mobility, parents/carers with prams or customers with luggage. In addition, there is limited weather protection over the existing footbridge and stairs.

The Proposed Activity would provide safe and equitable access to the station platforms and the surrounding pedestrian network and would improve customer facilities and amenity. The improvements would in turn assist in supporting the growth in public transport use and would provide an improved customer experience for existing and future users of the station.

An overview of the Proposed Activity, which is the subject of the Homebush Station Upgrade REF, is provided in the Executive Summary with full details set out in Chapter 3 of the REF.

In summary, the Proposed Activity as outlined in the REF comprises:

- installation of four new lifts and upgrades to existing station access stairs to provide access to the existing footbridge and platforms
- installation of new canopies along the existing footbridge and lift landings for weather protection
- upgrades to the northern and southern station entrances
- refurbishment of the Amenities Building with a new family accessible toilet and new station office at footbridge level

- refurbishment of the Booking Office with a new lift lobby and new communications room at platform level
- new undercover bicycle rack on the northern side of the station
- provision of two new accessible parking spaces, a new taxi rank with provision for one space and a new kiss and ride space on the southern side of the station
- provision of a new kiss and ride space, a new bus bay and relocation of the existing bus shelter on the northern side of the station
- installation of a new pedestrian crossing on Loftus Crescent on the northern side of the station
- new kerb ramps to provide an accessible path of travel to new and existing interchange facilities
- ancillary works including services diversion and/or relocation, station power supply upgrade, platform regrading, minor drainage works, adjustments to lighting, upgrades to fencing and landscaping, new ticketing facilities including additional Opal card readers, improvements to station communication systems (including CCTV cameras and hearing loops) and wayfinding signage.

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

Construction is expected to commence in early 2017 and take around 18 months to complete.

2 Consultation and assessment of submissions

2.1 REF public display

The Homebush Station Upgrade REF was placed on public display from 19 October to 8 November 2016 at three locations, as well as on the [TfNSW website](http://www.transport.nsw.gov.au/projects-tap)¹ and the NSW Government [Have Your Say website](http://www.haveyoursay.nsw.gov.au)²

Community consultation activities undertaken for the public display included:

- distribution of 4000 flyers to customers at the station/nearby residents and/or businesses on Wednesday 19 October 2016
- installation of project signage at Homebush Station
- public display of the REF at Strathfield Main Library, Strathfield Municipal Council office and the Transport for NSW Office, Level 5, Tower A, Zenith Centre, 821 Pacific Highway, Chatswood
- placement of an advertisement in the Inner West Courier on 25 October 2016 and 1 November 2016
- placement of information on the TfNSW website
- a letter outlining the scope of the Proposed Activity, information on where to view the REF and specialist studies on the TfNSW website, along with details on how to make a submission was sent to Strathfield Municipal Council as per the consultation requirements under clause 13 and 14 of the *State Environmental Planning Policy (Infrastructure) 2007* (NSW) (Infrastructure SEPP).

2.2 REF submissions

A total of eight submissions were received by TfNSW, including one from Strathfield Municipal Council. Submissions included feedback on a range of issues in relation to the Proposed Activity. The key issues raised in submissions were:

- design of the Proposed Activity
- potential visual and heritage impacts
- urban design and amenity considerations.

A separate customer enquiry was received by Sydney Trains during the public display period. This enquiry related to the possible presence of the historic grave of First Fleeter Edward Powell on the northern side of Homebush Station around the base of the footbridge stairs and within the vicinity of the proposed Lift 1 shaft.

2.3 Consideration and response to submissions

Community submissions

A summary of all issues raised and associated responses is provided in Table 1.

¹ <http://www.transport.nsw.gov.au/projects-tap>

² <http://www.haveyoursay.nsw.gov.au>

Table 1: Response to community submissions received

No.	Submission no.	Issue/s raised	TfNSW response
1	General		
1.1	HMB02 HMB03 HMB04 HMB06	Support for the Proposed Activity, and/or for improving accessibility at the station.	Noted.
1.2	HMB01	Suggestion that Homebush Station provides a direct connection to Parramatta Station.	<p>The scheduling and connection of train services is determined by Sydney Trains. This suggestion will be passed onto Sydney Trains for consideration.</p> <p>The Proposed Activity would ensure that Homebush Station meets the legislative requirements under the DSAPT and the DDA as well as providing improved safety, access and amenity for users of Homebush Station.</p>
1.3	HMB02	Concerns that the Proposed Activity would not include the provision of Tactile Ground Surface Indicators on platforms and accessible payphones.	<p>The Proposed Activity would provide safe and equitable access to the platforms and the surrounding pedestrian network and would also improve customer facilities and amenity.</p> <p>The Proposed Activity would ensure that Homebush Station meets the legislative requirements under the DSAPT and the DDA which includes the provision of Tactile Ground Surface Indicators on the platforms and stairs.</p>
1.4	HMB03 HMB05	Request to move terminating platform from Platform 6 to Platform 7.	The alteration of terminating tracks and train lines is determined by Sydney Trains. This request will be passed onto Sydney Trains for consideration.
2	Design		
2.1	HMB01	Request that lifts are considered as a part of the Proposed Activity.	<p>The Proposed Activity would include the installation of three new lifts</p> <p>to provide safe and equitable access to the existing footbridge and station platforms. The existing station access stairs would be retained maintaining the existing access points.</p>
2.2	HMB04	Concerns that the preferred option (Option 1b) which would utilise the existing footbridge would not cater for future population growth	<p>A pedestrian assessment was undertaken to confirm that the Proposed Activity would adequately cater for the projected increase in customers in terms of pedestrian flow.</p> <p>The Proposed Activity is designed to cater for a daily patronage of 8,447 which is the projected daily patronage by 2036 plus an increase of 15 percent.</p> <p>The method of calculation for projected patronage is explained in Section 6.1.2 of the REF.</p>

No.	Submission no.	Issue/s raised	TfNSW response
2.3	HMB04	Concerns that the preferred option (Option 1b), which would utilise the existing footbridge, would not provide the heritage benefits that would be achieved by the alternative option of providing a new pedestrian bridge on the eastern side of the existing footbridge (Option 3).	<p>During the development of the concept design, feasible alternatives were developed for consideration. The options were then assessed using a Multi-Criteria Assessment (MCA) that included consideration of factors such as customer experience, accessibility, engineering constraints, heritage constraints and cost to select a preferred option.</p> <p>Option 3 included the construction of a new separate pedestrian bridge. While the new pedestrian bridge would have no direct impact to the heritage significance of the station, it would be a modern addition to the existing heritage aspects of the station. The structure would be large and would dominate views of the station from the east, thereby having a greater visual impact than the preferred option (Option 1b). Option 3 also had substantial cost implications and required demolition of the existing Sydney Trains railway operations facility to the north of the station (located on the corner of Loftus Crescent and Station Street) to allow the construction of the new northern station entrance.</p>
2.4	HMB05	Concern that the installation of four new lifts is unnecessary and that only two are required; one at each station entrance.	A key consideration in determining the need for lifts at stations is the requirements of the DSAPT and DDA. The Proposed Activity includes the installation of three new lifts to ensure safe and equitable access to the existing footbridge and station platforms. One lift at each station entrance would enable customers to access the existing footbridge and cross the railway. A lift on Platform 5/6 would provide access to that platform.
2.5	HMB05	Request for a pedestrian crossing at Loftus Crescent.	Installation of a new pedestrian crossing on Loftus Crescent on the northern side of the station would be undertaken as part of the Proposed Activity.

In addition to the community submissions received by TfNSW, a separate customer enquiry was received by Sydney Trains and provided to TfNSW. A summary of this enquiry, including TfNSW's response is provided in Table 2.

Table 2: Sydney Trains customer enquiry

Issue no.	Issue/s raised	TfNSW response
1	General	
1.1	Potential historic grave (vaulted tomb) of First Fleeter Edward Powell on the northern side of the Station around the base of the stairs to the overhead walkway within proximity to the footprint of the lift shaft. The tomb was visible until the 1890's when it was absorbed by the railway widening of the station however the lower portion of the tomb may still exist under ground level.	Noted. Prior to the commencement of construction works, further investigations would be undertaken to determine whether this grave site is within the location of the proposed Lift 1 shaft on the northern side of the station.

Other stakeholder submissions

Table 3 outlines issues raised by Strathfield Municipal Council in their submission, along with TfNSW's response.

