TWEED SHIRE COUNCIL

Review of Environmental Factors

NRRT002 – Murwillumbah Station refurbishment – Tweed Valley Way, South Murwillumbah

September 2024

Version control

Version number	Date	Prepared by	Reviewed by
1.0 Draft for internal review	19/8/2024	Engineering Division Environmental Scientists	Engineering Division Environmental Scientists
1.1 Final Draft for Project Client and Project Manager Signoff	2/9/2024	Engineering Division Environmental Scientists	[redacted]
1.2 Final	4/9/2024	Engineering Division Environmental Scientists	Engineering Division Environmental Scientists

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Table of contents

Important notes and definitions

This Review of Environmental Factors (REF) has been prepared in accordance with the Tweed Shire Council Procedure titled: Environmental assessment procedures for Council Infrastructure Works V1.0, 2019 (the Procedure).

REF (Type A projects) template: Infrastructure works assessed using the REF (Type A project) template include routine maintenance works, emergency works, and projects with minor or predictable environmental impacts that can be managed using standard operating procedures and work methods, and industry adopted mitigation measures and management approaches.

Projects assessed using this template typically have minor environmental impacts, and do not require detailed assessment and environmental management plans to manage or offset project impacts. Refer to Part C, Section 5.0 of the Procedure for further guidance on REF assessment pathways.

Prior to works commencing

An activity under Part 5 of the *Environmental Planning and Assessment Act 1979* (EP&A) must not be commenced prior to both the REF being "determined" by an appropriately delegated staff member and the determination report (the certified REF) being recorded in the Council's electronic data/records system.

The REF must sign off that Council has fulfilled its duty to consider the environmental impact of the activity pursuant to Section 5.5 of the EP&A Act. This includes certifying that the environmental safeguards and mitigation measures proposed ensure the environmental impact is not significant.

It is the responsibility of the person completing this REF that:

- Section 9.0 (certification and signoff) of this REF has been completed
- the project can proceed subject to project mitigation measures and relevant environmental safeguards outlined in Section 10.0 and any associated plans and external authorities
- all relevant approvals, licences, and permits have been obtained prior to works commencing
- all relevant construction personnel are aware of:
    - their responsibilities under this REF
    - the project specific mitigation measures and environmental safeguards outlined in Section 10.0
    - the conditions in any approvals, licences or permits
    - the project details and likely impacts of the project on the community.

Consultation

Environmental planning instruments (EPIs) set out obligations to notify and/or consult with stakeholders, including state agencies, councils and the community as part of the Division 5.1 process of the EP&A Act. Community consultation and referrals may also be required for certain types of approvals (consents, licences and permits) granted by determining authorities under legislation other than the EP&A Act. Proponents and determining authorities must consider any feedback from stakeholders on the proposed activity and/or its environmental impacts. EPIs set out obligations to notify stakeholders. All notification and consultation requirements must be met before a determination is made on the activity. A decision statement by each determining authority needs to be published alongside the published REF document.

Determining authorities will keep the following REF documentation available for public access once a determination has been made:

- the final REF document including appendices
- any associated SIS or BDAR
- the Decision Statement
- any REF document addenda.

The REF must be published on the determining authority's website or the NSW planning portal if the activity is triggered by any of the requirements outlined in clause 171(4) of the EP&A Regulation (clause 171(4)). For further information, refer to Section 6.0 of this REF.

Terms of reference for the assessment

For the purposes of this assessment, the following terms of reference are used:

- Disturbance footprint – refers to the direct footprint subject to development, including any disturbance associated with ancillary works (e.g. temporary access tracks or stockpile sites).
- Study area – the study area includes the disturbance footprint and any additional lands approximately 50 m either side of the disturbance footprint that could be affected directly or indirectly from the proposal. The objective of the assessment would ensure that impacts beyond the direct disturbance footprint are also considered where relevant.
- Subject site – refers to the parcel/s of land on which the development is proposed.
- Broader study area – lands within 10 km of the local study area and includes the Office of Environment and Heritage (OEH) Atlas of NSW Wildlife and Commonwealth Protected Matters database search areas.
- IBRA bioregion and subregion – the Interim Biogeographic Regionalisation for Australia (IBRA) identifies the lands within the Tweed Shire as within the South Eastern Queensland IBRA bioregion. Subregions within this bioregion include the Sunshine Coast-Gold Coast Lowlands, Burringbar-Conondale Ranges and Scenic Rim. These terms are used to describe the occurrence of threatened species, populations and communities at a regional level.

Direct and indirect impacts are defined in accordance with DPE (2022) as follows:

- Direct impacts are those that usually occur at the same time as the project and in the vicinity of the site.
    - For example, impacts may directly affect the habitat of species and ecological communities and of individuals using the study area. They include, but are not limited to, death through predation, trampling, poisoning of the animal/plant itself and the removal of suitable habitat
- Indirect impacts are those that occur as a consequence of the project of the direct impacts of a project. They may be delayed and happen further away from the site.

- For example, impacts may sterilise or reduce the habitability of adjacent or connected habitats. They can include loss of individuals through starvation, exposure, predation by domestic and/or feral animals, loss of breeding opportunities, loss of shade/shelter, reduction in viability of adjacent habitat due to edge effects, deleterious hydrological changes, increased soil salinity, erosion, inhibition of nitrogen fixation, weed invasion, noise, light spill, fertiliser drift, or increased human activity within or directly adjacent to sensitive habitat areas.

Impact significance is rated as low, medium or high in this REF. Examples of low and high adverse impacts are as follows:

Low adverse impacts typically:	High adverse impacts typically:
are small scale	are large scale
are localised	are extensive
are short term	are long term
have a small impact dispersed over a long period	have a large impact over a short or long period
have reversible impacts	have potentially irreversible impacts
have effective mitigation measures available	have unavailable or untested mitigation measures
are totally compliant with standards, plans and policies	have uncertain or part compliance with standards, plans and policies
have a low interest from the public	have a high interest from the public
have a high level of understanding of the activity and expected impacts	have a low level of information on and understanding of the key issues

For further guidance on evaluating impacts, refer to Attachment A of the Department of Planning and Environment, Guidelines for Division 5.1 assessments, June 2022.

1.0 Project details

Table 1: Project details

Project name	Murwillumbah Station refurbishment – Tweed Valley Way, South Murwillumbah
Project location	Murwillumbah Station, 284 Tweed Valley Way, South Murwillumbah
Project owner	Tweed Shire Council
Project brief number	NRRT002
Environmental Scientist (assessing officer)	[redacted]
Determining Officer	[redacted]
Project Client	[redacted]
Project Manager	[redacted]
Project Manager	[redacted]

2.0 Site details

Table 2.1: Site details

Site/Parcel description	Zoning	Landowner
284 Tweed Valley Way, South Murwillumbah (Lot 100 DP865105)	E3 – Productivity Support	Government Owned Land – Transport Asset Holdings Entity of New South Wales

TABLE NOTES:
A: For works on Crown Land refer to Activity Specific Procedure – Council Infrastructure Works on Crown Land.
B: Owner's consent is not required for the preparation of Part 5 assessments of private land. Prior to works commencing on private land, Council officers are to notify property owners advising details of project and entry to land as permitted by the Powers of Entry provisions in sections 191A-193 of the Local Government Act, 1993.

3.0 Proposal description and permissibility

Table 3.1: Project proposal details

Description	Comment

Project background and need	The Northern Rivers Rail Trail Tweed section has transformed the former Casino to Murwillumbah rail corridor into a recreation and nature trail. The 24 km Tweed section connects Murwillumbah to Crabbes Creek with the starting location at Murwillumbah Railway Station.
	
	The Murwillumbah Railway Station has received and continues to receive upgrades to provide users of the rail trail with facilities to enhance their recreational experience.
	
	Proposed works include:
	• refurbishing the existing restrooms to make them functional and updated to reflect heritage attributes
	• extension to the staging area which includes:
	  ○ relocation of bike pump and fix-it stand
	  ○ bike wash station
	  ○ misting/cooling station
	  ○ drinking fountain
	  ○ sunscreen station
	  ○ additional bike racks
	• shop refurbishment works including provisions for new drainage or service infrastructure and grease traps; repair termite damage to window/door framing and reveals
	• shop use to include shops, cafes and visitor information.

Alternatives considered	Alternatives for the use of the heritage buildings and area have been considered throughout the process of the rail trail construction. The use of the buildings and rail trail have been carefully considered to ensure the use of the heritage area would be repaired where necessary to ensure longevity, to reduce impacts to heritage aspects and to improve use from the general public. Leasing of shops were carefully considered to ensure the businesses would be appropriate for the site.
Proposal description key project elements	Key project elements include: <u>Change of use for shops</u>

Description	Comment

(e.g. nature, scale and extent of proposed activity)	• Shop 1 = existing bike shop
	• Shop 2 = café bar
	• Shop 3 – visitor information
	• Shop 4 = bike shop
	
	<u>Shop fit out</u>
	
	• Shop 2 has power and air conditioning and needs water and wastewater infrastructure, several penetrations to the heritage building is required:
	  ○ saw cut to existing slab approximately 300–400 mm wide to enclose wastewater, water pipes and floor waste drain
	  ○ penetration through wall for water service
	  ○ proposed water pipe to connect to existing water infrastructure
	  ○ floor waste installation
	  ○ proposed vent and trap located under sink (no penetration required)
	  ○ a 1000L grease trap and wastewater pipe to run underground at a 1:80 fall over 45 m and any penetration required through the platform wall to underground service
	  ○ electrical and data outlets and light switches
	  ○ all existing non-heritage tiles to be removed
	  ○ repairs to any termite damaged window reveals, skirts and timber framing
	  ○ proposed flooring includes epoxy floor coating in the kitchen area and timber floating floor in remainder of shop – or similar finishing
	  ○ shop fitout specific to the business leasing the shop and may include furnishings including fresh paint, shelving, tables and chairs, benches etc.
	• Shop 4 requires penetration through the wall to connect sink for water services and would include shop fit out specific to the business leasing the shop and may include furnishings including fresh paint, shelving, counters etc.
	• Shop 1 and 3 shop fit out specific to the business leasing the shop and may include furnishings including fresh paint, shelving, counters etc.
	
	<u>Toilet refurbishment</u>
	
	• Removal of any non-heritage wall and floor finishes

Description	Comment
	• Replacement of wall and floor finishes keeping with heritage attributes • Repairs to any termite damaged window reveals, skirts and timber framing • Removal and replacement of toilet and cisterns, sinks and other hardware <u>Extension to staging area</u> • Extend concrete staging area approximately 50 m^2 • Relocate bike pump and fix-it stand • Install bike wash station, misting/cooling station, drinking fountain, sunscreen station, additional bike racks, bike was station etc. Refer to plans in Appendix A.
Construction activities (e.g. how will the project be constructed?). Explain construction footprint, site preparation activities (e.g. vegetation clearing, alternate access etc.), construction timeframes, hours of operation, relevant work methods, plant and equipment, earthworks, management of materials, traffic and access management, sensitive receivers etc.)	In summary the scope of the activities would involve: • installation of environmental management controls where required • undertaking necessary refurbishments, installations and construction by qualified and experienced tradespeople • stabilisation of disturbed surfaces and installation of landscape features • removal of environmental management controls.
Ancillary facilities (e.g. site compounds, stockpiles, set down areas, vegetation clearing and protection requirements, sensitive receivers etc.)	Ancillary activities associated with construction of the proposed works would include: • equipment laydown • environmental management activities • waste management All ancillary activities would be undertaken in previously cleared areas adjacent the project site.
Property access and acquisition requirements	Generally, the Murwillumbah Railway Station is open to the public. All of the proposed works would occur within Government Owned Land. Prior to any works being undertaken landowner's consent would be sought.
Estimated construction commencement date	From September 2024

Description	Comment
Estimated construction completion date	Ongoing
Estimated cost of works	[redacted]
Construction hours	Monday to Saturday 7 am to 6 pm. No works on Sunday or public holidays.

Table 3.2: Environmental site description

Description	Comment
Include a brief background description of the following environmental assessment elements.	
Biodiversity (vegetation communities, flora and fauna species)	The proposed works comprises land within the Murwillumbah Railway Station site. This disturbance footprint is restricted to existing buildings and the staging area adjacent the railway line. No vegetation is within the proposed disturbance footprints.
Surface water and ground water	The subject site occurs approximately 130 m south of and upslope of the Tweed River. Erosion and sediment controls would be installed where required and managed to mitigate potential risk to aquatic habitats. Stormwater and overland flow would flow into the existing stormwater network before being released into the Tweed River.
Flood prone land	The subject site is located within flood prone land and at a design flood level of approximately 5.9 m Australian Height Datum (AHD) for a 1:100 year flood.
Soils and geology	The soil landscape of the club house and surrounds is mapped as an alluvial landscape being the Tweed (tw) soil landscape. The Tweed landscape is described as extensive marine plain of lower Tweed catchment consisting of deep Quaternary alluvium and estuarine sediments. Local relief <1 m; elevation 0–3 m; slopes <3%. The vegetation of this landscape is described as totally cleared closed-forest (rainforest) now predominantly sugar cane. Soils of this

Description	Comment
	landscape are described as deep (>200 cm), poorly drained Brown Alluvial Clays on levees; deep (>200 cm), poorly drained Humic Gleys on backplain. Limitations of this landscape include flood hazard, high water tables, waterlogging and streambank erosion hazard. Extensive occurrence of potential acid sulfate soils; highly acid, erodible, impermeable and plastic soils which have high aluminium toxicity potential, low wet bearing strength and which are hardsetting (Morand, 1996).
Bushfire risk	According to 2023 bushfire prone land mapping, the proposed disturbance footprints are not within bushfire prone land.
Coastal hazards	The subject site is located outside of the coastal hazard zone as per the Tweed Shire Coastal Hazards Assessment completed in November 2013.
Extreme climate/weather events	The subject site is prone to extreme climate and weather events specifically flooding of the Tweed River.
Traffic and transport	The subject site is located within Government Owned Land that fronts both Tweed Valley Way and Railway Street. Entrance to the property is via these streets. A carpark within the subject site is accessible from Tweed Valley Way.
Noise and vibration	The subject site is located within an urban area. The Murwillumbah Railway Station is surrounded by Tweed Valley Way (Sub Arterial road), Railway Street, private properties, commercial businesses and agriculture (sugar cane cropping). The subject site is considered to be a low noise environment. Background sources of noise relevant to the site would include vehicular traffic, noises from residential and commercial properties and from people using the Rail Trail.
Scenic value	The subject site has low to medium visibility within an urban landscape according to the Tweed Shire Draft Landscape Strategy mapping.
Property and land use	The proposed subject site occurs wholly within the Government Owned Land of the Murwillumbah Railway Station.
Public access	The Murwillumbah Railway Station is open to the public. Shops have access to the public restricted to opening hours.

Description	Comment
Aboriginal heritage and historic (non-Aboriginal) heritage	According to the Tweed Shire Aboriginal Cultural Heritage Management Plan (ACHMP) the site is not mapped as being within any known or predictive areas of Aboriginal cultural significance. The Murwillumbah Railway Station and yard group is identified as a state heritage item. On the State Heritage Register it is listing number 01206. It is also listed in the *Tweed Local Environmental Plan 2014* in Schedule 5, Part 1, Item number 66.
Any other environmental elements	Nil.

Table 3.3: Consultation

Description	Comment
Include a description of the public authority and community consultation requirements and outcomes.	
Public authorities	Part 2 Division 1 of the State Environmental Planning Policy (Transport and Infrastructure) 2021 (T&I SEPP) defines the consultation required with relevant public authorities during the assessment process and prior to development commencing. Sections 2.15(1) and 2.15(2) refer to the proponent's consultation requirements with public authorities other than Councils for a specified development. Section 2.15(1) states that a public authority must not carry out specified development that this Policy provides may be carried out without consent, unless the authority has provided notice to respective authorities as per subsection 2.15(1)(a) and (b). The proposed works are not considered specified development.
Community consultation	Community engagement would occur prior to works being undertaken and in line with the Community Engagement and Participation Plan 2019–2024.

