



Major Projects Assessment
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File: 12/04106
Our Ref: A1110861
Your Ref: SSI-5132

Attention: Tracy Bellamy

Dear Ms Bellamy

RE: STATE SIGNIFICANT INFRASTRUCTURE – EPPING TO THORNLEIGH THIRD TRACK (SSI-5132) - REQUEST FOR COMMENT ON ENVIRONMENTAL IMPACT STATEMENT

I refer to your letter requesting the NSW Heritage Council's comments in relation to the proposed Epping to Thornleigh Third Track Environmental Impact Statement (EIS), pursuant to Part 5 of the *Environmental Planning and Assessment Act, 1979* (as amended). The proposal consists of:

- A new six kilometre (third) track between Epping and Thornleigh stations on the western side of the existing rail corridor;
- A new bridge over the Devlins Creek and M2 Motorway to the north of Epping Station;
- An elevated station concourse building and a full 'easy access' station upgrade at Cheltenham Station;
- Extension of the pedestrian underpass at Beecroft Station;
- Extension of the existing elevated concourse over the new third track at Pennant Hills Station;
- Replacement of the existing pedestrian overbridge to the south of Pennant Hills Station; and
- Widening of a number of cuttings along the entire alignment to accommodate the new third track.

Section 12 and Technical Paper 5 of the EIS specifically deal with non-Indigenous Heritage issues. A study area of 50 metres either side of the proposed track was taken and within this 45 locally listed heritage items were identified. Due to the area of impact being restricted to the existing rail corridor it was concluded that of the 45 items only 13 would be impacted by the proposal.

A majority of the impacts are likely to be minor and are mainly going to consist of impacts on views to and from existing heritage items due to the removal of vegetation. The greatest impacts appear to be associated with works to Beecroft Railway Station and works near to a convict built stone causeway over Devlins Creek.

Beecroft Railway Station

The works will involve the removal of the 1895 platform to facilitate the third track. This 15m long brick lined platform is in relatively good condition but in the past has been planted with a garden that is now overgrown; it is not identified as a significant element of the station. Even if the third track did not require the removal of this station element its construction would further isolate it from the main station.

The Heritage Council considers, on balance, that the loss of the 1895 platform would be acceptable in terms of the impacts on the heritage significance of the site. The proposed archival and photographic

recording of the site prior to demolition is considered acceptable. The applicant should be made to install appropriate interpretation at the site that allows its history and former platform configuration to be able to be interpreted.

Stone Causeway


Although the works will not impact the causeway itself the proponent has identified that its location will be marked on all site plans and in the CEMP and the site monitored for vibration damage during construction works. Although the documentation states that the causeway will be monitored for vibration impacts there is no discussion of measures to be followed should vibration damage be identified. Although this could have been addressed in the CEMP the proponent has not provided one at this stage.

The following advice is provided:

- The CEMP is the overarching document that identifies how the specific environmental management measures are to be implemented. The omission of even a draft version of this document is considered a weakness. Although Tables 19.1 to 19.3 provide a summary of details to be included in the CEMP this is not considered to be sufficient. The Heritage Council is unable to provide comment on how the proposed mitigation measures are to be implemented as the final document that identifies this has not been completed.
- If the Department of Planning and Infrastructure requires Heritage Council comment on the implementation of the mitigation measures in relation to non-Indigenous heritage it is requested that the CEMP is forwarded separately to the Heritage Council for comment prior to its endorsement by the Director-General of the NSW Department of Planning and Infrastructure.
- All identified mitigation measures for non-Indigenous heritage items are to be implemented in the CEMP.
- Appropriate interpretation should be installed at Beecroft Railway Station that allows its history and former platform configuration to be able to be interpreted; this should be included as a condition of consent.
- The causeway over Devlins Creek should be fenced off during works to help identify its location on the ground and minimise potential accidental damage; this should be included as a condition of consent.
- The EIS has provided no procedures to be followed should vibration damage be identified on the causeway stating that investigation is to be undertaken. Any conditions of consent and the CEMP should specifically state that if any vibration damage to the causeway is identified works are to stop while investigation of the damage and potential options to minimise further damage are undertaken. Furthermore any damage to the causeway is to be reported to the Heritage Council immediately.

If you have any questions regarding the above matter please contact Gary Estcourt at the Heritage Branch on (02) 9873 8562.

Yours sincerely



28/09/2012

Vincent Sicari

Manager

Conservation Team

Office of Environment and Heritage

AS DELEGATE OF THE NSW HERITAGE COUNCIL