Table 3: Response to Strathfield Municipal Council's submission

Issue no.	Issue/s raised	TfNSW response
1	General	
1.1	Support for the Proposed Activity, and/or for improving accessibility at the station.	Noted.
2	Visual and heritage impact	
2.1	Council wishes to ensure that the works are not visually intrusive and respect the heritage value, design and materials of the existing station and the local precinct.	<p>The Proposed Activity would introduce well-considered modern architectural elements, which are complementary to the scale and form of the commercial precinct in Homebush, and which would be unlikely to reduce the visual amenity for future developments in the area.</p> <p>The Visual Impact Assessment (AECOM, 2016b) undertaken for the Proposed Activity considered the existing environment in its current form and the potential impacts associated with the Proposed Activity. The visual impacts of the Proposed Activity have been determined to range from low to moderate for surrounding receivers. Mitigation measures detailed in Section 6.2.3 of the Homebush Station Upgrade REF (AECOM, October 2016) would be implemented to manage the visual impacts of the Proposed Activity during construction and operation.</p> <p>An Urban Design Plan (UDP) and Public Domain Plan (PDP) would also be prepared by the Contractor, prior to finalisation of detailed design for endorsement by TfNSW (refer Condition of Approval (CoA) 38 and 39). Both of these plans would be prepared in consultation with Council.</p> <p>The Statement of Heritage Impact (SoHI) prepared for the Proposed Activity (Orwell & Peter Phillips, 2016) determined that the Proposed Activity would impact the surviving original fabric of the station but is considered to be justifiable as this impact would better conserve the overall use, character, and accessibility than the alternative options considered. The Proposed Activity would be further refined during detailed design including consideration of the new canopies, columns and fascia edge in an effort to minimise bulk, height and impact to original heritage fabric to ensure the design is consistent with the heritage setting of the station.</p> <p>During detailed design, further consultation would be undertaken with Council.</p>

Issue no.	Issue/s raised	TfNSW response
2.2	Council does not support the use of vast amounts of glass and modern metals in the design, rather the detailed designs should rely of the use of materials that are currently used with the station and surrounding precincts, e.g. brickwork and masonry and traditional metalwork. Further design details and proposed building materials should be forwarded to Council for consultation and approval.	Materials for the concept design have been selected based on the criteria of durability, low maintenance and cost effectiveness. The materials have been selected to accord with heritage requirements, to minimise visual impacts and to be aesthetically pleasing. Further investigations would be undertaken during detailed design to ensure the use of materials for the lifts and canopy rooves are complementary to, and cohesive with, the existing station (refer CoA 43). An Urban Design Plan (UDP) and Public Domain Plan (PDP) would also be prepared by the Contractor, prior to finalisation of detailed design for endorsement by TfNSW (refer CoA 38 and 39). These plans would be prepared in consultation with Council.
2.3	Concern is raised over the removal of any trees that contribute to the heritage significance of the locality, including the surrounding precinct. The proposed removal of the tree from the platform (Tree 32) is not supported and the heritage assessment report recommendations with respect to this tree should be implemented.	The REF has assessed a worst case scenario of the removal of Tree 32. Following conditions issued from the NSW Heritage Division requiring the retention of all platform trees, Tree 32 would be retained to minimise heritage impacts (refer to CoA 44). No tree trimming on the station platforms is permitted without further justification (including feasibility of alternative options) being provided to, and accepted by, TfNSW in consultation with a qualified heritage consultant (refer to CoA 20 and 44).
2.4	Concern is raised over the removal of the group of trees on the northern side of the station (Trees 11-17). These provide important visual screening of the station for residences opposite and to the east of the station site. Investigation into minimising the removal of these trees and/or replacement with advance trees prior to project completion should be undertaken.	Disturbance of vegetation would be limited to the minimum amount necessary to construct the Proposed Activity. Measures outlined in Section 6.2.3 of the REF include the selection and location of new tree plantings along Loftus Crescent that may provide partial screening or backdrop setting of the constructed elements from surrounding receivers. Vegetation offsets would be undertaken in accordance with TfNSW's <i>Vegetation Offset Guide</i> (TfNSW, 2016) and in consultation with the Council and/or the owner of the land upon which the vegetation is to be planted (refer CoA 21). The location, species and size of vegetation offsets would be addressed in the PDP which would be prepared in consultation with Council (refer to CoA 39) and would include consideration of planting advanced stock.
2.5	Blank walls fronting onto the public domain create opportunities to provide positive visual treatment that add to the public domain and urban amenity. Opportunities to incorporate the movable heritage into the street wall, as a heritage interpretation, should be investigated.	The incorporation of moveable heritage into blank street facing walls would be further investigated during detailed design in consultation with Council. An Urban Design Plan (UDP) and Public Domain Plan (PDP) would also be prepared by the Contractor, prior to finalisation of detailed design for endorsement by TfNSW (refer CoA 38 and 39). The PDP would address details including materials and finishes for structures, the location and design of street furniture, landscaping, and opportunities for public art.

Issue no.	Issue/s raised	TfNSW response
2.6	The photomontages fail to show the impact of the proposal at its most sensitive location – directly opposite the new lifts and station entrances. Council would like to see a photomontage in these locations to determine visual impact.	<p>Photomontages have been prepared as part of the REF to illustrate the likely visual changes from a number of key viewpoints of the station.</p> <p>Overall, the Proposed Activity is considered to have a moderate to low visual impact on the majority of people living, working in or travelling through the urban landscape surrounding Homebush Station during operation.</p>
3	Construction	
3.1	Any works on, or impacting on, Council land are to be carried out in consultation with Council and have the necessary agreements in place to facilitate this.	Noted. Consultation with Council and other affected stakeholders would continue through the detailed design and construction of the Proposed Activity.
3.2	Use of any private land during the construction phase of the project shall only occur with the required agreements in place to facilitate this.	Noted. Consultation with Council and other affected stakeholders would continue through the detailed design and construction of the Proposed Activity.
3.3	Any damage to Council or private property should be rectified prior to finalisation of construction works, and be subject to Council approval.	Noted. Refer to CoA 32 and CoA 36 which require the preparation of property condition surveys and road condition reports respectively.
3.4	A construction management plan should be developed and approved by Council prior to final approval and commencement of works.	<p>A Construction Environmental Management Plan (CEMP) shall be prepared prior to commencement of construction.</p> <p>The CEMP will be approved by TfNSW prior to the commencement of construction work associated with the Project.</p> <p>Consultation would be undertaken with relevant government agencies and service/utility providers as part of the preparation of the CEMP (refer CoA 12).</p>

Issue no.	Issue/s raised	TfNSW response
3.5	<p>The Noise and Vibration Impact Assessment notes that noise levels during construction will exceed acceptable levels for some residential and non-residential receivers. Measures to protect local residents, school students and business operations should be implemented. These measures should ensure the acoustic amenity of these local users at critical, noise sensitive times – e.g. night time, lesson times etc, and ensure exposure is only experienced for short time periods.</p>	<p>As part of the CEMP and prior to the commencement of works, a Construction Noise and Vibration Management Plan (CNVMP) would be prepared to identify measures to minimise construction noise and vibration impacts to the community. The CNVMP would be prepared and implemented in accordance with the requirements of the <i>Construction Noise Strategy</i> (TfNSW, 2016b) and the Noise and Vibration Impact Assessment (AECOM, 2016c) (refer CoA 26). The CNVMP would include (but not be limited to) details around standard working hours, out of hours work protocols and the following mitigation measures:</p> <ul style="list-style-type: none"> • switching off any equipment including vehicles not in use for extended periods • avoiding deliveries at night/evenings wherever practicable • no idling of delivery trucks • maximising the offset distance between noisy plant and adjacent sensitive receivers • directing noise-emitting plant away from sensitive receivers • regularly inspecting and maintaining plant to avoid increased noise levels from rattling hatches, loose fittings etc • using non-tonal reversing/movement alarms. <p>During detailed design, further investigation would be undertaken to identify the noise and vibration impacts on the nearest sensitive receivers (including the nearby Medical Centre, Homebush Public School and 'highly affected' residential receivers as assessed in the Noise and Vibration Impact Assessment (AECOM, 2016c)). In accordance with TfNSW's <i>Construction Noise Strategy</i>, and in consultation with impacted receivers, reasonable and feasible mitigation measures would be implemented to minimise impacts during construction.</p>
3.6	<p>Any contractors carrying out work affecting the local road system should liaise with Council regarding arrangements, timing and operation of road closure and road works etc.</p>	<p>There is a potential requirement for the temporary closure of The Crescent and Loftus Crescent, which are both local roads maintained by Council. Potential impacts would be managed via the implementation of mitigation measures outlined in the REF. Where required, road occupancy licences for temporary road closures would be obtained.</p> <p>Consultation with Council would continue through the detailed design and construction of the Proposed Activity.</p>