Table 3.4: Permissibility of the proposal

Description	Comment
Relevant planning instrument	Tweed Local Environmental Plan 2014
Division/section/subsection	Schedule 1 Additional permitted uses Section 20 Use of certain land between Crabbes Creek and Murwillumbah for rail trail
Controlling provisions/performance criteria	(1) This clause applies to the land identified as "22" on the Additional Permitted Uses Map. (2) Development for the purposes of a rail trail is permitted without development consent. (3) Development for the purposes of a rail trail includes development for the purposes of one or more of the following in connection with the rail trail— (b) restaurants or cafes (g) eco-tourist facilities (i) recreation facilities (outdoor) (j) take away food and drink premises (k) shops. (4) Development for the following purposes is permitted without development consent if the development is ancillary to development for the purposes of a rail trail— (b) temporary lay-down areas for materials of equipment and stockpiling of materials or equipment (l) minor internal and external alterations to existing buildings.
Comments	(5) In this clause— ***rail trail*** means a dedicated public carriageway or pathway used by pedestrians and cyclists for recreation that— (a) is part of a disused railway line that has been converted into the carriageway or pathway, and (b) is generally aligned with the disused railway line.

Table 3.5: Design options

Description	Comment
Include a description of design constraints and measures taken to avoid and minimise potential environmental impacts.	
Avoid/minimise/offset measures	The proposed works are restricted to the station building amenities and shops, and the staging area. Works proposed have been minimised to restore buildings where required and to have functional amenities and businesses. Impacts to the environment have been avoided. An offset is not required under legislation, to ensure, maintain or improve outcomes for biodiversity.

4.0 Duty to consider environmental impacts pursuant to Section 5.5 of the *Environmental Planning and Assessment Act 1979*

4.1 Confirmation of design and construction footprint

This section is to confirm the design and construction footprint of the proposed activity prior to undertaking the environmental impact assessment in the following sections.

Table 4.1: Confirmation of design and construction footprint

Footprint type	Confirmed (Yes/No)	Date confirmed	Comment or outcome (e.g. Design footprint confirmed by Civil Engineering Designer; construction footprint confirmed by Construction Engineer; not relevant as works are within an existing building)
Design footprint	Yes	22/5/2024	Designs have been provided and updated periodically by email by the Project Managers.
Construction footprint	Yes	22/5/2024	Construction footprints have been provided and updated periodically by email by the Project Managers.

4.2 Environmental planning requirements

This section is intended to fulfil the duty to consider environmental impacts pursuant to Section 5.5 of the EP&A Act 1979:

"a determining authority in its consideration of an activity shall … examine and take into account to the fullest extent possible all matters affecting or likely to affect the environment by reason of that activity."

Table 4.2: Environmental planning, cultural, and community impact considerations and assessment

Impact considerations		Relevance to proposal?	Impact identification and assessment	Impact evaluation[1]	Mitigation actions[#]
		(Yes/No)	(Direct, indirect and cumulative; consider type, extent, size, duration, importance, level of concern/interest) (Consider construction & operation)	(Low, medium, high)[2]	(See notes below)
Environmental and ecological considerations					
1	Does the subject site contain Environmental Protection Zones (as defined under the Tweed LEP 2014)?	No	N/A	N/A	N/A
2	Are works within or adjacent to a national park, nature reserve, Aboriginal area, conservation area, marine park or marine reserve?	No	N/A	N/A	N/A
3	Does the subject site contain Matters of National Environmental Significance (NES) (RAMSAR Wetlands, threatened species, migratory birds, World Heritage, National Heritage, nature reserve etc.) or on Commonwealth land (refer Commonwealth Department of Agriculture, Water and the Environment)?	Yes	Refer to Appendix B for the assessment of the matters of NES. No matters of NES are within the subject site.	Low	A

Impact considerations		Relevance to proposal?	Impact identification and assessment	Impact evaluation[1]	Mitigation actions[#]
4	Will the project impact upon Matters of NES described above?	No	N/A	N/A	N/A
5	Are works within or near areas protected by State Environmental Planning Policies (SEPP) for conservation purposes?	No	N/A	N/A	N/A
6	Does the subject site contain NSW endangered or vulnerable species, populations, or ecological communities or their habitats, pursuant to the NSW *Biodiversity Conservation Act 2016* (BC Act) or the *Fisheries Management Act 1994* (FM Act)?	Yes	The subject site does not contain any threatened species, populations or ecological communities or their habitats.	Low	A
7	Will the project impact upon NSW endangered or vulnerable species, populations, or ecological communities or their habitats, pursuant to the NSW BC Act or the FM Act?	No	N/A	N/A	N/A
8	Does the subject site contain, or is the site adjacent to a flying-fox colony?	No	[redacted]	Low	A
9	Does the subject site contain, or is the site adjacent to a raptor nest?	No	The closest osprey nest is approximately 1.3 km north-east of the subject site on a telegraph pole on the banks of the Tweed River and is sufficiently removed. Impacts to the osprey and its nesting stie is not expected.	Low	A
10	Does the subject site contain habitat areas falling within an identified wildlife corridor?	No	The subject site is not within a regional wildlife corridor.	N/A	N/A
11	Is native vegetation (including understorey vegetation layers), or native trees likely to be affected?	No	All vegetation would be protected. There would be no impacts to vegetation.	N/A	N/A

Impact considerations		Relevance to proposal?	Impact identification and assessment	Impact evaluation[1]	Mitigation actions[#]
	Native vegetation includes marine vegetation (i.e. mangroves, saltmarsh, or seagrass), freshwater wetlands with emergent or floating plants, sedgelands, native grasslands, heath and shrub lands, woodlands, open forests and rainforests?				
12	Removing or lopping trees within an area mapped under a Tree Preservation Order?	No	N/A	N/A	N/A
13	Does the proposed works include artificial lighting?	No	N/A	N/A	N/A
14	Does works involve dredging and/or reclamation of water land (refer Department of Primary Industries (DPI) Fisheries)?	No	N/A	N/A	N/A
15	Would development comprise a fixed or floating structure in or over navigable waters (consultation required with Transport for NSW – Maritime)?	No	N/A	N/A	N/A
16	Working within a Crown Land waterway, Coastal Reserve, or other Crown Land reserve?	No	N/A	N/A	N/A
Historic archaeological heritage considerations					
17	Are works within the 'place' of a 'Heritage Item' identified on the Register of the National Estate, under the NSW *Heritage Act 1977* or an environmental planning instrument (refer Commonwealth	Yes	The Murwillumbah Railway Station and yard group is identified as a state heritage item. On the State Heritage Register it is listing number 01206. It is also listed in the *Tweed Local Environmental Plan 2014* in Schedule 5, Part 1, Item number 66.	Low	A

Impact considerations		Relevance to proposal?	Impact identification and assessment	Impact evaluation[1]	Mitigation actions[#]
	and State Heritage Registers, Schedules of the Tweed Local Environmental Plan 2014 (TLEP))?		Prior to undertaking any works, an evaluation of the proposed works have be completed to determine if works are exempt under the *Heritage Act 1977* (Heritage Act) or whether an approval is required in the form of a Statement of Heritage Impact (SOHI). A draft SOHI has been completed (refer to Appendix D). Applications under section 60 of the Heritage Act have been completed by heritage consultants on behalf of Tweed Shire Council and submitted to Heritage NSW (Appendix E). One Section 60 application approval has been received (Appendix F) with another yet to be received. All proposed works would be undertaken in line with the conditions outlined in the section 60 approvals.		
18	Are works within or adjacent to a mapped predictive or known location of Aboriginal Cultural Heritage (ACH) identified in the Aboriginal Cultural Heritage Management Plan (ACHMP) 2018? Is it located in or near a declared site or place identified by the Aboriginal Heritage Information Systems (AHIMS) Web Services?	No	The proposed works are not within a mapped known or predictive area of Aboriginal Cultural significance as mapped under the ACHMP. Refer to section 4.5 and Appendix G for further information.	Low	A
Community considerations					
19	In regards to specified development described in Division 1 of the SEPP Transport and Infrastructure, is consultation required with other public authorities?	No	N/A	N/A	N/A
20	Will the project involve generating, handling, storing, transporting or disposing of special (e.g. asbestos, clinical, tyres), liquid, hazardous (batteries, coal tar, lead paint waste etc.), or restricted solid waste (e.g. contaminated soil	No	N/A	N/A	A

Impact considerations		Relevance to proposal?	Impact identification and assessment	Impact evaluation[1]	Mitigation actions[#]
	etc.), dangerous goods, or controlled chemicals?				
21	Involve discharging anything to a waterway or stormwater drain?	Yes	Runoff from the subject site during construction is expected to enter stormwater drains which then enter the local waterway systems. Mitigation measures including erosion and sediment controls will be implemented throughout construction. Maintenance of these controls will be undertaken periodically and after weather events to reduce impacts on the local waterway systems. Without these controls it is expected that a medium impact would occur on these waterways due to sediment entering the system. These controls reduce the sediment entering the waterways and therefore a low impact is expected during construction. Post-construction, all disturbed surfaces will be stabilised and controls will be removed. It is expected that there would be no impacts on waterways post-construction.	Low	A
22	Disturb subsurface or above ground utilities – Country Energy, Telstra, local council water and sewer?	No	N/A	N/A	N/A
23	Works requiring interception of a ground aquifer (i.e. dewatering)?	No	N/A	N/A	N/A
24	Works that intercept acid sulfate soils (ASS) or potential acid sulfate soils (PASS)?	Yes	The subject site is located within a mapped Class 4 ASS area. The proposed works require excavation to install plumbing and formwork for concrete. Further investigations are required for works greater than 2 m below ground level. All works proposed would be less than 2 m in depth and therefore further investigations were not conducted. Refer to Section 4.5 for further information.	Low	A
25	Works involving noise generating activities such as pile drivers, hydraulic hammers, machine-mounted rock breakers, generators or similar equipment in an urban area?	Yes	Works would inherently result in the increase of noise at the site during construction. As the proposed works are short-term and mitigation measures are proposed to minimise the potential impacts associated with the proposed construction works, noise impacts are considered negligible.	Low	A
26	Is it expected that traffic volumes would be similar to the most recent traffic counts? Is it expected that the proposed works would impact traffic?	Yes	The proposed works are wholly within the Murwillumbah Railway Station land parcel and a carpark is also present. Works would not extend onto Railway Street or Tweed Valley Road and delays are not expected to impact traffic. Traffic on Tweed Valley Way is expected to be much greater during peak hours.	Low	A

Impact considerations		Relevance to proposal?	Impact identification and assessment	Impact evaluation[1]	Mitigation actions[#]
27	Community consultation or engagement	Yes	Community engagement would occur prior to works being undertaken and would be in line with the Community Engagement and Participation Plan 2019–2024.	Low	A
Will works occur in other sensitive or constrained areas as outlined below?					
28	Working on a classified road including freeway, highway, main road, tourist road etc.?	No	N/A	N/A	N/A
29	Using flames during a total fire ban or working within bushfire protected lands?	No	N/A	N/A	N/A
30	Areas or items of high architectural, historical, environmental protection or scientific value?	Yes	Murwillumbah Railway Station is identified as a heritage item on the State Heritage Register. Refer to item 17 in this table.	Low	A
31	Coastline and dune fields, caves, wetlands (not state significant) or other unique landforms?	No	N/A	N/A	N/A
32	Areas or items of high scenic value?	Yes	The subject site has low to medium visibility within an urban landscape according to the Tweed Shire Draft Landscape Strategy mapping. The site is visible from road users of Tweed Valley Way and Railway Street, and from nearby commercial and residential properties. The proposed works are to restore and improve the Murwillumbah Railway Station for associated businesses and for the use by the public. A basic visual impact assessment is satisfactory for the proposed scope of works and low to medium visibility. During construction the site would have an increase in machinery, plant and personnel. In the short-term, negligible adverse impacts would be experienced by road users and the public. Post-construction, the subject site and visibility would be similar to that prior to works.	Low	A
33	Recreational areas (beaches, foreshores, parks, picnic areas, lookouts, national features, tourist areas, tourist roads/routes etc.)?	Yes	The subject site is part of the Northern Rivers Rail Trail that invites tourists and locals alike for recreation. The disturbance footprints would be cordoned off and not be accessible by the public during construction works for safety reasons. Post-construction public access would be reinstated. Proposed work would not exclude the public from accessing Murwillumbah Railway Station.	Low	A

Impact considerations		Relevance to proposal?	Impact identification and assessment	Impact evaluation[1]	Mitigation actions[#]
34	Erosion prone areas?	No	N/A	N/A	N/A
35	Bush regeneration areas, dune regeneration areas etc.?	No	N/A	N/A	N/A
36	Areas of high bushfire risk?	No	N/A	N/A	N/A
37	Weeds?	No	N/A	N/A	N/A
38	Urban bushland or remnant roadside vegetation?	No	N/A	N/A	N/A
39	Major pedestrian routes (e.g. foreshore walks, around sporting venues etc.)?	Yes	The subject site is part of the Northern Rivers Rail Trail that invites tourists and locals alike for recreation. The disturbance footprints would be cordoned off and not be accessible by the public during construction works for safety reasons. Post-construction public access would be reinstated.	Low	A
40	Schools, childcare centres, playgrounds etc.?	No	N/A	N/A	N/A
41	Works on private land?	Yes	The proposed works are on Government Owned Land. Prior to works being undertaken, landowner's consent would be sought.	Low	A

[1] For further guidance on evaluating impacts, refer to Attachment A, Department of Planning and Environment, Guidelines for Division 5.1 assessments, June 2022.

[2] See the Terms of Reference for the Assessment section of this REF for explanation of low and high adverse impacts (pg 3).

[#]MITIGATION ACTIONS – the following actions are required as part of completing Table 4.1:

A: Include specific environmental safeguards if required within Section 10.0 to avoid, minimise or mitigate impacts of the project.

B: Attach a copy of the relevant approval, licence, permit or record of correspondence.

C: If the subject site contains Matters of National Environmental Significance, and works are not considered to impact upon these species, populations, or ecological communities, then complete the Matters of NES template and append to this application. If impacts are likely, a separate referral is required to the Commonwealth Department of Agriculture, Water and the Environment (AWE) and the project is not eligible to be lodged as an REF (Type A Project) template format. Refer to Part C, Section 5 for guidance on preparing an REF (Type B Project) template assessment.

D: If works are within the SEPP Resilience and Hazards area, and the Action Type is N/A, then comments or further assessment must be appended providing justification. There is no requirement to address matters within the SEPP Resilience and Hazards for activities under Part 5 of the EP&A Act unless required under the SEPP Transport and Infrastructure. Similarly, there are no requirements to undertake a SEPP Biodiversity and Conservation Koala assessment report for activities under Part 5 of the EP&A Act, however, clearing of koala feed trees within the Tweed Coast Comprehensive Koala Plan of Management area must be justified in accordance with Clause 5.4 of that plan.

E: A referral to the relevant authority is required under the SEPP Transport and Infrastructure and a period of 21 days allowed for response. All responses are to be considered and included in this assessment.

F: Undertake relevant database searches as described in Part C, Section 3.2, Section 5.0 and as identified within relevant Activity Specific Procedures in Part D of the Procedure.
G: If the subject site contains NSW endangered or vulnerable species, populations, or ecological communities or their habitats, pursuant to the BC Act or the FM Act, but these species or populations will not use on-site habitats on occasion, or will not be influenced by off-site impacts of the proposal as per the NSW Office of Environment and Heritage (OEH) Threatened Species Test of Significance Guidelines (OEH, 2018), then the project can proceed with caution subject to standard environmental safeguards in Section 10.0.
H: If the subject site contains NSW endangered and vulnerable species, populations, or ecological communities or their habitats, pursuant to the BC Act or the BC Act and the works are not considered to impact significantly upon these (refer to the NSW OEH Threatened Species Test of Significance Guidelines), then details must be appended providing justification. If impacts are likely and non-standard biodiversity mitigation measures are required to offset these impacts, the project is not eligible to be lodged as an REF (Type A Projects) template assessment and an REF (Type B Projects) template assessment must be used. Refer to Part C, Section 5.0, Table C5 of the Procedure for further guidance on REF template selection and to the Activity Specific Procedure – Biodiversity assessment and mitigation for guidance on offsetting approaches and requirements.
I: Councils are exempt from Controlled Activity Approvals under the Water Management Act 2000 (WM Act).
J: Geotechnical investigations would be undertaken prior to the commencement of works to determine the depth of groundwater and the presence of ASS. Should investigations identify that ASS would be impacted during construction, then an ASS management plan would be prepared prior to the commencement of works. Additionally, should investigations identify that groundwater is likely to be intercepted, then a dewatering management plan would be prepared prior to the commencement of works. Refer to the relevant Activity Specific Procedures in Part D of the Procedure for further guidance.
K: A biosecurity matter and a biosecurity impact are described in Section 10 and Section 13 of the Biosecurity Act 2015. Refer to Schedule 3 of the Biosecurity Regulation and the North Coast Regional Weed Strategic Management Plan 2017 for further information on priority weeds and their management.

4.3 Species Impact Statements (SIS) and Biodiversity Development Assessment Report (BDAR) requirements

Section 7.8 of the BC Act states that a proposal that is regarded as an activity that significantly affects terrestrial threatened species and ecological communities, or their habitats, is taken to also significantly affect the environment.

Section 221ZX of the FM Act states that an activity is likely to significantly affect the environment if aquatic threatened species, populations or ecological communities will be affected according to the test in section 220ZZ of the FM Act.

Table 4.3: Requirements of significant impacts

Significant impacts	Test to identify significant impact	Significant impacts likely for this proposal?	Required outcome of tests	Required for this activity? (N/A, REF, SIS, BDAR)
Will there be significant impacts on terrestrial threatened species, ecological communities or their habitats?	• Test of significance Section 7.3 of BC Act.	No (Refer to Appendix C)	No = REF Yes = REF & SIS or REF & BDAR If proponent elects to provide BDAR in place of SIS, then needs to consider whether proposed activity would exceed the biodiversity offset scheme threshold.	REF
Will there be significant impacts on aquatic threatened species, populations or ecological communities?	• Test in Section 220ZZ of FM Act.	No (Refer to Appendix C)	No = REF Yes = REF & SIS	REF
Will there be significant impacts on both terrestrial and aquatic threatened species, populations and/or ecological communities?	• Test of significance Section 7.3 of BC Act and • Test in Section 220ZZ of FM Act.	No (Refer to Appendix C)	No = REF Yes = REF & SIS & BDAR	REF

4.4 Tweed Shire Council's Contaminated Land Policy Assessment

Table 4.4: Response to TSC's Contaminated Land Assessment (V1.1) items of consideration

Item	Consideration	Response
1	Please specify all land uses to which the site has been put, including the current use.	A review of available historical aerial photography from 1962 to 2024 indicates that the subject area has been utilised as a railway line and station being the Murwillumbah Railway Station. The railway line ran from Murwillumbah to Sydney with the Murwillumbah section and station being completed in 1894. In the 1962 historical photo, the subject site appears to be cleared of native trees and buildings, tracks and water tanks associated with the railway station are evident. The subject site remained similar in appearance throughout the sequence of historical imagery until 2004 when a demountable building had been placed at the site and trees became more apparent surrounding the station area. Refer to Figures 5 to 12 in Section 11. Figures 13 and 14 show photographs from the circa 1904 and 1905 of the railway station.
2	Is the proponent aware of uses to which properties adjoining the site have been put? If so, please specify.	Yes. The site and immediate surrounds have been the Murwillumbah Railway Station and buildings, tanks and tracks associated with the railway line.
3	Do any of the uses correlate with the potentially contaminating activities from current or historical land use? Refer to Table 1 in Schedule 1 of the Contaminated Land Policy for potential contaminants of concern.	Yes. The subject site has potentially contaminated land due to the association with the railway line. Railway yards have the following chemicals associated: • Hydrocarbons • Arsenic • Phenolics (creosote) • Heavy metals • Nitrates • Ammonia. The closest cattle dip sites (the Midget, South Murwillumbah and Buchanans Dips) are located approximately 1.2 km east from the works footprint, and are removed from the subject site.

Item	Consideration	Response
4	If the answer to 3 is yes - has there been any testing or assessment of the site and, if so, what were the results?	The majority of the works are limited to the station building areas where contaminants associated with the railway line, are unlikely to have contaminated. No further testing required in these areas. The staging area extension would be formed up and connected to the existing concrete sections. The existing staging area was completed with no known contamination, therefore the extension able to be constructed with no further testing required. Further the Northern Rivers Rail Trail – South Murwillumbah to Crabbes Creek Review of Environmental Factors concluded that contamination of the site is unlikely and further investigations are not warranted (TSC, 2019). A site walkover has been undertaken to identify and assess any evidence of historical or recent surface contamination at the site such as chemical drums, odours, discoloured patches of earth etc. This investigation did not identify any such evidence within or adjacent to the proposed alignment.
5	Is the proponent aware of any contamination on the site?	No.
6	What remediation work, if any (carried out voluntarily or ordered by a government agency), has been taken in respect to contamination which is or may have been present on the site?	Nil, proceed with caution. Works would cease immediately if any potential source of contamination (e.g. soil discolouration, odours or asbestos material) is uncovered during construction. In such instances, further site investigations would be undertaken to determine if additional investigations or remediation in accordance with a council approved Remediation Action Plan would be required.

Refer to the following document for further information: Tweed Shire Council Contaminated Land Policy Version 1.1, November 2007.

TABLE NOTES:

A: Refer to the Activity Specific Procedure – Preliminary contaminated land use assessments in Part D of the Procedure for further guidance.

B: In the event that contamination is suspected, chemical testing should be undertaken and a contamination assessment report appended to confirm that contaminated lands are not present and /or would not be impacted by the proposal.

C: Under section 60 of the Contaminated Land Management Act 1997, a person whose activities have contaminated land or a landowner whose land has been contaminated is required to notify NSW Environment Protection Authority (EPA) when they become aware of the contamination.

4.5 Preliminary acid sulfate soils assessment

Table 4.5: Preliminary acid sulfate soils assessment

Item	Consideration	Response
1	Is the project site located within a known mapped ASS constraint area as per Table 4.4 of classes below? If yes, please specify. If no, further assessment for ASS is NOT required.	Yes. The 1:25000 ASS Planning maps indicate that the subject site occurs within a Class 4 mapped area. Further investigations are required for any works more than 2 m below ground level or any works by which the water table is likely to be lowered more than 2 m below the natural ground surface.
2	Will the projects maximum depth of excavation impact the identified ASS class? Please specify.	No. Based on the current scope of works, all excavations would be less than 2 m below ground level. It is unlikely that ASS would be intercepted.
3	Has soil sampling and analysis been carried out to determine if an Acid Sulfate Soils Management Plan (ASSMP) is required? Please specify.	No. No sampling or analysis is required.
4	Based on the above items is an ASSMP required? Please specify.	In consideration of the proposed depth of excavations which would not intercept native soil (e.g. estuarine material) an ASSMP is not required.

Refer to the following documents for further information: TSC Acid Sulfate Soil Management Plan for Minor Works and Acid Sulfate Soil Manual (published by the Acid Sulfate Soil Management Advisory Committee (ASSMAC) 1998).

TABLE NOTES:

A: Refer to the Activity Specific Procedure – Preliminary contaminated land use assessments in Part D of the Procedure for further guidance.

B: In the event that ASS is suspected, chemical testing should be undertaken and an assessment report appended to confirm that ASS lands are not present and /or would not be impacted by the proposal and therefore requiring an ASSMP.

C: Under Part 7 Additional Local Provisions, Clause 7.1 ASS of the TLEP (2014), a person must not, without development consent, carry out works on land shown as being Class 1, 2, 3, 4 or 5 land on the series of maps held in the office of the Council and marked “Acid Sulfate Soils Map”, being the works specified for the class of land.

Table 4.6: Classes of ASS as per ASS Maps (TLEP 2014)

Class of land	Specified works
1	• Any works.
2	• Works below the natural ground surface. • Works by which the water table is likely to be lowered.
3	• Works more than 1 metre below the natural ground surface. • Works by which the water table is likely to be lowered more than 1 metre below the natural ground surface.
4	• Works more than 2 metres below the natural ground surface. • Works by which the water table is likely to be lowered more than 2 metres below the natural ground surface.
5	• Works within 500 metres of Class 1, 2, 3 or 4 land that is below 5 metres Australian Height Datum and by which the water table is likely to be lowered below 1 metre Australian Height Datum on adjacent Class 1, 2, 3 or 4 land.

4.6 Aboriginal cultural heritage preliminary assessment

As explained within the Due Diligence Code of Practice for the Protection of Aboriginal Objects in New South Wales (DECC&W, 2010), the NSW Aboriginal cultural heritage due diligence assessment is a code of practice developed to assist individuals and organisations to exercise due diligence when carrying out activities that may harm Aboriginal objects and to determine whether they should apply for consent in the form of an Aboriginal Heritage Impact Permit (AHIP). The *National Parks and Wildlife Act 1974* (NPW Act) provides that a person who exercises due diligence is determining that their actions will not harm Aboriginal objects and has a defence against prosecution for the strict liability offence if they later unknowingly harm an object without an AHIP.

Tweed Shire Council has developed a Preliminary Aboriginal Cultural Heritage Assessment (PACHA) to ensure Council infrastructure projects minimise the risk of harm to Aboriginal places and objects of cultural heritage significance. The objective is to identify those projects with a significant risk of harm to Aboriginal cultural heritage and conversely, those projects for which the risk of harm is low. Projects determined to have a high risk of harm to ACH require a more detailed assessment in the form of an Aboriginal Cultural Heritage Assessment Report (ACHAR) and potentially an Aboriginal Heritage Impact Permit (AHIP). Those determined to have a low risk of harm to ACH may proceed with caution without an ACHAR or AHIP.

A PACHA is provided in Appendix G. In summary, the PACHA found that harm to Aboriginal places and objects can be avoided and an ACHAR and AHIP is not required.

5.0 Clause 171(2) factors

According to clause 171(2) of the Environmental Planning and Assessment Regulation 2021 (EP&A Regulation 2021), Council must take into account the following factors when consideration is being given to the likely impact of the activity on the environment.

Table 5.1: Clause 171(2) assessment conditions

Matters for consideration	**Likely impact** (nil/positive/negative)
a Any environmental impact on a community	The assessment of this REF has demonstrated that there would be minimal environmental impact on the community.
b Any transformation of a locality	The proposed activity would result in a temporary transformation of the locality during construction in association with construction machinery, equipment, personnel and materials. Following construction, the locality would be reflective of the current situation.
c Any environmental impact on the ecosystems of the locality	The environmental impact on local ecosystems is expected to be minimal based on the minor scope of works and short duration of construction works.
d Any reduction of the aesthetic, recreational, scientific or other environmental quality or value of a locality	There would be a minor reduction in the aesthetic value of the locality due to the temporary presence of construction workers and associated plant and control measures.
e Any effect on a locality, place or building having aesthetic, anthropological, archaeological, architectural, cultural, historical, scientific or social significance or other special value for present or future generations	The SOHI outlines that: *"the proposed works would not have any physical or visual impacts on the 1920s Station building, or the other structures assessed as being highly significant. The proposed works have been carefully sited to avoid any obstruction of views to these structures, and materials and finishes have also been chosen to be consistent with the existing colour scheme of buildings in the station, and new works that have been added as part of the Northern Rivers Rail Trail works."*
f Any impact on the habitat of protected animals (within the meaning of the Biodiversity Conservation Act 2016)	The site is disturbed from past and current land uses. The site has minimal habitat value for fauna. Accordingly, the proposal would not have a significant impact on habitat of protected fauna species.
g Any endangering of any species of animal, plant	The site is disturbed from past and current land uses. The site has minimal habitat value for fauna. Accordingly, the proposal

Matters for consideration		Likely impact
	or other form of life, whether living on land, in water or in the air	would not have a significant impact on habitat relied upon by threatened, endangered or vulnerable species.
h	*Any long-term effects on the environment*	Mitigation measures listed in Section 10 of this REF would be implemented during construction to ensure that there are no long-term effects on the environment.
i	*Any degradation of the quality of the environment*	Construction works would likely result in some minor short-term impacts on the environment. Mitigation measures as listed in Section 10 of this REF would ensure that these impacts do not degrade the quality of the environment in the longer term.
j	*Any risk to the safety of the environment*	The proposed activity would have minimal risk to the safety of the environment. A range of risk management measures would be utilised during construction which are summarised in Section 10 of this REF.
k	*Any reduction in the range of beneficial uses of the environment*	The proposed activity would not reduce the overall range of beneficial uses of the environment.
l	*Any pollution of the environment*	Mitigation measures as listed in Section 10 of this REF would minimise the risk of pollution to the environment during works.
m	*Any environmental problems associated with the disposal of waste*	There would be no environmental problems associated with the disposal of waste. There would be only a minor contribution of construction waste to landfill.
n	*Any increased demands on resources (natural or otherwise) that are, or are likely to become, in short supply*	Some demand for additional materials would be generated as part of the proposed development. There would also be a minor contribution to reliance upon non-renewable fuel resources during construction.
o	*Any cumulative environmental effect with other existing or likely future activities*	Construction machinery and plant relies on non-renewable fuel which contributes to atmospheric greenhouse gasses and, subsequently, anthropogenic climate change. Council's operations generate greenhouse gas emissions primarily from the use of fossil-fuel powered electricity (79% at July 2019), from burning transport fuels across Council's fleet (15% at July 2019) and from nitrous oxide and methane emissions from wastewater treatment plants (6% at July 2019). Although there are currently limited alternative energy sources for Council's plant and machinery, Council's Renewable Energy Action Plan (REAP) have set a target of reducing its greenhouse gas emissions from electricity use by 50% by 2025.

Matters for consideration	**Likely impact**
	Although there is currently a cumulative environmental effect from the generation of greenhouse gas emissions, measures listed within Council's REAP will mitigate long-term effects.
p *Any impact on coastal processes and coastal hazards, including those under projected climate change conditions*	The subject site is located outside the coastal hazard zone as per the Tweed Shire Coastal Hazards Assessment completed in November 2013. Therefore, the proposal is unlikely to impact upon coastal processes or hazards.
q *Any applicable local strategic planning statements, regional strategic plans or district plans made under the Act, Division 3.1*	The Local Strategic Planning Statement 2020 (LSPS) themes align with 4 goals from the North Coast Regional Plan 2036 (NCRP) being: 1 Natural environment 2 Thriving economy 3 Liveable communities 4 Diverse housing and lifestyles. The planning priorities within the LSPS are broadly consistent with the NCRP and the Community Strategic Plan 2017–2027 (CSP) strategic direction. This project incorporates the following planning priorities of the LSPS: • Planning priority 3: Increase resilience and adapt to the impacts of natural hazards and climate change to ensure our future prosperity and wellbeing. • Planning priority 6: Promote a strong, sustainable and diverse economy with a robust economic policy framework to facilitate investment and local employment opportunities. • Planning priority 9: Promote a diverse tourism industry that is in harmony with, and leverages off, the Tweed's natural environment, rich culture and heritage assets, emerging niche rural industries, and enhances local communities, culture and environment. • Planning priority 11: Cultivate a desirable and healthy lifestyle choice with a strong sense of community, diverse places for people to be happy, build resilience, feel safe and be well connected. • Planning priority 14: Preserve and enhance the distinctive characteristics of our centres, towns and villages that make them special and unique, into the future. This project incorporates the following goals from the CSP:

Matters for consideration	Likely impact
	• Goal 1.2: Protection of people and property by managing the risk of flooding and its impacts on property owners, the environment and the broader community. • Goal 2.1: Regulate and deliver the built environment to balance the social, cultural, economic and environmental needs of the community. • Goal 3.1: Provide social, cultural and economic opportunities enabling healthy, safer and more inclusive communities. • Goal 3.2: Provide places for people to live, work, visit, play and enjoy the Tweed.
r Any other relevant environmental factors	No other relevant factors require consideration.