Issue no.	Issue/s raised	TfNSW response
3.7	<p>Loss of parking within the Homebush centre is of concern to Council. Local business rely on the availability of patrons to park and access their services. Construction arrangements and final designs should endeavour to retain parking spaces across the area. Any removal of spaces should be discussed in further detail with Council.</p>	<p>Permanent changes to parking arrangements around the station would include the removal of approximately five 1 hour on-street parking spaces. These spaces would be replaced by three additional accessible parking spaces, a kiss and ride area and a taxi rank. Therefore the overall loss in parking would have a minor impact on the local community considering the positive impacts arising from improved accessibility and upgraded facilities at Homebush Station.</p> <p>Temporary loss of parking may also occur during the construction of the Proposed Activity. Given the current availability of on-street parking surrounding Homebush Station, the impact to on-street parking demand in the short term would be minor.</p> <p>A construction Traffic Management Plan (TMP) would be prepared and would outline safeguards to be implemented to minimise potential parking impacts during construction. The construction TMP would be prepared by the Contractor in consultation with TfNSW and provided to Council (refer CoA 35).</p>
3.8	<p>The REF states that construction workers will be encouraged to carpool or catch public transport to the site. The REF does not provide any evidence that these travel options are feasible for construction workers, or outline the level of uptake of these options being experienced at other station upgrade sites. It is considered unlikely that this would be a major travel mode for workers to the site. Alternative arrangements for construction worker parking should be provided. Options for off-site parking areas should be investigated.</p>	<p>Impacts to parking around the station, which is used for a variety of purposes, would be minimised as far as practicable.</p> <p>Due to the constrained nature of the area surrounding the station and availability of parking, parking provisions have not been allocated for staff vehicles within or adjacent to the construction site.</p> <p>Parking impacts would be temporary and minimised as far as practicable through the implementation of a construction TMP (refer CoA 35).</p>
3.9	<p>The REF states that property acquisition of Council land may be required for completion of the project. Council is not in favour of land being taken up by station facilities in areas where width and access is limited. Designs should be prepared to avoid the need for acquisition.</p>	<p>Further detail regarding property acquisition to accommodate the new lift at the southern station entrance or other station structures would continue to be discussed with Council during the detailed design of the proposed Activity, during which time the requirements for any property acquisition would be confirmed and agreed with Council. Any property acquisition would continue to ensure that adequate pedestrian circulation is maintained.</p>

Issue no.	Issue/s raised	TfNSW response
4	Biodiversity	
4.1	The trees to be removed as part of the proposal do not appear to be any major value. It is felt that these could easily be replaced with better species. A landscape plan should be prepared in consultation with Council, with tree proposed being of natives varieties and showing proposed pot sizes. Advanced trees should be used to replace those requiring removal.	<p>As part of tree removal, TfNSW has considered the <i>Vegetation Offset Guide</i> (TfNSW, 2016) in which a recommended minimum of 34 trees are to be planted to meet offset ratios. Offsets and/or landscaping would be undertaken in consultation with Council, and/or the owner of the land upon which the vegetation is to be planted.</p> <p>Council would also be consulted during the detailed design process and the development of the UDP and PDP for the Proposed Activity (refer CoA 38 and 39). The PDP would address details including landscape treatments and street tree planting.</p>
4.2	Four of the trees to be removed are classified as weed species within Council's Tree Preservation Order. Although these trees have been identified as a food source for local grey headed flying foxes, the loss of these trees would have little impact on resident populations.	Noted. The four trees proposed for removal are the four large Coco palms (<i>Syagrus romanzoffianum</i>) to the north of the station. It is deemed unlikely that these trees are to be of critical importance in the context of significant alternative resources in the surrounding established residential gardens. The Proposed Activity is not likely to have a significant or long-term effect on the size of the grey headed flying fox population as outlined in Section 6.7 of the REF.
4.3	Further investigation into the management of large, established trees located on station platforms is required. Further detail of any removal or pruning of these trees is required.	The REF has assessed a worst case scenario of the removal of Tree 32. Following conditions issued from the NSW Heritage Division requiring the retention of all platform trees, Tree 32 would be retained to minimise heritage impacts (refer to CoA 44).
4.4	Council would like to see the provision of bike lockers at the station. This would encourage active transport usage and provide a secure 'interchange' facility for those using this facility for communicating purposes.	<p>The Proposed Activity includes provision for a new undercover bicycle rack on the northern side of the station with capacity for a minimum of 14 bicycles in addition to the existing bicycle rack on the southern side of the station which provides for six bicycles.</p> <p>In total, there would be parking capacity for at least 20 bicycles around the station once the Proposed Activity is operational which would meet the storage requirements for the station.</p> <p>This is consistent with the objectives of the NSW Government's Bike and Ride initiative as identified in <i>Sydney's Cycling Future</i> (TfNSW, 2013), which encourages improved cycling facilities at transport interchanges and better integrating bicycle riding with other modes of transport.</p>

3 Changes to the Proposed Activity

3.1 Design changes

As a result of feedback and conditions issued by the NSW Heritage Division (refer to Appendix C) and additional investigations on how to best provide value for money and improve access; a change in scope has been proposed. The key changes include:

- relocating the communications room from the Booking Office at platform level on Platform 3/4 to the Amenities Building at platform level on Platform 1/2
- removal of the proposed lift and associated lift landing canopy from Platform 3/4 and retention of the existing station office at footbridge level.

In summary, the revised Proposed Activity would include the following key elements:

- installation of three new lifts and upgrades to existing station access stairs to provide access to the existing footbridge and Platform 5/6
- installation of new canopies along the existing footbridge and lift landings for weather protection
- upgrades to the northern and southern station entrances
- refurbishment of the Amenities Building with a new family accessible toilet at footbridge level and new communications room at platform level
- new undercover bicycle rack on the northern side of the station
- provision of two new accessible parking spaces, a new taxi rank with provision for one space and a new kiss and ride space on the southern side of the station
- provision of a new kiss and ride space, a new bus bay and relocation of the existing bus shelter on the northern side of the station
- installation of a new pedestrian crossing on Loftus Crescent on the northern side of the station
- new kerb ramps to provide an accessible path of travel to new and existing interchange facilities
- ancillary works including services diversion and/or relocation, station power supply upgrade, platform regrading, minor drainage works, adjustments to lighting, upgrades to fencing and landscaping, new ticketing facilities including additional Opal card readers, improvements to station communication systems (including CCTV cameras and hearing loops) and wayfinding signage.

Figure 2 shows the general layout and key elements of the revised Proposed Activity.

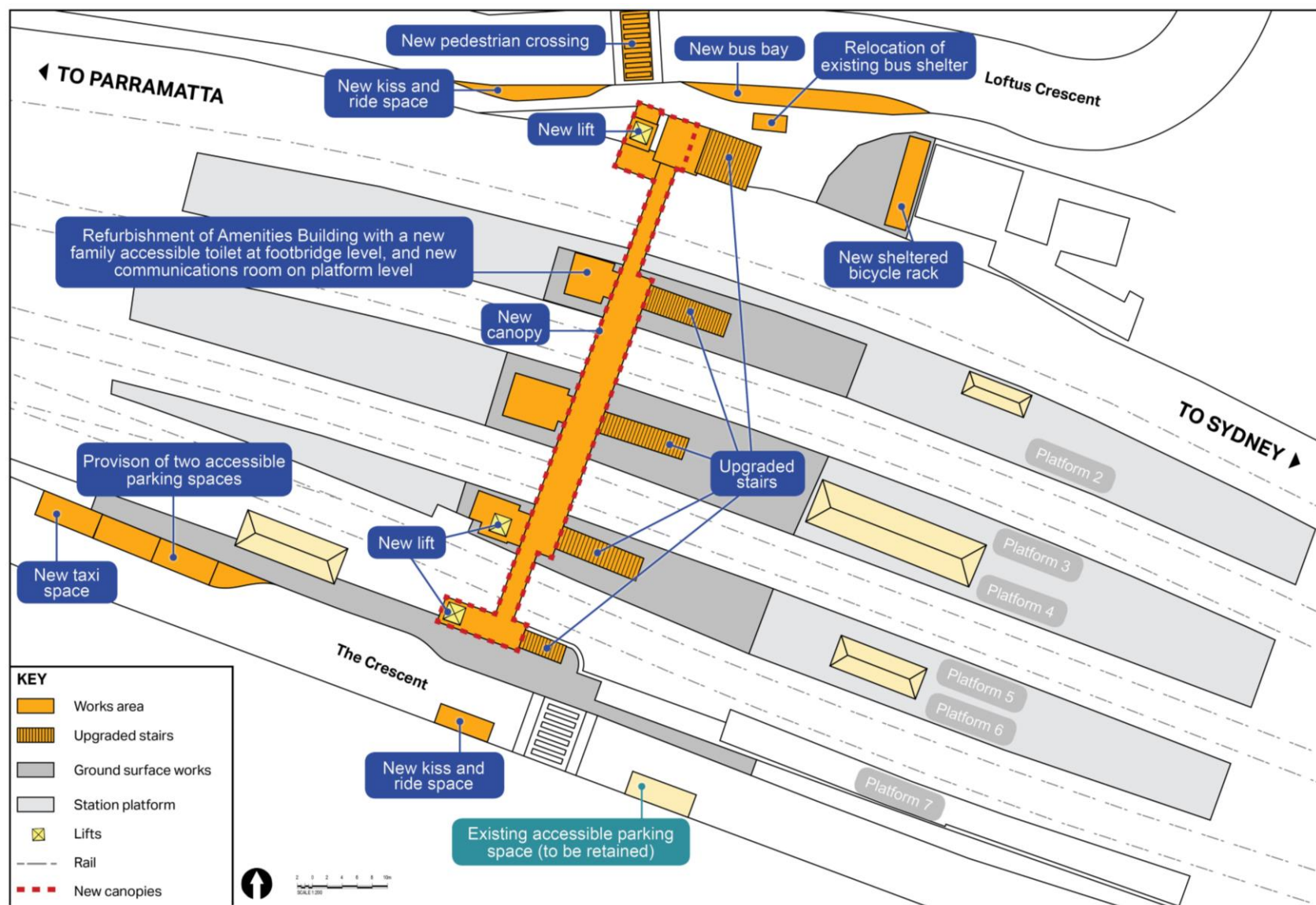


Figure 2: Key elements of the revised Proposed Activity

3.2 Assessment of design changes

The proposed design changes are assessed in the following sections. The changes are not considered to impact on other environmental and/or socio-economic aspects, unless otherwise mentioned.