6.0 Publication requirements

According to clause 171(4) of the EP&A Regulation 2021, Council must publish REFs and all relevant information if identified in Table 6.1.

Table 6.1 Clause 171(4) publication requirements

Publication requirements[1, 2]	Publication requirement (yes or no)	Published[4] (n/a, TSC website)
A capital investment value of more than $5 million	No	N/A
An approval or permit for activity that requires approval under:		
• FM Act sections 144, 200, 205 or 219	No	N/A
• *Heritage Act 1977* section 57	Yes	TSC Website
• *National Parks and Wildlife Act 1974* section 90	No	N/A
• *Protection of the Environment Operations Act 1977* sections 47–49 or 122	No	N/A
If the determining authority considers it to be in the public interest[3]	No	N/A

TABLE NOTES:

1 There are allowances for exceptional circumstances where publication is not required; this is at the Planning Secretary's discretion.
2 Where certain parts of this REF document is sensitive, such as sensitive cultural information requested to be redacted by Aboriginal parties or cyber security impacts and mitigation measures, in these instances, the REF document content can be redacted where required. The REF document (excluding sensitive information) needs to be available online.
3 For further guidance refer to Point 6 in Attachment A of the Department of Planning and Environment, Guidelines for Division 5.1 assessments, June 2022.
4 The review must be published before the activity commences; or if publishing the review before the activity commences is not practicable—as soon as practicable, and no later than 1 month, after the activity commences.

7.0 Supporting documentation

Table 7.1 below provides a summary of additional assessment, management plans, permits, licences and approvals required for the proposed activity.

Table 7.1: Summary of additional assessments, plans and approvals

Checklist of additional assessments, management plans, permits, licences or approvals	**Required?** (yes/no)	**Attached?** (yes/no)
Data base searches		
NSW Wildlife Atlas Flora and Fauna Records Search	Yes	No – Information on file and incorporated into Appendix C.
Commonwealth Protected Matters Search	Yes	No – Information on file and incorporated into Appendix B.
Aboriginal Heritage Information Management System search (AHIMS)	Yes	[redacted].
State Heritage Inventory	Yes	Yes – SOHI in Appendix D.
Maritime Heritage Database	No	N/A
Assessments		
Assessment of matter of National Environmental Significance	Yes	Yes. Refer to Appendix B.
Contaminated Lands Assessment	No	Due diligence assessment provided in Section 4.2.
Preliminary Flora and Fauna Assessment	Yes	Yes. Refer to Appendix C.
Management plans		
Acid Sulfate Soil Management Plan for Minor Works	No	N/A
Project-specific Acid Sulfate Soil Management Plan	No	N/A
Dewatering Management Plan	No	N/A
Landscape Management Plan	No	N/A
Vegetation Management Plan	No	N/A
Waste Management Plan	Yes	Yes. Refer to Appendix H.

Checklist of additional assessments, management plans, permits, licences or approvals	Required? (yes/no)	Attached? (yes/no)
Permits/licences/approvals		
A water access licence (WAL) or water supply works approval under the Water Management Act 2000.	No	N/A
NSW DPI Fisheries Permit	No	N/A
NSW DPI Crown Lands – General or Short-term Licence	No	N/A
Consultation		
NSW Environment, Energy and Science (EES)	No	N/A
Transport for NSW	No	N/A
Publishing requirements		
Sensitive information required to be redacted prior to publishing online	Yes	Website version would have all sensitive information redacted prior to publishing.

Link to information on file:

http://tscppm/Projects/built/nrrt/NRRT002/BrightWork%20Pages/Documents%20and%20Photos.aspx?RootFolder=%2FProjects%2Fbuilt%2Fnrrt%2FNRRT002%2FProject%20Documents%2F1%20Env%20Assessment%20and%20Approvals%2F3%20Environmental%20Approvals&FolderCTID=0x0120004D056BAA8428F548A77E29EEA7891204&View=%7B35B34982%2D906F%2D448B%2DBD40%2D8FFE5C02CFEF%7D

8.0 Conclusions

This REF has assessed the proposed activity and any potential impacts. The activity is unlikely to significantly affect the environment, and therefore an EIS is not required.

The activity is unlikely to significantly affect threatened species, populations, ecological communities or their habitats and therefore an SIS and/or BDAR is not required.

9.0 Certification and determination

The determination of this REF certifies that the Project client confirms:

- the REF provides an accurate description of the project scope of works
- the mitigation measures proposed within the REF are budgeted for and forms part of the final scope of works.

The determination of this REF certifies that the Project Manager confirms:

- they have reviewed the design and construction footprint as assessed within this REF
- the mitigation measures proposed within the REF will be implemented as described during construction and operation of the works
- any changes to the project scope of works or disturbance footprint will be communicated to Council's Engineering Division Environmental Scientist, for further assessment (if required).

Table 9.1: Certification by Environmental Scientist preparing the assessment

Certification (person preparing the assessment)	
I certify to the best of my knowledge that: **a.** this REF provides a true and fair review of the proposed activity in relation to its likely effects on the environment. It assesses to the fullest extent possible all matters affecting or likely to affect the environment as a result of the proposed activity **b.** this REF has established that the activity is not likely to significantly affect the environment and an Environmental Impact Statement is not required **c.** the REF has concluded that there will be no significant impacts on matters of national environmental significance or any impacts on Commonwealth land **d.** the proposal should proceed subject to the implementation of all environmental safeguards and management actions identified in the REF and compliance with all other relevant statutory approvals, licenses, permits and authorisations. Note 1: Projects with unacceptable impacts are recommended not to proceed (with reasons stated) or be subject to further investigation and assessment in accordance with an Environmental Impact Statement process. Note 2: The imposition of environmental safeguards and management actions identified in the REF are to minimise any adverse impact the activity may cause and to give effect to the objectives of Part 5 of the *Environmental Planning and Assessment Act, 1979*.	
Name	[redacted]
Signature	
Position	Environmental Scientist
Date	2/9/2024

Table 9.2: Review and final determination under delegated authority

Review and final determination (person with delegated authority to review and determine the assessment)	
I certify: • to the best of my knowledge that based on the completed REF and my knowledge of the project, the assessment has been adequately completed, and the conclusion as to the likely environmental impact of the project is reasonable and the project can proceed subject to the relevant management measures and environmental safeguards and other relevant authorities described within the REF. • that I have reviewed and endorsed the contents of this REF document and, to the best of my knowledge, it is in accordance with the EP&A Regulation and the Guidelines approved under clause 170 of the EP&A Regulation, and the information it contains is neither false nor misleading.	
Name	[redacted]
Signature	
Position	Acting Senior Planning Applications Officer
Date	04/09/2024

Table 9.3: Project client signoff

Project client signoff	
I confirm that the: • REF provides an accurate description of the project scope of works • mitigation measures proposed within the REF are budgeted for and form part of the final project scope of works.	
Name	[redacted]
Signature	
Position	Manager Destination Communication & Customer Experience
Date	03/09/2024

Table 9.4: Project manager signoff

Project manager signoff	
I confirm that: • I have reviewed the design and construction footprint as assessed within this REF • the mitigation measures proposed within the REF will be implemented as described during construction and operation of the works • any changes to the project scope of works or disturbance footprint will be communicated to Council's Engineering Division Environmental Scientist, for further assessment (if required).	
Name	[redacted]
Signature	
Position	Manager Destination Communication & Customer Experience
Date	3/09/2024

Table 9.5: Project manager signoff

Project manager signoff		
I confirm that: • I have reviewed the design and construction footprint as assessed within this REF • the mitigation measures proposed within the REF will be implemented as described during construction and operation of the works • any changes to the project scope of works or disturbance footprint will be communicated to Council's Engineering Division Environmental Scientist, for further assessment (if required).		
Name	[redacted]	
Signature		
Position	Project Manager – Contracts	PM for commercial fit-out only
Date		

10.0 Project mitigation measures

Table 10.1: Project mitigation measures

General and/or non-standard mitigation measures	Code
The activity is to be completed in general accordance with the Review of Environmental Factors.	GNS1
All work associated with this activity is to be carried out so as not to cause a nuisance to residents in the locality from noise, water or air pollution.	GNS2
All construction and/or demolition site work including the entering and leaving of vehicles is limited to the following hours, unless otherwise permitted by Council: • Monday to Saturday from 7 am to 6 pm • No work to be carried out on Sundays or Public Holidays.	GNS3
Written notice shall be given to any affected residences at least two weeks prior to any works commencing.	GNS4
All construction personnel working at the site would be inducted prior to commencement of works.	GNS5
A site specific erosion and sediment control plan would be prepared prior to works commencing.	GNS7
All required erosion and sediment control works would be installed and maintained in accordance with the Sediment and Erosion Control Plan and in accordance with the Blue Book – *Managing Urban Stormwater – Soils and Construction.*	GNS8
Prior to construction (minimum of 6 weeks), the Project Manager would liaise with the Communications Unit to identify the required community engagement or consultation required to be undertaken.	GNS10
All community engagement or consultation would be in line with the Community Engagement and Participation Plan 2019–2024.	GNS11
Works must be completed in line with the conditions of all relevant section 60 application approvals.	GNS-NRRT002-1

Flora and fauna	Code
Pre-construction	
In the event that threatened fauna species are identified within the disturbance footprint, construction would avoid disturbance of the individuals and, if necessary, the individuals would be relocated by experienced wildlife handlers.	F&F4
If nests and/or eggs of threatened species are identified within the disturbance footprint, the construction works would be postponed until the eggs are hatched and the hatchlings have dispersed on their own accord or an experienced wildlife handler has safely relocated them.	F&F5
All machinery used on site is to be clean – i.e. tracks, vehicle tyres, buckets and attachments are to be visibly free of soil and plant material to minimise the risk of introduction and spread of weed propagules.	F&F9
During construction	
Earthworks are to be managed such that areas outside the scope of the works remain undisturbed as far as possible and vegetation clearing is kept to the absolute minimum required.	F&F10
No construction materials, stockpiles, or construction equipment including heavy vehicles and machinery shall be located or parked within the drip line of trees adjacent the project.	F&F11

Erosion and sediment control	Code
Pre-construction	
All required erosion and sediment controls would be in place prior to the commencement of work and maintained until all works are completed.	ESC1
During construction	
Where practicable, construction works would be staged to minimise the area of disturbance at any one time.	ESC2
Works would be stopped if unsuitable weather conditions are predicted, such as during and after heavy rain.	ESC4
The condition of sediment control structures would be monitored and maintained in proper working order throughout the time they are in place. They would be kept clear of debris at all times and cleared of sediment if filled >50% capacity.	ESC5

Erosion and sediment control	Code
Stockpile sites would be located in existing cleared areas away from drains and surface water flows and protected with an upslope diversion bund and down slope sediment fencing (if required).	ESC6
'Clean' run-on water would be diverted around the disturbance area.	ESC7
Construction plant should be floated on-site using established access roads/tracks or areas previously cleared of vegetation.	ESC8
Post-construction	
Following completion of construction works, the site would be cleared of all debris, waste soil and foreign matter.	ESC11
All disturbed surfaces would be reinstated and stabilised as soon as possible after completion using turf and/or grass seed.	ESC12
All temporary erosion and sediment control structures would be removed once the site is stabilised.	ESC13

Land use and amenity	Code
During construction	
The proposed activity would be managed such that the development footprint is limited to the extent necessary to complete the scope of works.	LUA1
All plant, equipment, materials and waste would be removed from the site at the completion of works.	LUA2

Public access	Code
To ensure public safety during works, standard construction site access restrictions would apply.	PA1
The works alignment would be fenced in nominated locations to restrict public access.	PA2
Alternate pedestrian access would be provided where works impact upon pedestrian infrastructure such as footpaths or cycleways.	PA3
Signage would be utilised along the alignment to direct and inform the public regarding access to and around the site.	PA4

Noise and vibration	Code
Pre-construction	
Closely affected residents would be notified accordingly of the works being performed in close proximity and informed of the process for making a complaint. For this project, complaints would be made to the constructor.	N&V1
During construction	
Ensure site workers are aware of the process for receiving complaints and direct complainants to the responsible site supervisor.	N&V2
The operation of plant and equipment would be restricted to standard hours of 7:00 am to 6:00 pm Monday to Saturday. No work would be undertaken on Sunday or public holidays.	N&V3
Trucks and equipment would not arrive or queue outside the site before 7 am Monday to Saturday.	N&V4
Operating periods for particularly noisy activities (i.e. rock breaking/drilling, if required) would be reduced where possible to provide respite periods.	N&V5
Machines/equipment would be turned off when not in use or throttled down to a minimum.	N&V6
Reversing of vehicles would be minimised where possible to alleviate the annoyance of beeping reverse alarms (or less tonal 'broadband' or 'quacker' type alarms would be utilised).	N&V7

All reasonable steps shall be taken to muffle and acoustically baffle all plant and equipment. In the event of complaints from the neighbours, which Council deem to be reasonable, the noise from the construction site is not to exceed the following:
• Short Term Period – 4 weeks.
  ○ LAeq, 15 min noise level measured over a period of not less than 15 minutes when the construction site is in operation, must not exceed the background level by more than 20dB(A) at the boundary of the nearest likely affected residence.
• Long term period – the duration.
  ○ LAeq, 15 min noise level measured over a period of not less than 15 minutes when the construction site is in operation, must not exceed the background level by more than 15dB(A) at the boundary of the nearest affected residence.
	N&V8

All plant would be maintained in good condition, with all reasonable and feasible acoustic treatments (i.e. residential mufflers and plant enclosures) installed and maintained (refer to AS 2436 – 1981 ‘Guide to noise control on construction, maintenance and demolition sites’).	N&V9

Noise and vibration	Code
Any stationary equipment (e.g. generators) would be located as far as possible from residential receptors.	N&V10
Plant operators would be instructed to operate equipment in a manner that does not generate unnecessary noise, such as: • avoiding excessive revving • avoiding dragging objects or dropping objects from a height • minimising impact with solid objects where possible • using excavator bucket heads or rock claw attachment to move solid objects • using excavator bucket, claw or rock ripper pick in preference to rock drillers or splitters, where possible • turning off machines/plant equipment when not in use or throttled down to idling.	N&V11
Complaint based noise monitoring would be performed throughout construction as required to confirm the effectiveness of noise management controls.	N&V12
A noise complaint register would be maintained throughout construction. The register would record all complaints including: • Complainant contact details • Source/type of noise causing disturbance • Time and duration of noise causing disturbance • Times when the noise would cause least disruption • Measures taken to address the complaint Complaints handling is to occur in a prompt and responsive manner.	N&V13
Where there are complaints about noise from an identified work activity, it would be reviewed and, where feasible and reasonable, actions additional to those in place implemented to minimise noise output and disruption to sensitive receptors (e.g. reschedule activity causing disturbance to a time which causes least disruption to the complainant and other receptors).	N&V14