The proposed design changes would result in both construction and operation cost benefits, whilst still improving customer amenity and accessibility in accordance with the requirements of the DSAPT and the DDA. The changes would also result in positive heritage impacts through the reduction in the removal of original heritage fabric at the station.

Relocating the communications room from the Booking Office at platform level on Platform 3/4 to the Amenities Building at platform level on Platform 1/2

The communications room was originally proposed in the former driver's rest room underneath the Booking Office on Platform 3/4. The former driver's rest room was assessed as having exceptional heritage significance, and the installation of the communications room, together with the lift, would have had major adverse impacts on this structure.

Following design development, the communications room has been be relocated to the existing Amenities Building store room on Platform 1/2. An Addendum to the SoHI has been prepared in response to this design change (Orwell & Peter Phillips, 2016b) to assess the potential non-Indigenous heritage impacts from this change.

The Amenities Building was originally constructed in the 1990's using architectural forms and materials consistent with the Booking Office, and comprises amenities at footbridge level and a store room at platform level. The proposed communications room would be located in an area considered to have little heritage significance and result in a reduction in the removal of original heritage fabric at the station. The proposed change to relocate the communications room to the Amenities Building would therefore have a positive heritage impact on the overall setting of Homebush Station.

This design change was submitted as additional information to the NSW Heritage Division and approved under the section 60 Approval granted on 9 December 2016. No further approval, including a section 65A modification, is required from the NSW Heritage Division for this design change.

Removal of the lift and associated lift landing canopy from Platform 3/4 and retention of existing station office at footbridge level

The removal of the lift from Platform 3/4 from the scope of the Proposed Activity would result in minor impacts to access during operation. Although this platform is not in regular use, it is possible that customers may need to access the platform infrequently, such as during rail shutdowns (around eight days per year) or other emergency scenarios. During such scenarios, information would be provided to customers on alternate options for those who are not able to use the existing stairs. It is also noted that the Proposed Activity would not preclude a lift from being provided at a later stage.

Removal of the lift from within the Booking Office would have a positive heritage impact by retaining the original heritage fabric of the Booking Office and former driver's rest room underneath the Booking Office. The original timber framing and wall and ceiling linings in the Booking Office, and the original brick structure of the former driver's rest room was assessed as having exceptional heritage significance. The previous proposal to install the lift, lift entrance and associated canopy within this structure would have had major adverse impacts on its heritage value.

The Booking Office is one of three such structures surviving from the late 19th century, and in addition to retaining much of its original appearance and fabric, it has continued to be used for

its original purpose in accommodating the station office. The removal of the lift from the Booking Office would enable the station office to remain in its existing location (rather than being relocated to the Amenities Building) and allow the cultural significance of this element of the station to be retained. In addition, the existing toilet facilities within the Amenities Building which would have otherwise been demolished to accommodate the relocated station office, would now be partially retained, and together with the new family accessible toilet, would provide additional toilet facilities for station customers.

3.3 Consultation regarding revised design and future consultation

Representatives from within various divisions of TfNSW and Sydney Trains were consulted to consider the proposed change in scope with respect to a number of factors, including customer service.

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

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

4 Consideration of the environmental impacts

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 is provided in Chapter 6 of the REF and Appendix A 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 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?*](#)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 Part 5.1 of the EP&A Act is not required.

Environment Protection and Biodiversity Conservation Act 1999

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

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

Heritage Act 1977

The Proposed Activity would be undertaken within the curtilage of the Homebush Station Railway Group which is listed on the State Heritage Register, RailCorp's Section 170 Heritage and Conservation Register and the heritage schedules of the *Strathfield Local Environmental Plan 2012*.

The potential heritage impacts of the Proposed Activity have been assessed in the SoHI (Orwell & Peter Phillips, 2016) and are summarised in Section 6.5 of the REF. The Proposed Activity 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 9 December 2016 (refer Appendix C).

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

5 Conditions of Approval

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

6 Conclusion

Having regard to the assessment in the REF, consideration of the submissions received, it can be concluded that the Proposed Activity is not likely to significantly affect the environment (including critical habitat) or threatened species, populations of ecological communities, or their habitats. Consequently, an environmental impact statement 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 to be approved subject to the proposed mitigation and environmental management measures included in the Conditions of Approval (refer Appendix B).

References

AECOM, October 2016, *Homebush Station Upgrade Review of Environmental Factors*, Sydney

AECOM, 2016b, *Visual Impact Assessment – Homebush Station Upgrade*, Sydney

AECOM, 2016c, *Noise and Vibration Impact Assessment – Homebush Station Upgrade*, Sydney

Orwell & Peter Phillips, 2016, *Statement of Heritage Impact - Homebush Station Upgrade*, Sydney

Orwell & Peter Phillips, 2016b, *Homebush Railway Station: Heritage Review of Design Amendment*, Sydney

TfNSW, 2013, *Sydney's Cycling Future - Cycling for everyday transport*, Sydney

TfNSW, 2016, *Vegetation Offset Guide*, Sydney

TfNSW, 2016b, *Construction Noise Strategy*, Sydney

Appendix A Review of Environmental Factors

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

<http://www.transport.nsw.gov.au/projects/tap/current-works/homebush-station>

Appendix B Conditions of Approval

CONDITIONS OF APPROVAL

Homebush Station Upgrade

Note: these conditions of approval must be read in conjunction with the final mitigation measures in the Homebush Station Upgrade Review of Environmental Factors.

Schedule of acronyms and definitions used:

Acronym	Definition
CECR	Construction Environmental Compliance Report
CEMP	Construction Environmental Management Plan
CLP	Community Liaison Plan
CoA	Condition of Approval
dBA	Decibels (A-weighted scale)
ECM	Environmental Controls Map
EIA	Environmental Impact Assessment
EPA	NSW Environment Protection Authority
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	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
PMEIA	TfNSW Principal Manager Environmental Impact Assessment (or nominated delegate)
PMEM	TfNSW Principal Manager Environmental Management (or nominated delegate)
PMS	TfNSW Principal Manager Sustainability (or nominated delegate)
RBL	Rating Background Level
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 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).
Contamination	The presence in, on or under land of a substance at a concentration above the concentration at which the substance is normally present in, on or under (respectively) land in the same locality, being a presence that presents a risk of harm to human health or any other aspect of the environment.
Designated Works	Includes tunnelling, blasting, piling, excavation or bulk fill or any vibratory impact works including jack hammering and compaction, for Construction.
Emergency Work	Includes works to avoid loss of life, damage to external property, utilities and infrastructure, prevent immediate harm to the environment, contamination of land or damage to a heritage (indigenous or non-indigenous) item.
Environmental Impact Assessment (EIA)	The documents listed in Condition 1 of this approval.
Feasible	A work practice or abatement measure is feasible if it is capable of being put into practice or of being engineered and is practical to build given project constraints such as safety and maintenance requirements.
Noise Sensitive Receiver	In addition to residential dwellings, noise sensitive receivers include, but are not limited to, hotels, entertainment venues, pre-schools and day care facilities, educational institutions (e.g. schools, TAFE colleges), health care facilities (e.g. nursing homes, hospitals), recording studios, places of worship/religious facilities (e.g. churches), and other noise sensitive receivers identified in the environmental impact assessment.
Project	The construction and operation of the Homebush Station Upgrade as described in the Environmental Impact Assessment.
Proponent	A person or body proposing to carry out an activity under Part 5 of the EP&A Act – in the case of the Project, Transport for NSW.
Reasonable	Selecting reasonable measures from those that are feasible involves making a judgment to determine whether the overall benefits outweigh the overall adverse social, economic and environmental effects, including the cost of the measure.