Air quality management	Code
During construction	
All plant and machinery would be serviced at regular intervals to minimise exhaust emissions.	AQ1
The constructor would observe local meteorological conditions and predicted forecasts on a daily basis and prepare site for extreme weather events (i.e. high winds, rainfall).	AQ2
Works would be staged, where practicable, to minimise the area of disturbance at any one time.	AQ3

Air quality management	Code
All necessary precautions shall be taken to minimise impacts from dust during construction works and from construction vehicles.	AQ4
Dust dispersion would be managed via stockpile control (e.g. soil stockpiles covered during high wind conditions), erosion and sediment controls, and wetting down if required.	AQ5
Any transport trucks would be covered during journeys to and from the site.	AQ6
Vehicles would be switched off when not in use.	AQ7
Dust screens will be considered where necessary to protect adjacent residences from wind-blown dust.	AQ8
All stockpiles, exposed areas, unsealed trafficable areas and compound areas will be covered where practicable (using plastic, mulch, hydromulch, etc.) or wet down as required to minimise wind-blown and traffic generated dust. Wetting down of these areas should not be done to the extent that run-off occurs.	AQ9
Post-construction	
Disturbed areas would be stabilised once works are complete, or progressively where appropriate.	AQ10

Traffic management	Code
During construction	
Where works would result in delays to traffic, where possible, they would be scheduled to occur outside of morning and afternoon peak traffic periods and the public would be notified in advanced.	TM3
Parking for construction workers would be accommodated within the construction footprint and existing cleared areas within the nearby road reserve.	TM4
Traffic would be managed by traffic controllers throughout construction.	TM5
Where possible, all loading and unloading operations will be conducted within the internal construction zone to alleviate the need for lifting materials from off the street.	TM6

Contaminated lands	Code
During construction	

Contaminated lands	Code
Works are to cease immediately if any potential source of contamination is uncovered during works (e.g. chemical drums). In such an instance remediation in accordance with a Council approved Remediation and Validation Action Plan would be required.	CLM1

Hazard management	Code
During construction	
Appropriate spill kits, advocated for use in association with fuels and chemicals are to be maintained on-site. These are to include spill booms and other methods aimed at the containment of fuels and chemicals spilled within the aquatic environment.	HAZ5
Fuels and chemicals are to be stored off-site, however, if required to be stored on-site, they are to be located in a bunded area away from drainage lines.	HAZ6
No refuelling is recommended within the subject site. If however, refuelling is required at the subject site, areas designated for the storage, refuelling and maintenance of plant are to be established where native vegetation has previously been cleared and at least 30 m from a waterway.	HAZ7
Forecast checks of the Bureau of Meteorology site would be undertaken daily. In the event that heavy rain is predicted, arrangements are to be made immediately to remove any plant and equipment from within the banks of the waterway prior to the rain event. All plant and equipment would be removed to higher ground above the 1 in 100 year flood level.	HAZ8
In the event of flooding, no workers would be directed into flood waters.	HAZ9
Any debris and spoil accumulated within the works site as a result of flooding would be removed to the designated stockpile area.	HAZ10
All environmental controls would be reinstated as soon as possible following flooding.	HAZ11

Cultural heritage management	Code
During construction	
If an Aboriginal object or objects, or any cultural heritage material is identified during the works, all works would stop immediately and the Manager Infrastructure Deliver, Tweed Shire Council (TSC) notified. The TSC contact is to advise the Tweed Byron Local Aboriginal Land Council (TBLALC) Aboriginal Sites Officer (on 07 553601926) and OEH. No works or development may be undertaken until the required investigations have been completed and any permits or approvals obtained, where required, in accordance with the *National Parks and Wildlife Act 1974*. It is possible that in such a case there may be a necessity to apply for an AHIP and further	CH1

Cultural heritage management	Code
investigations may be required. The *National Parks and Wildlife Act* requires that, if any person finds an Aboriginal object on land and the object is not already recorded on AHIMS, they are legally bound under Section 89A of the Act to notify OEH as soon as possible of the object's location.	
In the event that objects suspected of being of Aboriginal Cultural Heritage significance are uncovered, the TSC ACHMP unexpected finds procedure must be followed.	CH2
If human remains are found during the works, then all works shall cease immediately. The area must be secured within an exclusion zone to prevent unauthorised access and the NSW Police and OEH must be informed as soon as possible.	CH3
If non-aboriginal heritage is discovered, work should stop and the item demarcated. An in-situ heritage assessment is required to determine whether the item is a relic. If the item is concluded to be a relic, the NSW Heritage Council are to be contacted as soon as practical. The NSW Heritage Council would advise the appropriate course of action to be taken. N.B. The Heritage Act 1977 defines '*Relic'* as meaning any deposit, artefact, object or material evidence that: (a) relates to the settlement of the area that comprises New South Wales, not being Aboriginal settlement, and is of State or local heritage significance.	CH4

Biosecurity management	Code
Suspicious sightings of red imported fire ants or their mounds that have been identified within a site must be reported to NSW Department of Primary Industries immediately on 1800 680 244 or via their online form https://www.dpi.nsw.gov.au/biosecurity/forms/report-exotic-ants. If red imported fire ants are suspected, do not: • disturb the ants or nests • treat the infestation yourself. If red imported fire ants are suspected, do (if safe to do so): • take a photo of the suspicious ants including a scale (use coin or key) and attach it to the report • keep a sample in a jar or zip lock sandwich bag in case it needs to be submitted for further investigation	BM1
Red imported fire ants are regulated as prohibited matter under the *NSW Biosecurity Act 2015*. Their possible movement and spread can be in or on hay or straw bales,	BM2

Biosecurity management	Code
turf, agricultural and earth moving equipment, organic mulch including manure, soil and potted plants. • To move hay, straw bales, turf agricultural and earth moving equipment into NSW from or through the fire ant biosecurity zones in Queensland it must be accompanied by a Plant Health Certificate. • To move soil and organic mulch including manure into NSW from or through the fire ant biosecurity zones in Queensland it must be accompanied by either a Plant Health Certificate or a Biosecurity Certificate. • To move potted plants into NSW from or through the fire ant biosecurity zones in Queensland it must be accompanied by either a Plant Health Certificate, a Plant Health Assurance Certificate or a Biosecurity Certificate.	
Prior to the use of materials and equipment that has travelled through or from a Queensland biosecurity zone, Project Managers are to ensure that contractors supply the necessary certificates for any of the materials and equipment.	BM3
Any requirements identified by the NSW Department of Primary Industries for prohibited matter must be complied with.	BM4

Waste minimisation and management	Code
During construction	
All waste materials generated by the project should be managed in accordance with the project Waste Management Plan.	WM1
All waste materials generated by the project should be managed in accordance with the project Waste Management Plan. A preliminary waste management plan is included in Appendix H and will be further updated and communicated at the pre-start construction meeting following waste classification testing of soil materials that would be encountered during construction.	WM2
All reasonable efforts will be made to avoid and minimise waste and to reuse or recycle where possible.	WM3
Separate waste and recycling bins will be provided on site for the removal of workers and building rubbish.	WM4
All waste bins on site will have self-closing lids preventing waste from being airborne.	WM5
All general rubbish and construction waste would be removed from the site and disposed of in an appropriate bin or Council waste recovery facility.	WM6

11.0 Figures and plates

Figure 1: Locality.

Figure 2: Site (green polygons).

Figure 3: Land zoning (site is shown as green polygons).

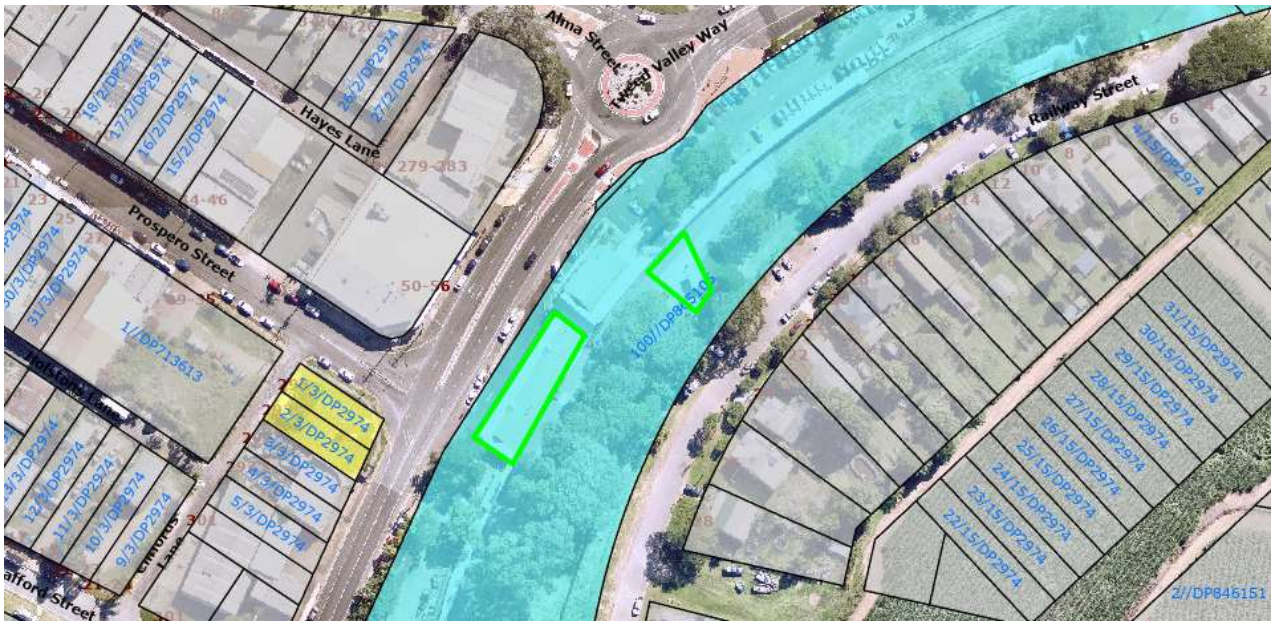

Figure 4: Tenure (site is shown as green polygons).

Historical imagery – the white cross hairs identifies the Murwillumbah Railway Station in the following historical aerial imagery

Figure 5: Imagery from 1961 (source: NSW Historical Imagery Viewer)

Figure 6: Imagery from 1970 (source: NSW Historical Imagery Viewer)

Figure 7: Imagery from 1978 (source: NSW Historical Imagery Viewer)

Figure 8: Imagery from 1986 (source: NSW Historical Imagery Viewer)

Figure 9: Imagery from 1996 (source: NSW Historical Imagery Viewer)

Figure 10: Imagery from 2004 (source: TSC Weave)

Figure 11: Imagery from 2015 (source: TSC Weave)

Figure 12: Imagery from 2024 (source Nearmap)

Plate 1: Photograph of Murwillumbah Railway Station circa 1904 (source: Tweed Regional Museum)

Plate 2: Photograph of Murwillumbah Railway Station circa 1905 (source: Tweed Regional Museum)

12.0 References

Department of Environment and Climate Change NSW (DECC) (2007). *Threatened species assessment guidelines: The assessment of significance*.

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Stone, Y., Ahern, C.R., and Blunden, B. (1998). *Acid Sulfate Soil Manual 1998*. Acid Sulfate Soil Management Advisory Committee, Wollongbar, NSW, Australia.

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Tweed Shire Council (TSC) (2018). *Tweed Scenic Landscape Strategy – Draft for Exhibition*. Murwillumbah, NSW, Australia.

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13.0 Appendices

Appendix A Design plans

NORTHERN RIVERS RAIL TRAIL
TWEED VALLEY WAY, MURWILLUMBAH
MURWILLUMBAH STATION UPGRADES

TWEED SHIRE COUNCIL

APPROVALS ON BEHALF OF COUNCIL	APPROVALS CONTRACTS CHECK
..... PROJECT SPONSOR DATE:	..... CONTRACTS PROJECT MANAGER DATE: .....

LOCALITY SKETCH

INDEX

LEGEND

ISSUE A, B, C, etc. = PRELIMINARY APPROVALS / TENDER DRAWINGS (NOT FOR CONSTRUCTION)
ISSUE 1, 2, 3, etc. = CONSTRUCTION ISSUE DRAWINGS

Project No.
INF10
Job No. A4371

PRELIMINARY
NOT FOR CONSTRUCTION

ACAD FILE No: G:_AAA DESIGN PROJECTS\INF\INF10-4_NRRT-MURWILLUMBAH STATION\Drawings\B_CONSTRUCTION DRAWINGS\INF10_BASE_MASTER PLANcopy.dwg

Materials for proposed ramp to match existing stairs

Proposed extension to staging area, materials and finishes to match existing staging area

PROSPERO STREET

TWEED VALLEY WAY

RAILWAY STREET

Indicative image of public toilet block Heritage style

Indicative image of future sheds

- LEGEND

1. Murwillumbah Railway Station
2. Refurbishment of demountable building as office space. Access via the platform
3. Refurbishment of existing public amenities
4. Existing staging area with shelter, picnic table, bin, bike racks and repair station
5. Existing stairs
6. Proposed extension to staging area with bike wash station, drinking fountain, sunscreen dispenser, bike racks and repair station
7. Proposed accessible ramp to AS1428.1, constructed of similar materials and palette as existing stairs
8. Future S60 Application - Secondary access to Rail Trail (south)
9. Future S60 Application - Southern Entry & Accessible toilet.
10. Future S60 Application - Additional accessible car park and 30min car parking space
11. Roof gutter replacement
12. Future S60 Application - Proposed pedestrian refuge, delineate pedestrian access to the public toilet block through the car park
13. Primary access to the Rail Trail (north)
14. Proposed inverter location is concealed from public view/office space behind platform walls out of view. Enclosure may be required for security purposes.
15. Up to six new storage sheds (3.16m x 3.16m x 2.4m high) in heritage green or cream) underneath existing frame. Existing banana shed retained and restored.
16. Signage - See signage plan page 109

Separate S60 Application - - - - - - - - -

SCALE: A1 SHEET 1:375, A3 SHEET 1:750

0 7.5 15 22.5 30 37.5m

USE FIGURED DIMENSIONS ONLY. DO NOT SCALE.