CoA number	Type
	General
1	<p>Terms of Approval</p> <p>The Project shall be carried out generally in accordance with the environmental impact assessment (EIA) for this Project, which comprises the following documents:</p> <ul style="list-style-type: none"> a) <i>Homebush Station Upgrade – Review of Environmental Factors</i>, (AECOM, October 2016) b) <i>Homebush Station Upgrade – Determination Report</i>, (AECOM, February 2017). <p>In the event of an inconsistency between these conditions and the EIA, these conditions will prevail to the extent of the inconsistency.</p>
2	<p>Project Modifications</p> <p>Any modification to the Project as approved in the EIA would be subject to further assessment. This assessment would need to demonstrate that any environmental impacts resulting from the modifications have been minimised. The assessment shall be subject to approval under delegated authority by TfNSW. The Proponent shall comply with any additional requirements from the assessment of the Project modification.</p>
3	<p>Statutory Requirements</p> <p>These conditions do not relieve the Proponent of the obligation to obtain all other licences, permits, approvals and land owner consents from all relevant authorities and land owners as required under any other legislation for the Project. The Proponent shall comply with the terms and conditions of such licences, permits, approvals and permissions.</p>
4	<p>Pre-Construction Environmental Compliance Matrix</p> <p>A Pre-Construction Environmental Compliance Matrix (PECM) for the Project (or such stages of the Project as agreed to by the 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.</p> <p>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).</p>

CoA number	Type
5	<p>Construction Environmental Compliance Report</p> <p>A Construction Environmental Compliance Report (CECR) for the Project shall be prepared which addresses the following matters:</p> <ul style="list-style-type: none"> a) compliance with the Construction Environmental Management Plan (CEMP) and these conditions b) compliance with the <i>NSW Sustainable Design Guidelines – Version 3.0</i> 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. <p>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.</p>
6	<p>Pre-Operation Compliance Report</p> <p>A Pre-Operation Compliance Report (POCR) for the Project shall be prepared, prior to commencement of operation of the Project. The POCR shall detail compliance with all Conditions of Approval, licences and permits required to be obtained under any other legislation for the Project.</p> <p>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).</p>

CoA number	Type
Communications	
7	<p>Community Liaison Plan</p> <p>A Community Liaison Plan (CLP) shall be prepared and implemented to engage with government agencies, relevant councils, landowners, community members and other relevant stakeholders (such as utility and service providers, bus companies and businesses). The CLP shall comply with the obligations of these conditions and should include, but not necessarily be limited to:</p> <ul style="list-style-type: none"> a) details of the protocols and procedures for disseminating information and liaising with the community and other key stakeholders about construction activities (including timing and staging) and any associated impacts during the construction period b) stakeholder and issues identification and analysis c) procedures for dealing with complaints or disputes and response requirements, including advertising the 24 hour construction response line number d) details (including a program) of training for all employees, contractors and sub-contractors on the requirements of the CLP. <p>The CLP 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.</p>
8	<p>Community Notification and Liaison</p> <p>The local community shall be advised of any activities related to the Project with the potential to impact upon them.</p> <p>Prior to any site activities commencing and throughout the Project duration, the community is to be notified of works to be undertaken, the estimated hours of construction and details of how further information can be obtained (i.e. contact telephone number/email, website, newsletters etc.) including the 24 hour construction response line number.</p> <p>Construction-specific impacts including information on traffic changes, access changes, detours, services disruptions, public transport changes, high noise generating work activities and work required outside the nominated working hours shall be advised to the local community at least seven days prior to such works being undertaken or other period as agreed to by the Director Community Engagement (or nominated delegate) or as required by the Environment Protection Authority (EPA) (where an Environment Protection Licence (EPL) is in effect).</p>
9	<p>Website</p> <p>The Proponent shall provide electronic information (or details of where hard copies of this information may be accessed by members of the public) related to the Project, on dedicated pages within its existing website, including:</p> <ul style="list-style-type: none"> a) a copy of the documents referred to under Condition 1 of this approval b) a list of environmental management reports that are publicly available c) 24 hour contact telephone number for information and complaints. <p>All documents uploaded to the website must be compliant with the Web Content Accessibility Guidelines 2.0.</p>

CoA number	Type
10	<p data-bbox="336 293 655 327">Complaints Management</p> <p data-bbox="336 338 1206 371">The Proponent shall set up a 24 hour construction response line number.</p> <p data-bbox="336 383 1434 618">Details of all complaints received during construction are to be recorded on a complaints register. A verbal response to phone enquiries on what action is proposed to be undertaken is to be provided to the complainant within two hours during all times construction is being undertaken and within 24 hours during non-construction times (unless the complainant agrees otherwise). A verbal response to written complaints (email/letter) should be provided within 48 hours of receipt of the communication. A detailed written response is to be provided to the complainant within seven calendar days for verbal and/or written complaints.</p> <p data-bbox="336 629 1398 730">Information on all complaints received during the previous 24 hours shall be forwarded to the TfNSW Community Engagement Manager and TfNSW Environment and Planning Manager each working day.</p>
Environmental Management	
11	<p data-bbox="336 853 663 887">Environmental Personnel</p> <p data-bbox="336 898 1382 1043">A suitably qualified and experienced environmental resource shall be available who is responsible for implementing environmental objectives for the Project, including undertaking regular site inspections, preparation of environmental documentation and ensuring the Project meets the requirements of the Environmental Management System (EMS).</p> <p data-bbox="336 1055 1414 1178">Details of the environmental resource, 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, prior to commencement of environmental pre-construction documentation.</p> <p data-bbox="336 1189 1334 1267">Any adjustments to environmental resource allocations (on-site or off-site) are to be approved by the PMEM.</p>

CoA number	Type
12	<p>Construction Environmental Management Plan</p> <p>A Construction Environmental Management Plan (CEMP) shall be prepared prior to commencement of construction which addresses the following matters, as a minimum:</p> <ul style="list-style-type: none"> 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. <p>The CEMP shall:</p> <ul style="list-style-type: none"> 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 <i>Guideline for Preparation of Environmental Management Plans</i> (Department of Infrastructure, Planning and Natural Resources, 2004) iii) include an Environmental Policy. <p>The Proponent shall:</p> <ul style="list-style-type: none"> 1. consult with relevant government agencies and service/utility providers as part of the preparation of the CEMP 2. 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) 3. review and update the CEMP at regular intervals, and in response to any actions identified as part of Project audits 4. 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. <p>The CEMP must be approved by the PMEM prior to the commencement of construction work associated with the Project.</p>
13	<p>Environmental Management Representative</p> <p>Not used.</p>

CoA number	Type
14	<p>Environmental Controls Map</p> <p>An Environmental Controls Map (ECM) shall be prepared in accordance with TfNSW's <i>Guide to Environmental Controls Map</i> (3TP-SD-015) prior to the commencement of construction for implementation for the duration of construction, and may be prepared in stages as set out in the CEMP.</p> <p>A copy of the ECM must be submitted to the PMEM for approval, at least 21 days (or within such time as otherwise agreed by the PMEM) prior to commencement of construction of the Project.</p> <p>The ECM shall be prepared as a map – suitably enlarged (e.g. A3 size or larger) for mounting on the wall of a site office and included in site inductions, supported by relevant written information.</p> <p>Updates to the ECM shall be made within seven days of the completion of the review or receipt of actions identified by any audit of the document, and submitted to the PMEM for approval.</p>

Contamination and Hazardous Materials

15	<p>Unidentified Contamination (other than asbestos)</p> <p>If previously unidentified contamination (excluding asbestos) is discovered during construction, work in the affected area must cease immediately, and an investigation must be undertaken and a report prepared to determine the nature, extent and degree of any contamination. The level of reporting must be appropriate for the identified contamination in accordance relevant EPA guidelines, including <i>Guidelines for Consultants Reporting on Contaminated Sites</i> (OEH, 2011).</p> <p>A copy of any contamination report must be submitted to the 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.</p> <p>Note: <i>In circumstances where both previously unidentified asbestos contamination and other contamination are discovered within a common area, nothing in these conditions shall prevent the preparation of a single investigation report to satisfy the requirements of both Condition 15 and Condition 16.</i></p>
16	<p>Asbestos Management</p> <p>If previously unidentified asbestos contamination is discovered during construction, work in the affected area must cease immediately, and an investigation must be undertaken and a report prepared to determine the nature, extent and degree of the asbestos contamination. The level of reporting must be appropriate for the identified contamination in accordance with relevant EPA and WorkCover guidelines and include the proposed methodology for the remediation of the asbestos contamination. Remediation activities must not take place until receipt of the investigation report.</p> <p>Works may only recommence upon receipt of a validation report from a suitably qualified contamination specialist that the remediation activities have been undertaken in accordance with the investigation report and remediation methodology.</p> <p>Note: <i>In circumstances where both previously unidentified asbestos contamination and other contamination are discovered within a common area, nothing in these conditions shall prevent the preparation of a single investigation report to satisfy the requirements of both Condition 15 and Condition 16.</i></p>