PRELIMINARY
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ISSUE	AMENDMENT DETAILS	DRAWN	CHECK	DATE
A	ORIGINAL ISSUE	A.L.K		25.6.24

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Australian Government

NSW GOVERNMENT

TWEED SHIRE COUNCIL

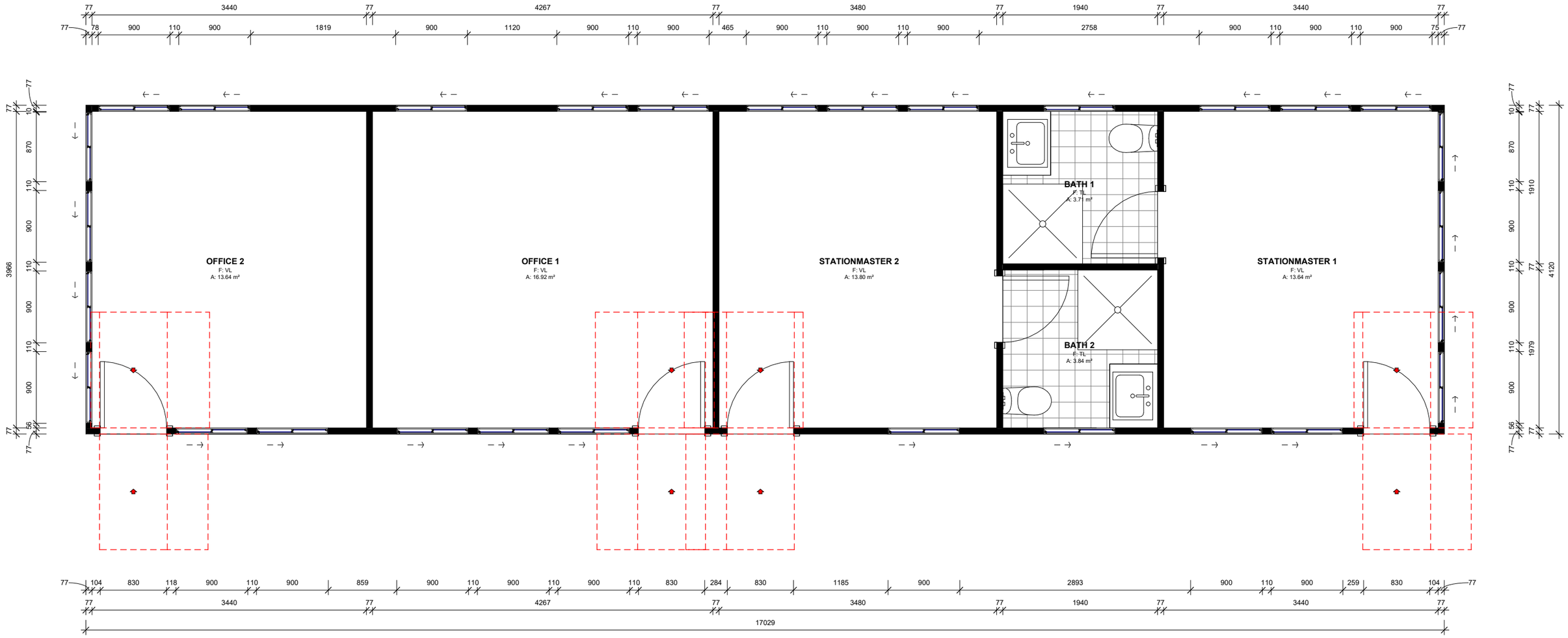
DESIGN ENGINEER		DATE		
DESIGNED	M.C.	04.11.23	COORDS ADOPTED	PM ?????
DRAWN	M.C.	04.11.23	EASTING	55????.???
CHECKED			NORTHING	687????.???
HORIZONTAL DATUM	GDA		R.L.	?.???
			VERTICAL DATUM	AHD

PROJECT:
NORTHERN RIVERS RAIL TRAIL
MURWILLUMBAH RAILWAY STATION

PLAN TITLE:
OVERALL SITE PLAN

ROAD SEGMENT: -
JOB NUMBER: A4371
PROJECT NUMBER: INF10
DRAWING NUMBER: INF10-102
ISSUE: A

ACAD FILE No: G:_AAA DESIGN PROJECTS\INF\INF10-2_NRRT-PILOT-MURWILLUMBAH TO REGIONAL ART GALLERY_ALL MC FILES DEMOUNTABLE_STAGING AREA\Drawings\A_SKETCH - TENDER DRAWINGS\INF10_BASE_MASTER PLAN.dwg



PRELIMINARY

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B	CONCEPT FOR APPROVALS	M.W.C.	R.P.	17/01/24
A	CONCEPT 6 FOR DISCUSSION	M.W.C.	T.S.	14/12/23

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HORIZONTAL DATUM	GDA		R.L.	
			VERTICAL DATUM	AHD

PROJECT:
NORTHERN RIVERS RAIL TRAIL
TRAIN STATION, MURWILLUMBAH

PLAN TITLE:
EXISTING ARRANGEMENT

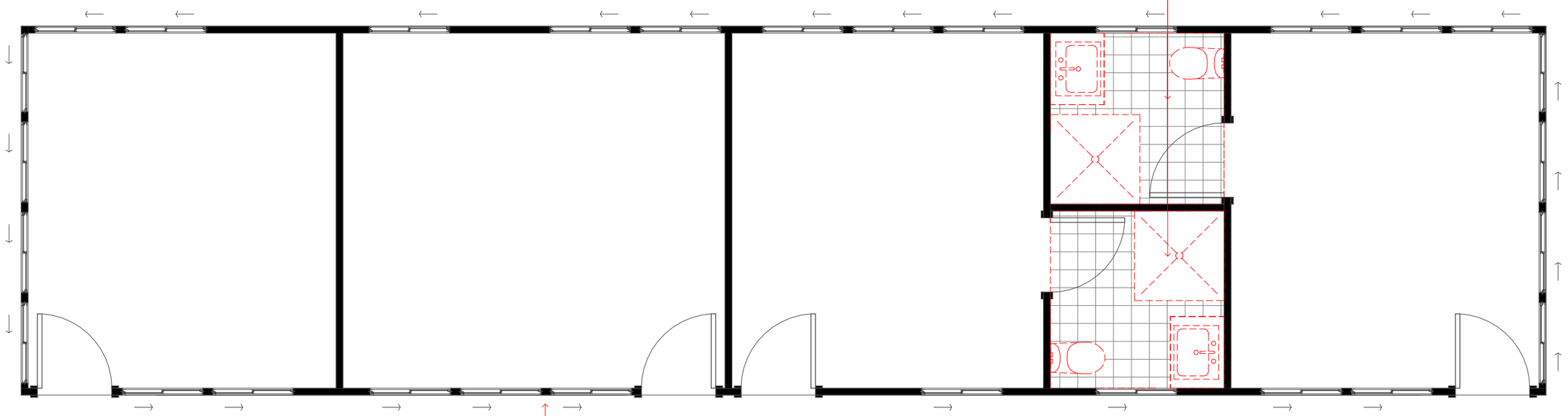
ROAD SEGMENT:

JOB NUMBER: A4371

PROJECT NUMBER: **INF10**

DRAWING NUMBER **INF10-103**

ISSUE C



PRELIMINARY

NOT FOR CONSTRUCTION

C	REVISED CONCEPT FOR APPROVALS	M.W.C.	R.P.	18/03/24
B	CONCEPT FOR APPROVALS	M.W.C.	R.P.	17/01/24
A	CONCEPT 6 FOR DISCUSSION	M.W.C.	T.S.	14/12/23
ISSUE	AMENDMENT DETAILS	DRAWN	CHECK	DATE

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HORIZONTAL DATUM	GDA		R.L.	
			VERTICAL DATUM	AHD

PROJECT:
NORTHERN RIVERS RAIL TRAIL
TRAIN STATION, MURWILLUMBAH

PLAN TITLE:
DEMOLITION PLAN

ROAD SEGMENT:

JOB NUMBER: A4371

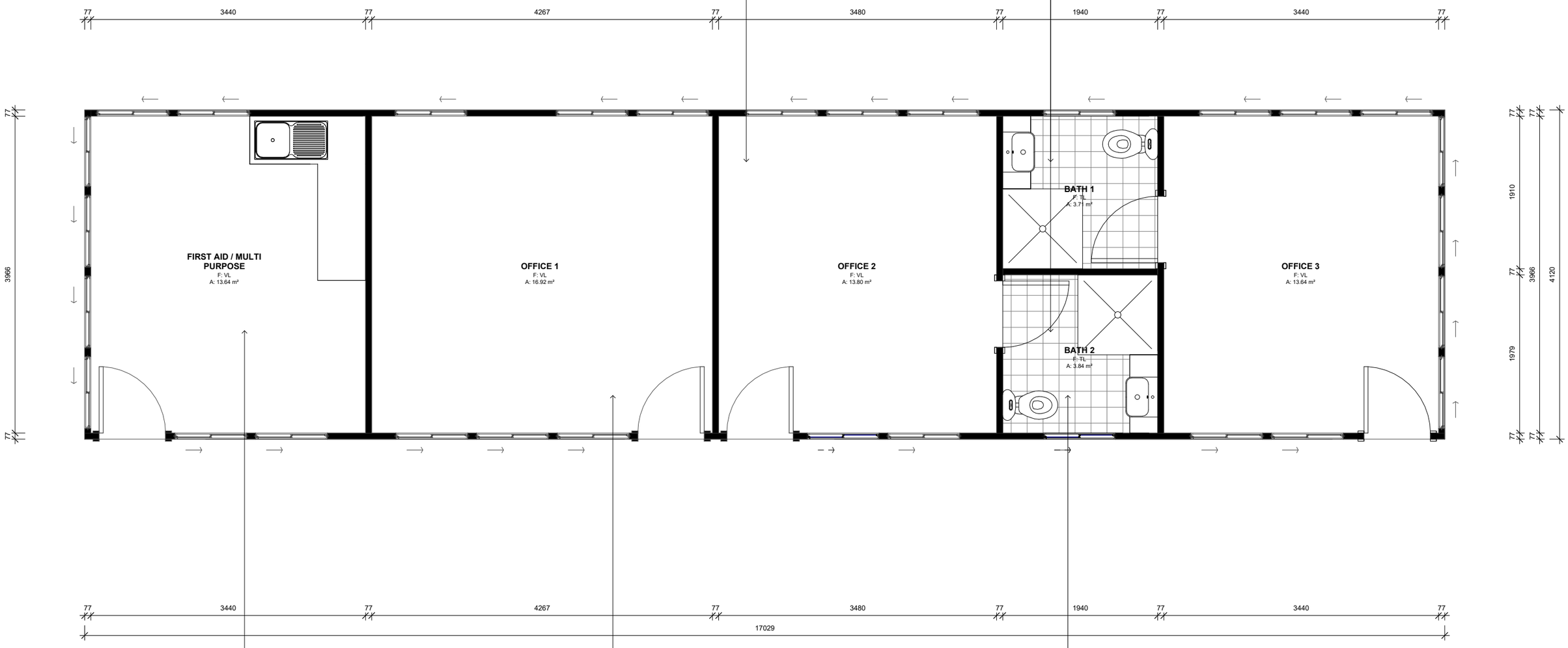
PROJECT NUMBER: **INF10**

DRAWING NUMBER **INF10-104**

ISSUE C

FLOORING TO NON-WET AREAS (FIRST AID/MULTIPURPOSE, OFFICE 1 / 2 / 3) TO BE LAMINATED WATERPROOF FLOORING IN LIGHT TIMBER COLOUR. (TYP.)

PROPOSED REFURBISHMENTS TO BATHROOMS INC.:
-TOILET PAN, SHOWER, BASIN, TAPS, MIRROR, VANITY CUPBOARD/BENCH.
- NEW TILING TO WALLS AND FLOORS.
(TYP.)



PROPOSED FIRST AID ROOM INC.:
-BENCH, STORAGE CUPBOARDS, BASIN, TAPS, SOAP DISPENSOR AND HAND TOWEL DISPENSOR.
-NEW 920 WIDE PA DOOR.

PROPOSED GENERAL REFURBISMENTS TO DEMOUNTABLE BUILDING INC.:
-PAINTING INTERNAL & EXTERNAL.
-REPAIRS TO ANY DAMAGED LININGS/CLADDING.
-REPAIRS TO ANY WINDOWS AS NECESSARY, NEW CRIMSAFE SCREENS TO ENTIRE OPENINGS, FRAME COLOUR TO MATCH EXISTING WINDOW FRAMES.
-NEW FLOORING AND COVERINGS.

FLOORING TO WET AREAS (BATH 1 & 2) TO BE TWEED SHIRE COUNCIL APPROVED STANDARD WHITE TILES, R11 SLIP RATING

PRELIMINARY
NOT FOR CONSTRUCTION

ISSUE	AMENDMENT DETAILS	DRAWN	CHECK	DATE
C	REVISED CONCEPT FOR APPROVALS	M.W.C.	R.P.	18/03/24
B	CONCEPT FOR APPROVALS	M.W.C.	R.P.	17/01/24
A	CONCEPT 6 FOR DISCUSSION	M.W.C.	T.S.	14/12/23

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CHECKED	J.M.M.	18/03/24	NORTHING	
HORIZONTAL DATUM		GDA	R.L.	
			VERTICAL DATUM	AHD

PROJECT:
NORTHERN RIVERS RAIL TRAIL
TRAIN STATION, MURWILLUMBAH

PLAN TITLE:
PROPOSED FLOOR PLAN

ROAD SEGMENT:

JOB NUMBER: A4371

PROJECT NUMBER: INF10

DRAWING NUMBER INF10-105

ISSUE C

EXISTING STAIR CONNECTION FROM PLATFORM TO RAIL TRAIL

TGSIs AS PER AS1428.4.1

COMPOSITE STRUCTURE WITH FRP MESH DECKING RAMP. CLEARANCES, GRADES & LANDING AS PER AS1428.1 SECTION 7.8

STAINLESS STEEL HANDRAILS, BALUSTRADE AND KICKRAILS AS PER AS1428.1

EXISTING CONCRETE FOOTPATH

CONCRETE LANDING CONNECTION TO RAIL TRAIL FOOTPATH

TGSIs AS PER AS1428.4.1

NEW RAMP TO MATCH THE COLOUR PALETTE, SAFETY FEATURES AND STYLE OF EXISTING STAIRS

Materials for proposed ramp to match existing stairs

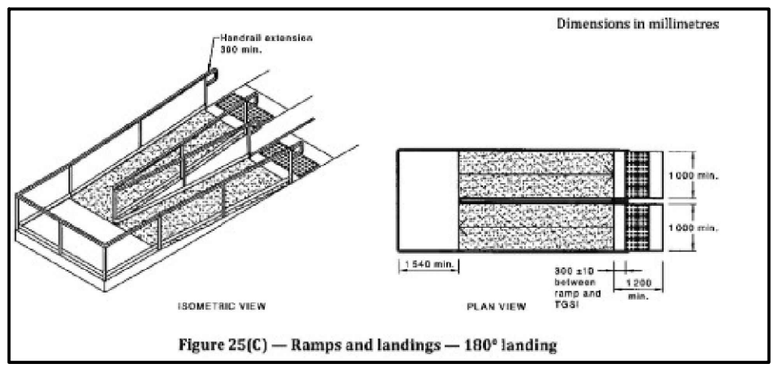

Figure 25(C) — Ramps and landings — 180° landing

Proposed ramp to be designed in accordance to AS 1428.1:2021

PRELIMINARY
NOT FOR CONSTRUCTION

SCALE: A1 SHEET 1:50, A3 SHEET 1:100
0 0.5 1 2 3 4 5 m

ISSUE	AMENDMENT DETAILS	DRAWN	CHECK	DATE
B	ORIGINAL ISSUE	M.C.	?.?.?	25.6.24

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CHECKED			NORTHING	687????.???
HORIZONTAL DATUM	GDA		R.L.	?.???
			VERTICAL DATUM	AHD

PROJECT:
NORTHERN RIVERS RAIL TRAIL TRAIN STATION, MURWILLUMBAH

PLAN TITLE:
PLAN OF PROPOSED RAMP AREA

ROAD SEGMENT:	-
JOB NUMBER:	A4371
PROJECT NUMBER:	INF10
DRAWING NUMBER	INF10-106
ISSUE	A

ACAD FILE No: G:_AAA DESIGN PROJECTS\INF\INF10-2_NRRT-PILOT-MURWILLUMBAH TO REGIONAL ART GALLERY_ALL MC FILES DEMOUNTABLE_STAGING AREA\Drawings\A_SKETCH - TENDER DRAWINGS\INF10_BASE_MASTER PLAN.dwg

PRELIMINARY
NOT FOR CONSTRUCTION

SCALE: A1 SHEET 1:100, A3 SHEET 1:200
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ISSUE	AMENDMENT DETAILS	DRAWN	CHECK	DATE
A	ORIGINAL ISSUE	A.L.K	J.M.M	19.3.24

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DESIGN ENGINEER ..... DATE .....