CoA number	Type
17	<p>Storage and Use of Hazardous Materials</p> <p>Construction hazard and risk issues associated with the use and storage of hazardous materials shall be addressed through risk management measures, which shall be developed prior to construction as part of the overall CEMP, in accordance with relevant EPA guidelines, TfNSW's <i>Chemical Storage and Spill Response Guidelines</i> (9TP-SD-066) and Australian and ISO standards. These measures shall include:</p> <ol style="list-style-type: none"> 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 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 all hazardous materials spills and leaks to be reported to site managers and actions to be immediately taken to remedy spills and leaks training in the use of spill kits to be given to all personnel involved in the storage, distribution or use of hazardous materials.
18	<p>Hazardous Materials Survey</p> <p>A hazardous materials survey in accordance with AS 2601 (2001) <i>Demolition of Structures</i> shall be undertaken by an appropriately qualified environmental scientist prior to the partial demolition of the existing footbridge canopy, Amenities Building and Booking Office.</p> <p>Subsequent removal of any hazardous material is to be undertaken in accordance with applicable EPA and WorkCover guidelines.</p>
Erosion and Sediment Control	
19	<p>Erosion and Sediment Control</p> <p>Soil and water management measures shall be prepared and implemented as part of the CEMP for the mitigation of water quality and hydrology impacts during construction of the Project. The management measures shall be prepared in accordance with <i>Managing Urban Stormwater: Soils and Construction – Volume 1</i>, 4th Edition (Landcom, 2004).</p>
Flora and Fauna	
20	<p>Removal of Trees or Vegetation</p> <p>Separate approval, in accordance with TfNSW's <i>Removal or Trimming of Vegetation Application</i> (9TP-FT-078), is required for the trimming, cutting, pruning or removal of trees or vegetation where the impact has not already been identified in the EIA for the Project. The trimming, cutting, pruning or removal of trees or vegetation shall be undertaken in accordance with the conditions of that approval.</p>
21	<p>Replanting Program</p> <p>All cleared vegetation shall be offset in accordance with TfNSW's <i>Vegetation Offset Guide</i> (9TP-SD-087). All vegetation planted on-site is to consist of locally endemic native species, unless otherwise agreed by the PMEM, following consultation with the relevant council, where relevant, and/or the owner of the land upon which the vegetation is to be planted.</p>

CoA number	Type
Heritage Management	
22	<p>Protection of State Heritage Items</p> <p>Design and construction of the Proposed Activity within the curtilage of the Homebush Railway Station group must be undertaken in accordance with the conditions of approval granted under section 60 of the NSW <i>Heritage Act 1977</i> issued 9 December 2016, and the mitigation measures recommended in the Statement of Heritage Impact (Orwell & Peter Phillips, 2016).</p> <p>In the event of any inconsistency between the conditions of the section 60 approval and the Statement of Heritage Impact and/or EIA documents identified in CoA 1, the section 60 approval will prevail to the extent of the inconsistency.</p>
23	<p>Indigenous and Non-Indigenous Heritage</p> <p>If previously unidentified Indigenous or non-Indigenous heritage/archaeological items are uncovered during construction works, the procedures contained in the TfNSW <i>Unexpected Heritage Finds Guideline</i> (3TP-SD-115) shall be followed and all works in the vicinity of the find shall cease. The TfNSW Environment and Planning Manager shall be immediately notified to co-ordinate a response, which may include seeking appropriate advice from a suitably qualified and experienced heritage 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.</p>
Hours of Work	
24	<p>Standard Construction Hours</p> <p>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:</p> <ol style="list-style-type: none"> 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, subject to approval by the PMEM out of hours work identified and assessed in the EIA or the approved Out of Hours Work Protocol (OOHWP) 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 Emergency Work to avoid the loss of lives, property and/or to prevent environmental harm 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).
25	<p>High Noise Generating Activities</p> <p>Rock breaking or hammering, jack hammering, pile driving, vibratory rolling, cutting of pavement, concrete or steel and any other activities which result in impulsive or tonal noise generation shall not be undertaken for more than three hours, without a minimum one hour respite period unless otherwise agreed to by the PMEM, or as approved by the EPA (where relevant to the issuing of an EPL).</p>

CoA number	Type
	Noise and Vibration
26	<p>Construction Noise and Vibration</p> <p>Construction noise and vibration mitigation measures shall be implemented through the CEMP, in accordance with TfNSW's <i>Construction Noise Strategy</i> (7TP-ST-157) and the EPA's <i>Interim Construction Noise Guideline</i> (Department of Environment and Climate Change, 2009). The mitigation measures shall include, but not be limited to:</p> <ul style="list-style-type: none"> a) details of construction activities and an indicative schedule for construction works b) identification of construction activities that have the potential to generate noise and/or vibration impacts on surrounding land uses, particularly sensitive noise receivers c) detail what reasonable and feasible actions and measures shall be implemented to minimise noise impacts (including those identified in the EIA) d) procedures for notifying sensitive receivers of construction activities that are likely to affect their noise and vibration amenity, as well as procedures for dealing with and responding to noise complaints e) an Out Of Hours Work Protocol (OOHWP) for the assessment, management and approval of works outside the standard construction hours identified in CoA 24 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 <i>Construction Noise Strategy</i> (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.
27	<p>Vibration Criteria</p> <p>Vibration (other than from blasting) resulting from construction and received at any structure outside of the Project shall be limited to:</p> <ul style="list-style-type: none"> a) for structural damage vibration – the German Standard DIN 4150:Part 3 – 1999: <i>Structural Vibration in Buildings: Effects on Structures</i> and British Standard BS 7385-2:1993 <i>Guide to Evaluation of Human Exposure to Vibration in Buildings (1 Hz to 80 Hz)</i> b) for human exposure to vibration – the acceptable vibration values set out in the <i>Environmental Noise Management Assessing Vibration: A Technical Guideline</i> (Department of Environment and Conservation, 2006), which includes the British Standard BS 7385-2:1993 <i>Guide to Evaluation of Human Exposure to Vibration in Buildings (1 Hz to 80 Hz)</i>. <p>These limits apply unless otherwise approved by the PMEM through the CEMP.</p>
28	<p>Non-Tonal Reversing Beepers</p> <p>Non-tonal reversing beepers (or an equivalent mechanism) shall be fitted and used on all construction vehicles and mobile plant regularly used on site (i.e. greater than one day) and for any out of hours work.</p>

CoA number	Type
29	Noise Impacts on Educational Facilities 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.
30	Piling 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.
Lighting	
31	Lighting Scheme All permanent lighting for the Project is to be developed by a suitably qualified lighting designer and prepared in accordance with AS 1158 <i>Road Lighting</i> and AS 4282 <i>Control of the Obtrusive Effect of Outdoor Lighting</i> . The lighting scheme shall address the following as relevant: <ul style="list-style-type: none"> a) consideration of lighting demands of different areas b) strategic placement of lighting fixtures to maximise ground coverage c) use of LED lighting d) minimising light spill by directing lighting into the station 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 h) ensuring security and warning lighting is not directed at neighbouring properties. The proposed lighting scheme is to be submitted with the design submission and accepted by TfNSW's Precincts and Urban Design team.

CoA number	Type
Property	
32	<p>Property Condition Surveys</p> <p>Subject to landowner agreement, property condition surveys shall be completed prior to piling, excavation or bulk fill or any vibratory impact works including jack hammering and compaction (Designated Works) in the vicinity of the following buildings/structures:</p> <ol style="list-style-type: none"> all buildings/structures/roads within a plan distance of 20 metres from the edge of the Designated Works all heritage listed buildings and other sensitive structures within 50 metres from the edge of the Designated Works. <p>Property condition surveys need not be undertaken if a risk assessment indicates that selected buildings/structures/roads identified in (a) and (b) will not be affected as determined by a qualified geotechnical and construction engineering expert with appropriate registration on the National Professional Engineers Register prior to commencement of Designated Works.</p> <p>Selected potentially sensitive buildings and/or structures shall first be surveyed prior to the commencement of the Designated Works and again immediately upon completion of the Designated Works.</p> <p>All owners of assets to be surveyed, as defined above, are to be advised (at least 14 days prior to the first survey) of the scope and methodology of the survey, and the process for making a claim regarding potential property damage.</p> <p>A copy of the survey(s) shall be given to each affected owner. A register of all properties surveyed shall be maintained.</p> <p>Any damage to buildings, structures, lawns, trees, sheds, gardens, etc. as a result of construction activity direct and indirect (i.e. including vibration and groundwater changes) shall be rectified at no cost to the owner(s).</p>
Sustainability	
33	<p>Sustainability Officer</p> <p>The Proponent shall appoint a suitably qualified and experienced Sustainability Officer who is responsible for implementing the sustainability objectives for the Project.</p> <p>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 Principal Manager Sustainability (PMS) prior to preparation of the Pre-Construction Sustainability Report (PCSR).</p>

**CoA
number****Type****34****Pre-Construction Sustainability Report**

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:

- a) a completed electronic checklist demonstrating compliance with TfNSW's *NSW Sustainable Design Guidelines – Version 3.0* (7TP-ST-114)
- b) a statement outlining the Proponent's own corporate sustainability obligations, goals, targets, in house tools, etc
- c) a documented process to identify and progress innovation initiatives on the Project as appropriate. Areas of innovation that have been confirmed, and those subject to ongoing evaluation for implementation on the Project, are to be identified.

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

Traffic and Access**35****Traffic Management Plan**

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

- 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 Homebush Station and surrounding 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) ensuring heavy vehicle movements in proximity to Homebush Local Centre and educational establishments, including Homebush Public School, are restricted during peak times and school zone hours
- h) details for the locations of kiss and ride, taxi rank and replacement bus stops if required including appropriate signage to direct customers, in consultation with the relevant taxi/bus operator(s). Particular provisions should also be considered for the accessibility impaired
- i) measures to manage traffic flows around the area affected by the Project, including as required regulatory and direction signposting, line marking and variable message signs and all other traffic control devices necessary for the implementation of the TMP.

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

**CoA
number****Type****36****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.

37**Road Safety Audit**

A Road Safety Audit shall be undertaken as part of the detailed design process and on completion of construction. The Road Safety Audit shall include, but not be limited to, detailed assessment of sight distances for vehicles and the operation of the pedestrian crossing on Loftus Crescent, proposed accessible parking spaces on the southern side of the station, new kerb ramps, new kiss and ride areas and taxi ranks and identification of mitigation measures proposed.

The Road Safety Audit is to be submitted to and accepted by TfNSW. The findings of the Road Safety Audit would be provided to Strathfield Municipal Council for information.

Urban Design and Landscaping**38****Urban Design Plan**

An Urban Design Plan (UDP) shall be prepared which demonstrates design excellence in the essential urban design requirements of the Project, as evident in the following matters:

- a) the appropriateness of the proposed design with respect to the existing surrounding landscape, built form, behaviours and use-patterns (including consideration of Crime Prevention Through Environmental Design principles). This is to include but not be limited to:
 - i. connectivity with surrounding local and regional movement networks including street networks, other transport modes and active transport networks. Existing and proposed paths of travel for pedestrians and bicycles should be shown
 - ii. integration with surrounding local and regional open space and or landscape networks. Existing and proposed open space infrastructure/landscape elements should be shown
 - iii. integration with surrounding streetscape including street wall height, active frontages, awnings, street trees, entries, vehicle cross overs etc
 - iv. integration with surrounding built form (existing or desired future) including building height, scale, bulk, massing and land use
- (b) design detail that is sensitive to the amenity and character of the local area and heritage items located within or adjacent to the Project site
- (c) total water management principles to be integrated into the design where considered appropriate
- (d) any other matters which the conditions require the UDP to address.

The UDP shall be:

- 1) prepared and submitted to TfNSW with each design submission
- 2) prepared in consultation with council and relevant stakeholders
- 3) prepared by a registered architect and/or landscape architect who has appropriate and relevant urban design expertise
- 4) endorsed by TfNSW's Precincts and Urban Design team.

39

Public Domain Plan

A Public Domain Plan (PDP) shall be prepared which demonstrates design excellence in the essential urban design requirements of the Project, as evident in the following matters:

- a) materials, finishes, colour schemes and maintenance procedures including graffiti control for new walls, barriers and fences
- b) location and design of pedestrian and bicycle pathways, street furniture including relocated bus and taxi facilities, bicycle storage (where relevant), telephones and lighting equipment
- c) landscape treatments and street tree planting to integrate with surrounding streetscape which, at a minimum, must address the following:
 - i. consideration of the selection and location of new tree plantings along Loftus Crescent that may provide partial screening of the station from surrounding receivers, and facilitate improved amenity, such as the landscape setting of the station
 - ii. consideration of street tree plantings along the southern side of The Crescent (using period Brush Box) either to the whole street frontage or the commercial area to increase the amenity of this area
 - iii. landscape details, including details of soil preparation, mulches, plant selection, plant sizes (consideration of planting advanced stock and expected final sizes)
 - iv. a schedule which details the landscape maintenance requirements to be implemented for the for the 12 month period following the commencement of operation
 - v. design of street furniture to consider Strathfield Municipal Council guidelines as relevant
- d) opportunities for public art created by local artists to be incorporated, where considered appropriate, into the Project, including consideration of incorporating moveable heritage, or other forms of heritage interpretation, into blank street facing walls
- e) total water management principles to be integrated into the design where considered appropriate
- f) design measures included to meet TfNSW's *NSW Sustainable Design Guidelines - Version 3.0* (7TP-ST-114)
- g) identification of design and landscaping aspects that will be open for stakeholder input, as required
- h) any other matters which the conditions require the PDP to address.

The PDP shall be:

- 1. prepared and submitted to TfNSW with each design submission
- 2. prepared in consultation with councils and relevant stakeholders
- 3. prepared by a registered landscape architect
- 4. endorsed by TfNSW's Precincts and Urban Design team.

CoA number	Type
Additional Conditions	
40	<p>Graffiti and Advertising</p> <p>Hoardings, site sheds, fencing, acoustic walls around the perimeter of the site, and any structures built as part of the Project are to be maintained free of graffiti and advertising not authorised by the Proponent during the construction period. Graffiti and unauthorised advertising will be removed or covered within the following timeframes:</p> <ol style="list-style-type: none"> offensive graffiti will be removed or concealed within 24 hours highly visible (yet inoffensive) graffiti will be removed or concealed within a week graffiti that is neither offensive or highly visible will be removed or concealed within a month any unauthorised advertising material will be removed or concealed within 24 hours.
Site Specific Conditions	
41	<p>Contractor's Heritage Consultant</p> <p>A suitably qualified and experienced heritage consultant, who is independent of the Contractor's personnel and approved by the PMEIA, is to provide input to the detailed design process to ensure the design is sympathetic to the heritage values of the station. The independent heritage consultant shall undertake the following:</p> <ol style="list-style-type: none"> prepare and submit a report to the PMEM at least 14 days prior to the commencement of construction, outlining how the recommendations in the Homebush Station Upgrade Statement of Heritage Impact (Orwell & Peter Phillips, 2016) and relevant section 60 conditions of approval, and the requirements of CoA 43 have been considered and complied with during detailed design.
42	<p>Archival Recording</p> <p>Archival recording of the station as a whole, is to be undertaken prior to the commencement of construction in accordance with the NSW Heritage Division guidelines <i>Photographic recording of heritage items using film or digital capture</i> (NSW Heritage Office, 2006) and <i>How to prepare archival records</i> (NSW Heritage Office, 1998). Copies are to be provided to the Sydney Trains Heritage Team for future reference. In particular, the brick boundary walls in the vicinity of the new lift, and the Booking Office are to be comprehensively included as part of the archival recording.</p>
43	<p>Visual amenity</p> <p>During detailed design, further consideration shall be given to the use of materials for the lift and canopy rooves that are, to the maximum extent practicable, complementary to and cohesive with, the existing station.</p>
44	<p>Protection of Platform trees</p> <p>All trees on the station platforms shall be protected and retained. The detailed design and construction of the Proposed Activity shall be undertaken with regard for these trees which have high amenity value and contribute to the heritage setting of the station. Any trimming of trees on the station platform is not permitted without further justification (including feasibility of alternative options) being provided to, and accepted by, the PMEM in consultation with a qualified heritage consultant.</p>

CoA number	Type
45	<p>Vibration Impacts to Heritage Listed Structures at the Station</p> <p>To effectively mitigate potential impacts of vibration on the heritage structures within the station, activities that cause vibration are to be managed in accordance with German Standard DIN 4150 – Part 3 (DIN 1999) heritage specifications. Real time vibration monitoring is to be conducted at commencement of relevant works to confirm compliance with the German Standard DIN 4150. If vibration levels approach the determined trigger level, then the construction activity shall cease and the heritage structure is to be assessed and alternative construction methodologies developed, where practicable, before construction recommences.</p>
46	<p>Selection of Final Location for Temporary Construction Compound(s)</p> <p>The final location of the temporary construction compound(s) is to be selected in accordance with the following criteria where reasonably practicable to ensure environmental impacts are minimised:</p> <ul style="list-style-type: none"> a) safe access to the local road and pedestrian network is provided b) no excavation works required (unless approved otherwise) c) the site is relatively level d) use of the site does not adversely impact on watercourses e) minimal tree removal required f) minimal impacts on adjacent land uses. <p>In accordance with the requirements of CoA 2, any works for the establishment of the temporary construction site compound(s) may not commence until the environmental impacts of the proposed works have been assessed and approved by TfNSW.</p>
47	<p>Construction impacts on access to Sydney Olympic Park</p> <p>Targeted consultation is to be undertaken with the relevant authorities to determine appropriate measures to manage any potential impacts associated with access to major events at Sydney Olympic Park. This may include scheduling works outside of major event times.</p>