DESIGNED			COORDS ADOPTED	
DRAWN	A.L.K	19.3.24	EASTING	
CHECKED	J.M.M	19.3.24	NORTHING	
HORIZONTAL DATUM	GDA 2020		R.L.	
			VERTICAL DATUM	AHD

PROJECT:
NORTHERN RIVERS RAIL TRAIL TRAIN STATION, MURWILLUMBAH

PLAN TITLE:
PROPOSED CONCRETE SLAB

ROAD SEGMENT:	-
JOB NUMBER:	A4371
PROJECT NUMBER:	INF10
DRAWING NUMBER	INF10-107
ISSUE	A

ACAD FILE No: G:_AAA DESIGN PROJECTS\INF\INF10-2_NRRT-PILOT-MURWILLUMBAH TO REGIONAL ART GALLERY_ALL MC FILES DEMOUNTABLE_STAGING AREA\Drawings\A_SKETCH - TENDER DRAWINGS\INF10_BASE_MASTER PLAN.dwg

- LEGEND

1. Existing table seating at stage area
2. Bench seating surrounding staging area
3. Accessible picnic settings in parkland (up to 2)
4. Bench seating along the Rail Trial edge (up to 4)
5. Picnic settings scattered through trees (up to 3)
   75% fully accessible

(4) Indicative images of seating options for the Rail Trail

(3) Indicative images of accessible picnic settings

Sign with parkland behind

(2) Staging area

Park Area on left of Rail Trial

PRELIMINARY
NOT FOR CONSTRUCTION

ISSUE	AMENDMENT DETAILS	DRAWN	CHECK	DATE
A	ORIGINAL ISSUE	A.L.K	J.M.M	26.6.24

SCALE: A1 SHEET 1:375, A3 SHEET 1:750
0 7.5 15 22.5 30 37.5m

USE FIGURED DIMENSIONS ONLY. DO NOT SCALE.

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TWEED SHIRE COUNCIL

DESIGN ENGINEER	W.P.Boyd	DATE		
DESIGNED			COORDS ADOPTED	
DRAWN	A.L.K	19.3.24	EASTING	
CHECKED	J.M.M	19.3.24	NORTHING	
HORIZONTAL DATUM	GDA		R.L.	
			VERTICAL DATUM	AHD

PROJECT:
NORTHERN RIVERS RAIL TRAIL
TRAIN STATION, MURWILLUMBAH

PLAN TITLE:
OVERALL SEATING PLAN

ROAD SEGMENT: -
JOB NUMBER: A4371
PROJECT NUMBER: INF10
DRAWING NUMBER INF10-108
ISSUE A

ACAD FILE No: G:_AAA DESIGN PROJECTS\INF\INF10-2_NRRT-PILOT-MURWILLUMBAH TO REGIONAL ART GALLERY_ALL MC FILES DEMOUNTABLE_STAGING AREA\Drawings\A_SKETCH - TENDER DRAWINGS\INF10_BASE_MASTER PLAN.dwg

- LEGEND

1. Concept 1 - Advertising signs along existing fence
   Concept 2 - Individual letters spelling Murwillumbah with local artwork on each letter
2. Options for a Totem Pole with signage for each shop
3. Promotional signage on the existing corrugated wall
4. Signage attached to existing non heritage louvres
5. Detachable shop signs (hook on) in heritage style
6. Signs to be centred on metal strip that will not perforate wall
7. Signage attached to free standing poles beside platform

(5) Shop signs in metal colourbond that are detachable using steel Cable / chain (as shown above)

(6) Proposed signage in between awning columns.
Signs will be clipped to the rails.

(7) Signage proposed along the lower level of the platform
Free standing poles cemented in ground under the ballast, behind signage and out of view.
Up to 8 signs that will be attached with stainless steel clips

(1) Proposed advertising signs along existing fence
Up to 8 signs

(2) Proposed options for location of totem Pole with shop signage
Up to 5 signs on one totem

(3) Sign proposed to a maximum of 15% cover attached to existing poles. Sign to be attached to the corrugated iron

(4) Signage to be metal colourbond attached to non-significant louvres from 1990s and easily removable without damage

PRELIMINARY
NOT FOR CONSTRUCTION

ISSUE	AMENDMENT DETAILS	DRAWN	CHECK	DATE
A	ORIGINAL ISSUE	A.L.K	J.M.M	20.6.24

SCALE: A1 SHEET 1:375, A3 SHEET 1:750
0 7.5 15 22.5 30 37.5m

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TWEED SHIRE COUNCIL

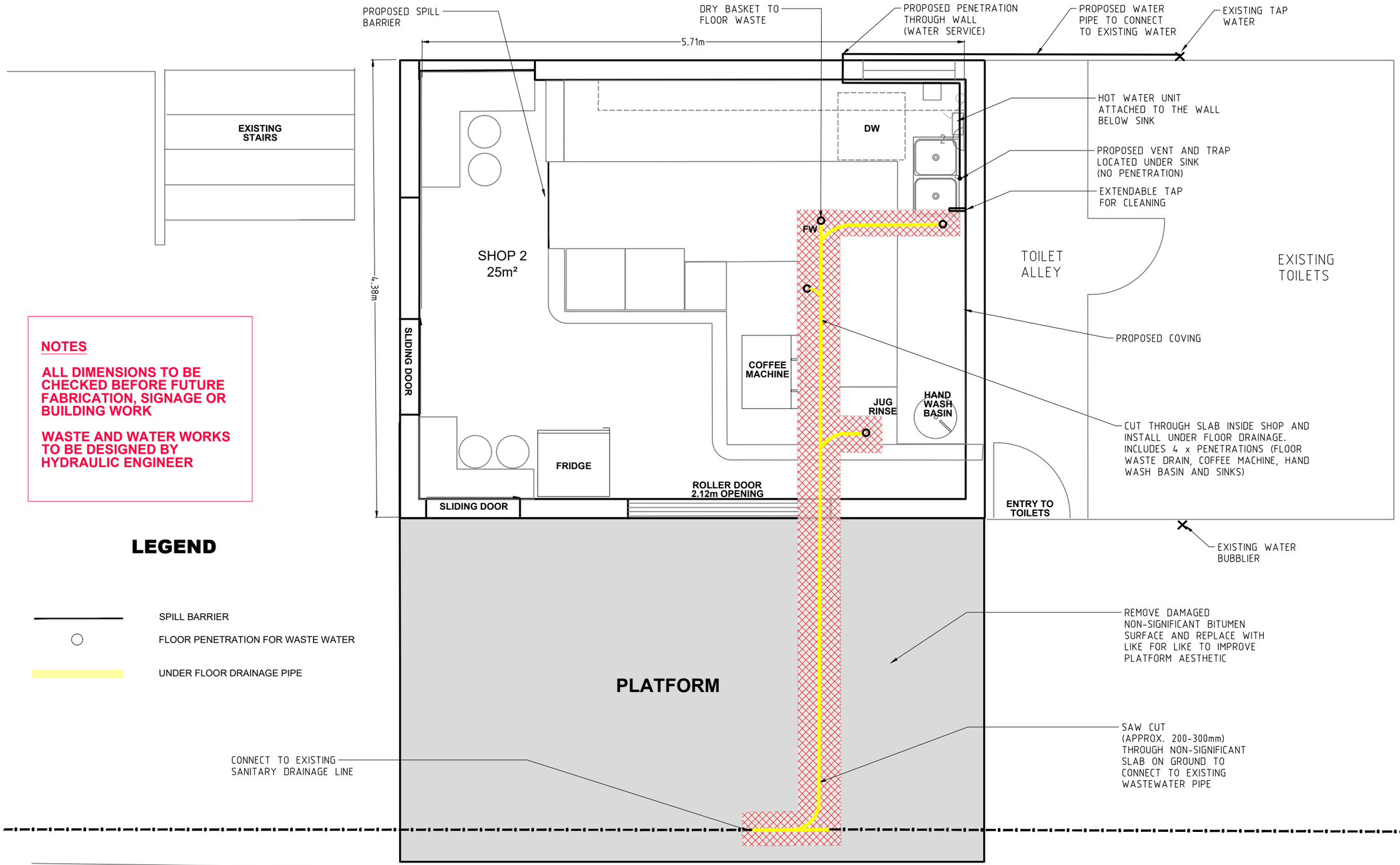
DESIGN ENGINEER			DATE	
DESIGNED			COORDS ADOPTED	
DRAWN	A.L.K	19.3.24	EASTING	
CHECKED	J.M.M	19.3.24	NORTHING	
HORIZONTAL DATUM	GDA		R.L.	
			VERTICAL DATUM	AHD

PROJECT:
NORTHERN RIVERS RAIL TRAIL TRAIN STATION, MURWILLUMBAH

PLAN TITLE:
OVERALL SIGNAGE PLAN

ROAD SEGMENT: -
JOB NUMBER: A4371
PROJECT NUMBER: INF10
DRAWING NUMBER: INF10-109
ISSUE: A

ACAD FILE No: G:_AAA DESIGN PROJECTS\INF\INF10-2_NRRT-PILOT-MURWILLUMBAH TO REGIONAL ART GALLERY_ALL MC FILES DEMOUNTABLE_STAGING AREA\Drawings\A_SKETCH - TENDER DRAWINGS\INF10_BASE_MASTER PLAN.dwg



NOTES

ALL DIMENSIONS TO BE CHECKED BEFORE FUTURE FABRICATION, SIGNAGE OR BUILDING WORK

WASTE AND WATER WORKS TO BE DESIGNED BY HYDRAULIC ENGINEER

LEGEND

SPILL BARRIER

FLOOR PENETRATION FOR WASTE WATER

UNDER FLOOR DRAINAGE PIPE

PRELIMINARY

NOT FOR CONSTRUCTION

ISSUE	AMENDMENT DETAILS	DRAWN	CHECK	DATE
C	LAYOUT CHANGES	A.L.K	J.M.M	29.07.24
B	NO CHANGES TO THIS PLAN	A.L.K	J.M.M	02.07.24
A	ORIGINAL ISSUE	A.L.K	J.M.M	19.3.24

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TWEED SHIRE COUNCIL

DESIGN ENGINEER ..... DATE .....

DESIGNED			COORDS ADOPTED
DRAWN	A.L.K	19.3.24	EASTING
CHECKED	J.M.M	19.3.24	NORTHING
HORIZONTAL DATUM	GDA 2020		R.L.
			VERTICAL DATUM

PROJECT: **RAIL TRAIL - MURWILLUMBAH STATION TWEED VALLEY WAY MURWILLUMBAH**

PLAN TITLE: **SHOP 2 - CAFE FITOUT PENETRATION PLAN**

ROAD SEGMENT:

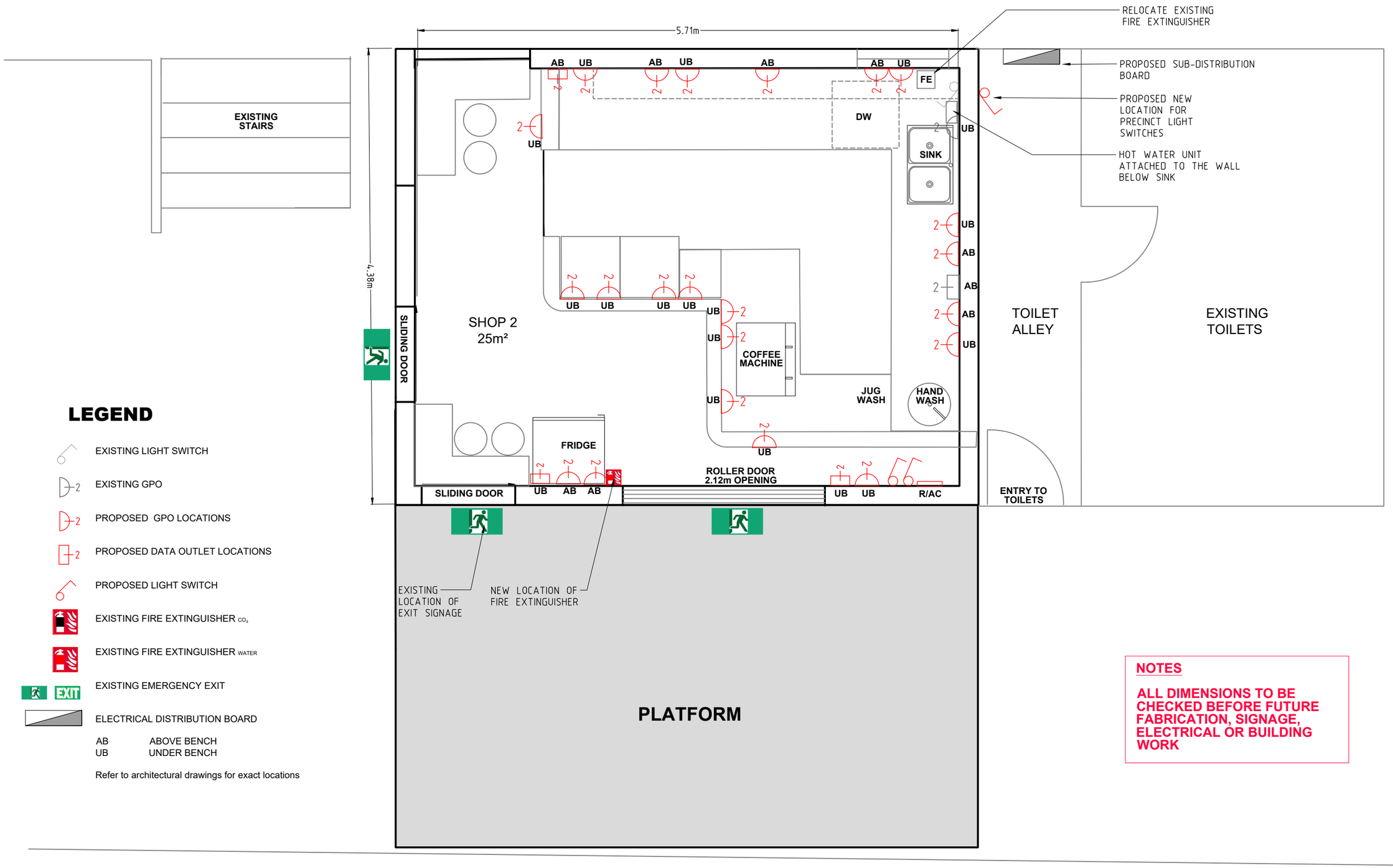
JOB NUMBER: **A4371**

PROJECT NUMBER: **INF10**

DRAWING NUMBER **INF10_110**

ISSUE **C**

ACAD FILE No: G:_AAA DESIGN PROJECTS\INF\INF10-4_NRRT-MURWILLUMBAH STATION\Drawings\B_CONSTRUCTION DRAWINGS\INF10-4_Shop Plans.dwg



LEGEND

- EXISTING LIGHT SWITCH
- EXISTING GPO
- PROPOSED GPO LOCATIONS
- PROPOSED DATA OUTLET LOCATIONS
- PROPOSED LIGHT SWITCH
- EXISTING FIRE EXTINGUISHER CO_2
- EXISTING FIRE EXTINGUISHER WATER
- EXISTING EMERGENCY EXIT
- ELECTRICAL DISTRIBUTION BOARD

AB ABOVE BENCH
UB UNDER BENCH

Refer to architectural drawings for exact locations

NOTES

ALL DIMENSIONS TO BE CHECKED BEFORE FUTURE FABRICATION, SIGNAGE, ELECTRICAL OR BUILDING WORK

PRELIMINARY
NOT FOR CONSTRUCTION

ISSUE	AMENDMENT DETAILS	DRAWN	CHECK	DATE
C	LAYOUT CHANGES	A.L.K	J.M.M	29.07.24
B	NO CHANGES TO THIS PLAN	A.L.K	J.M.M	02.07.24
A	ORIGINAL ISSUE	A.L.K	J.M.M	19.3.24

SCALE: A1 SHEET 1:20, A3 SHEET 1:40
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TWEED SHIRE COUNCIL

DESIGN ENGINEER ..... DATE .....