END OF CONDITIONS

Appendix C Section 60 *Heritage Act 1977* Approval, and Conditions of Approval



File No. SF16/46157
Doc No. DOC16/515070

Mr Phil Cerone
Transport for New South Wales
Level 5 Tower A
821 Pacific Highway
CHATSWOOD NSW 2067

Attention: Ron Turner (Ron.Turner2@transport.nsw.gov.au)

Dear Mr Cerone

APPLICATION UNDER S60 OF THE *HERITAGE ACT 1977*

Homebush Railway Station Group, State Heritage Register N° 01170

Proposal: Transport Access Program – station upgrade

Section 60 Application No: 2016/s60/165, received 13 October 2016

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

Additional information requested: Yes

Additional information received: 25 October 2016, 7 November 2016, 6 December 2016 and 9 December 2016

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. Drawings prepared by DesignInc, as listed in the table below:

Title	Dwg. No.	Rev
Architectural Cover Sheet & Drawing List	HBS-ARC-AR-011100	F
Architectural Proposed Site Plan	HBS-ARC-AR-011120	F
Architectural Existing & Demolition Plan	HBS-ARC-AR-011130	E
Architectural General Arrangement Plan - Platform Level	TAP-C4742HB-AR-1140	I
Architectural General Arrangement Plan - Footbridge Level	HBS-ARC-AR-011141	F
Architectural General Arrangement Plan - Roof Level	HBS-ARC-AR-011142	F
Architectural Proposed Floor Plan - Platform Level (The Crescent & Platform 5/6)	HBS-ARC-AR-011200	F

Title	Dwg. No.	Rev
Architectural Proposed Floor Plan - Platform Level (Platforms 1 to 4)	TAP-C4742-HB-AR-1201	J
Architectural Proposed Floor Plan - Platform Level (Loftus Crescent)	HBS-ARC-AR-011202	F
Architectural Proposed Floor Plan - Footbridge Level (The Crescent & Platform 5/6)	TAP-C4742-HB-AR-1210	I
Architectural Proposed Floor Plan - Footbridge Level (Platforms 1 to 4)	HBS-ARC-AR-011211	F
Architectural Proposed Floor Plan - Footbridge Level (Loftus Crescent)	HBS-ARC-AR-011212	F
Architectural Proposed Roof Plan - The Crescent & Platform 5/6	HBS-ARC-AR-011240	F
Architectural Proposed Roof Plan - Platforms 1 to 4	HBS-ARC-AR-011241	F
Architectural Proposed Roof Plan - Loftus Crescent	HBS-ARC-AR-011242	F
Architectural Elevations - Sheet 01	HBS-ARC-AR-011300	F
Architectural Elevations - Sheet 02	HBS-ARC-AR-011301	F
Architectural Sections - Sheet 01	HBS-ARC-AR-011400	F
Architectural Sections - Sheet 02	HBS-ARC-AR-011401	F
Architectural Sections - Sheet 03	HBS-ARC-AR-011402	E
Architectural Proposed Floor Plan - Trenching & Excavation Scope	TAP-C4742-HB-AR-SK-002	
AC Enclosure Elevations	SK-012	-

EXCEPT AS AMENDED by the conditions of this approval:

2. PROPOSED WORKS

- a. Alternative solutions to satisfy the requirements of the National Construction Code are to be used where deemed-to-satisfy solutions would result in avoidable adverse heritage impacts.
- b. Hold points in the construction program are to be agreed with the appointed heritage consultant in order to allow time for inspection of the dismantled structures and salvaged elements, and for the making of informed decisions on how the works should proceed
- c. Further details for the following items are to be submitted to the Manager, Conservation, Heritage Division for approval prior to commencement of construction:
 - i. The interior of the existing booking office and the former train crew room beneath, showing original fabric to be removed and retained,

and any works required arising from the proposed new use, such as fire safety upgrading or sound insulation.

- ii. New canopies over the lift entrances, and the proposed canopy over the footbridge.
 - iii. Revised fence details that are more appropriate to the character of the station.
 - iv. Details of where and how existing services are to be relocated.
 - v. Details, finishes and colour of the proposed gates to the air-conditioning enclosures located under existing stairs.
- d. All existing trees located on the platforms are to be retained.
 - e. Lift 3 is to be deleted from these works as the proposed concrete shaft is not acceptable.
 - f. The masonry required to be removed for the installation of lift 5 is required to be carefully removed, documented and stored on site for future reinstatement.
 - g. The new louvered opening (LVR-01) proposed to the existing storeroom on Platform 1 is to be deleted.

Reason: To help ensure that the significant fabric and overall heritage significance of Homebush Station is appropriately conserved.

3. EXPERIENCED HERITAGE CONSULTANTS & TRADESPEOPLE

- a. An suitably qualified and experienced heritage consultant must be nominated for the project. Their name is to be submitted to the Manager Conservation as Delegate of the Heritage Council of NSW and approved prior to the commencement of works.
- b. The Applicant's nominated heritage consultant is to:
 - i. provide advice on good conservation practice and confirm that the works have been undertaken in accordance with such practice;
 - ii. conduct site heritage inductions and inspect the works to ensure that impacts on significant fabric are consistent with this approval and to manage the implementation of the conditions of approval; and,
 - iii. notify the Heritage Council if any conditions of this approval are not being met.

Reason: To help ensure that works to significant fabric is carried out with appropriate regard to the heritage values of the place.

4. SITE PROTECTION & WORKS

- a. Significant built elements are to be adequately protected during the works from potential damage. Protection systems must ensure historic fabric is not damaged or removed, including the measures to be adopted during the demolition of the footbridge and trestles and building of new structures.
- b. New services and equipment shall be concealed where possible to minimise visual impacts. The installation of new services and equipment shall be carried out in such a manner as to minimise damage to or removal of historic fabric and shall not obscure historic features.

Reason: To help ensure that significant fabric is protected from damage during construction works.

5. ARCHAEOLOGY

- a. Works endorsed under approval 2016/S60/165 cannot commence until the archaeological testing for the potential grave of Edmund Powell has been finalised to ensure that if the grave is present, works can be amended to ensure that it remains protected.
- b. Should the potential historic grave of Edward Powell be uncovered in the project area works will stop in this area 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 grave discovery.
- c. The Applicant must ensure that if substantial intact archaeological deposits and/or State significant relics 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.
- d. 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 (Enviroline 131 555) is to be notified in accordance with Section 89A of the National Parks and Wildlife Act 1974 (NPW Act). Aboriginal objects in NSW are protected under the NPW Act. Unless the objects are subject to a valid Aboriginal Heritage Impact Permit, work must not recommence until approval to do so has been provided by the Office of Environment & Heritage.

Reason: to ensure that any archaeology at the site is protected during works.

6. ARCHIVAL RECORDING

An archival photographic recording of the affected internal and external elements, including the brick boundary walls in the vicinity of the new lifts, and the footbridge buildings on Platforms 3 & 4 is to be undertaken prior to the 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.

Reason: To help mitigate the adverse impacts of the proposed works.

7. INTERPRETATION

An interpretation strategy is to be prepared and completed by an experienced interpretive specialist in accordance with relevant NSW Heritage Division guidelines before works commence. The strategy is to address moveable heritage items stored at the station. The strategy is to be implemented prior to the completion of the works.

Reason: To communicate the heritage values of Homebush Railway Station Group using suitable ways and means.

8. COMPLIANCE

- a. 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.
- b. 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 help ensure that development is undertaken as approved.

9. DURATION OF APPROVAL

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 help ensure orderly development in accordance with current conservation practice.

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

If you have any questions regarding the above approval for station upgrade works at Homebush Station as part of the Transport Access Program please contact Ronald Brown, Heritage Architect at the Heritage Division, Office of Environment and Heritage, on telephone (02) 9873 8542 or by e-mail: heritagemailbox@environment.nsw.gov.au.

Yours sincerely



Katrina Stankowski

Acting Manager, Conservation

Heritage Division

Office of Environment and Heritage

As Delegate of the Heritage Council of NSW

09/12/2016

Appendix D Determination

HOME BUSH STATION UPGRADE

APPROVAL

I, LOUISE SUREDA, as delegate of the Secretary, Transport for NSW:

1. Have examined and considered the Proposed Activity in the Homebush Station Upgrade Review of Environmental Factors and the Homebush Station Upgrade Determination Report in accordance with section 111 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 (February, 2017), consistent with the Proposal described in the Homebush Station Upgrade Review of Environmental Factors (October, 2016) as amended by this Determination Report.



Louise Sureda
Director, Planning and Environment Services
Infrastructure and Services Division
Transport for NSW

Date: 9 Feb 17