DESIGNED			COORDS ADOPTED	
DRAWN	A.L.K	19.3.24	EASTING	
CHECKED	J.M.M	19.3.24	NORTHING	
HORIZONTAL DATUM	GDA 2020		R.L.	
			VERTICAL DATUM	

PROJECT: **RAIL TRAIL - MURWILLUMBAH STATION**
TWEED VALLEY WAY
MURWILLUMBAH

PLAN TITLE:
SHOP 2
CAFE FITOUT
PROPOSED ELECTRICALS

ROAD SEGMENT:
JOB NUMBER: **A4371**
PROJECT NUMBER: **INF10**
DRAWING NUMBER: **INF10_111**
ISSUE: **C**

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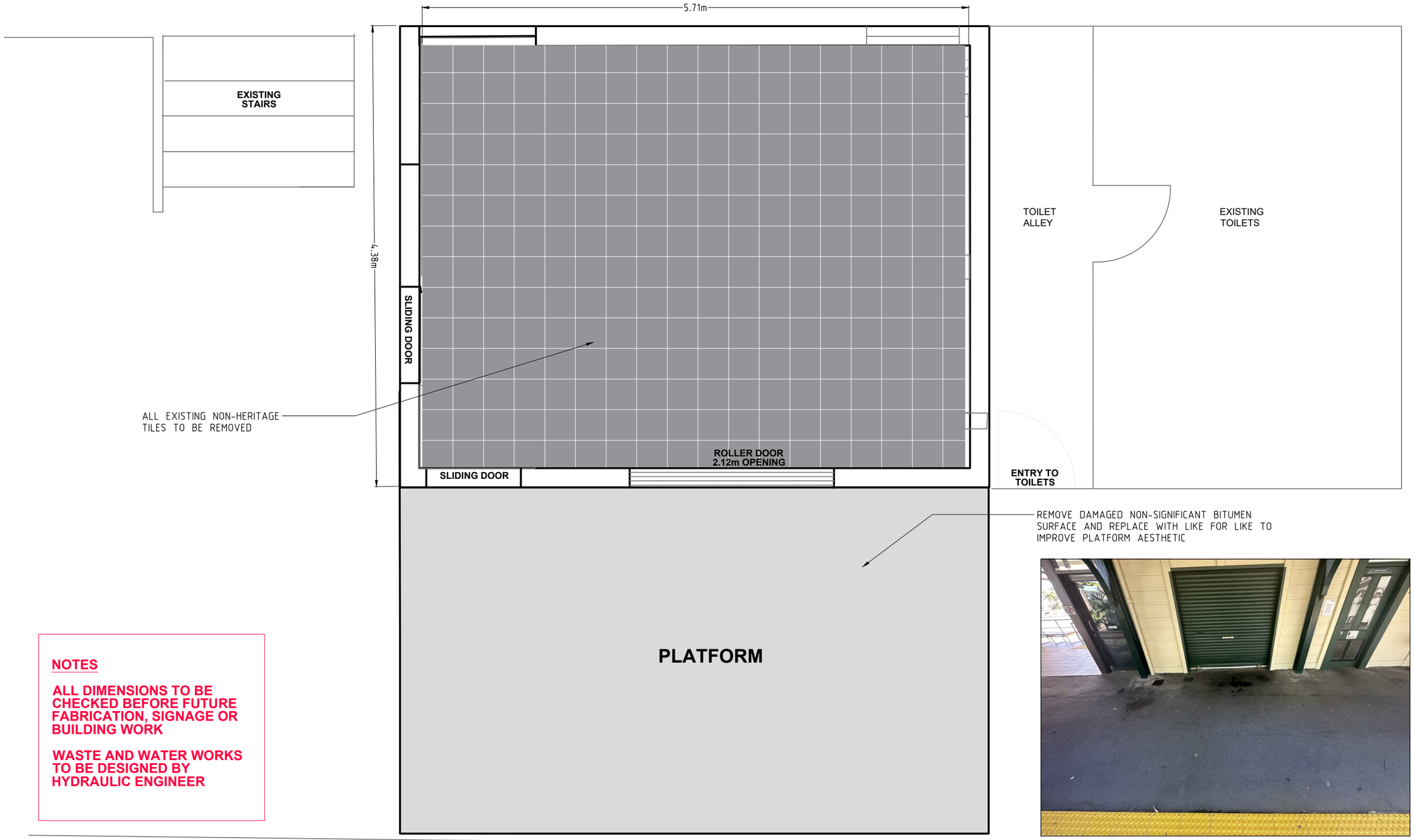

NOTES

ALL DIMENSIONS TO BE CHECKED BEFORE FUTURE FABRICATION, SIGNAGE OR BUILDING WORK

WASTE AND WATER WORKS TO BE DESIGNED BY HYDRAULIC ENGINEER

PRELIMINARY
NOT FOR CONSTRUCTION

ISSUE	AMENDMENT DETAILS	DRAWN	CHECK	DATE
C	LAYOUT CHANGES	A.L.K	J.M.M	29.07.24
B	NO CHANGES TO THIS PLAN	A.L.K	J.M.M	02.07.24
A	ORIGINAL ISSUE	A.L.K	J.M.M	19.3.24

SCALE: A1 SHEET 1:20, A3 SHEET 1:40
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TWEED SHIRE COUNCIL

DESIGN ENGINEER ..... DATE .....

DESIGNED			COORDS ADOPTED
DRAWN	A.L.K	19.3.24	EASTING
CHECKED	J.M.M	19.3.24	NORTHING
HORIZONTAL DATUM	GDA 2020		R.L.
			VERTICAL DATUM

PROJECT:
RAIL TRAIL - MURWILLUMBAH STATION
TWEED VALLEY WAY
MURWILLUMBAH

PLAN TITLE:
SHOP 2
CAFE FITOUT
PROPOSED DEMOLITION

ROAD SEGMENT:

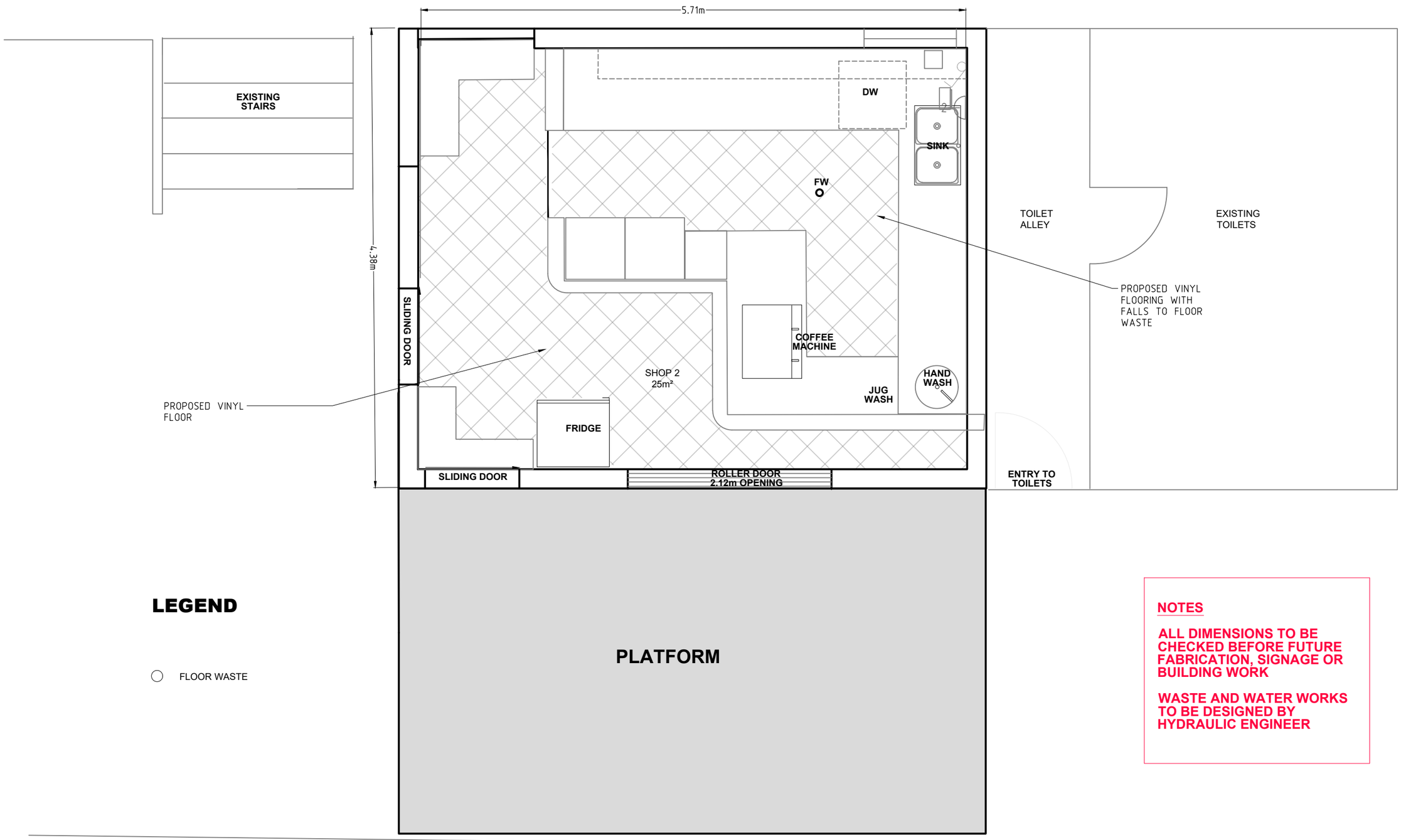
JOB NUMBER: A4371

PROJECT NUMBER: **INF10**

DRAWING NUMBER: **INF10_112**

ISSUE: **C**

ACAD FILE No: G:_AAA DESIGN PROJECTS\INF\INF10-4_NRRT-MURWILLUMBAH STATION\Drawings\B_CONSTRUCTION DRAWINGS\INF10-4_Shop Plans.dwg



LEGEND

○ FLOOR WASTE

NOTES

ALL DIMENSIONS TO BE CHECKED BEFORE FUTURE FABRICATION, SIGNAGE OR BUILDING WORK

WASTE AND WATER WORKS TO BE DESIGNED BY HYDRAULIC ENGINEER

PRELIMINARY
NOT FOR CONSTRUCTION

ISSUE	AMENDMENT DETAILS	DRAWN	CHECK	DATE
C	LAYOUT CHANGES	A.L.K	J.M.M	29.07.24
B	NO CHANGES TO THIS PLAN	A.L.K	J.M.M	02.07.24
A	ORIGINAL ISSUE	A.L.K	J.M.M	19.03.24

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TWEED SHIRE COUNCIL

DESIGN ENGINEER ..... DATE .....

DESIGNED			COORDS ADOPTED	
DRAWN	A.L.K	30.0124	EASTING	
CHECKED	J.M.M	30.01.24	NORTHING	
HORIZONTAL DATUM	GDA 2020		R.L.	
			VERTICAL DATUM	

PROJECT:
RAIL TRAIL - MURWILLUMBAH STATION
TWEED VALLEY WAY
MURWILLUMBAH

PLAN TITLE:
SHOP 2
CAFE FITOUT
PROPOSED FLOOR COVERINGS

ROAD SEGMENT:
JOB NUMBER: A4371
PROJECT NUMBER: **INF10**
DRAWING NUMBER: **INF10_113**
ISSUE: **C**

ACAD FILE No: G:_AAA DESIGN PROJECTS\INF\INF10-4_NRRT-MURWILLUMBAH STATION\Drawings\B_CONSTRUCTION DRAWINGS\INF10-4_Shop Plans.dwg

Appendix B Matters of National Environmental Significance

Table C1 Matters of National Environmental Significance and their relevancy to the proposed activity

Matter of National Environmental Significance	Relevancy to the proposed activity
World Heritage Properties	1 identified. The subject site and proposed works are outside of and would not impact the Gondwana Rainforests of Australia (Qld) World Heritage Property.
National Heritage Places	1 identified. The subject site and proposed works are outside of and would not impact the Gondwana Rainforests of Australia (NSW) National Heritage Place.
Wetlands of International Importance (RAMSAR Wetlands)	None.
Great Barrier Reef Marine Park	None.
Commonwealth Marine Areas	None.
Listed Threatened Ecological Communities	6 identified: • Coastal Swamp Oak (*Casuarina glauca*) Forest of New South Wales and South East Queensland ecological community • Coastal Swamp Sclerophyll Forest of New South Wales and South East Queensland • Dunn's white gum (*Eucalyptus dunnii*) moist forest in north-east New South Wales and south-east Queensland • Grey box-grey gum wet forest of subtropical eastern Australia • Lowland Rainforest of Subtropical Australia • Subtropical eucalypt floodplain forest and woodland of the New South Wales North Coast and South East Queensland bioregions These vegetation communities are not mapped as being present at the site. The proposed works would not impact upon any TECs.
Listed Threatened Species	117 identified. Given the disturbed nature of the site, lack of vegetation and that works would be undertaken within an existing disturbed area, threatened species identified from the search are considered unlikely to be impacted by the proposal.
Listed Migratory Species	43 identified. All species are marine species (birds, cetaceans, sharks and turtles) or terrestrial or wetland birds. These species are highly mobile and the disturbance footprint represents a small area relative to their home ranges. Furthermore, no suitable habitat is available for these species at the site and therefore no impacts are considered likely to occur. Accordingly, these species are not expected to be significantly impacted upon.

Additional matters protected under the EPBC Act identified in the EPBC Protected Matters report are summarised and the relevancy of these matters to the proposal are discussed in Table C2.

Table C2 Additional matters protected under the EPBC Act and relevancy to the proposed activity

Additional matter protected under the EPBC Act	Relevancy to the proposed activity
Commonwealth Lands	5 identified. All Commonwealth Lands are either Telecommunications Commission or Corporation land or Defence Land. The subject site is not with these Commonwealth Lands and the proposed works would not impact these areas.
Commonwealth Heritage Places	None.
Listed Marine Species	48 identified. Given the small disturbance footprint of the proposal, the distance the subject site is from the marine environment and the nature of the proposed activity, marine species are unlikely to be impacted upon.
Whales and Other Cetaceans	1 identified. Given the small disturbance footprint of the proposal, the distance the subject site is from the marine environment and the nature of the proposed activity, the Australian Humpback Dolphin is unlikely to be impacted upon.
Critical Habitats	None.
Commonwealth Reserves Terrestrial	None.
Australian Marine Parks	None.
Habitat Critical to the Survival of Marine Turtles	None.
State and Territory Reserves	9 identified: • Duroby Nature Reserve, NSW • Hattons Bluff Nature Reserve, NSW • Mooball National Park, NSW • Mount Jerusalem National Park, NSW • Mount Nullum Nature Reserve, NSW • Nicoll Scrub National Park, Qld • Springbrook National Park, Qld • Stotts Island Nature Reserve, NSW • Tomewin Conservation Park, Qld The subject site is sufficiently removed from the listed state and territory reserves and therefore the proposed works would not impact upon them.
Regional Forest Agreements	1 identified. North East NSW RFA applies over the broader study area; however, none of the reserves included in the RFA occur within the study area.
Nationally Important Wetlands	1 identified**.** Stotts Island Nature Reserve, NSW is sufficiently removed from the subject site and is not expected to be impacted upon by the proposed works.
EPBC Act Referrals	11 identified. The referrals listed have all completed or post-approval assessment statuses or are unrelated to the proposed disturbance footprint and proposal.
Key Ecological Features (Marine)	None.
Biologically Important Areas	None.
Bioregional Assessments	None.

Geological and Bioregional Assessments	None.

Based on the assessment provided in Table C1 and C2 above, matters protected under the EPBC Act are unlikely to be significantly impacted upon by the proposal and the proposal does not require referral to the Commonwealth Minister of the Environment.

Appendix C Preliminary flora and fauna assessment

TWEED SHIRE COUNCIL

Preliminary Flora and Fauna Assessment

NRRT002 – Murwillumbah Station refurbishment – Tweed Valley Way, South Murwillumbah

September 2024

Table of contents

Introduction

The flora and fauna assessment included a review of the project brief, survey plans, and environmental planning legislation to consider the likely impacts of the proposed activity on native flora and fauna.

Reviews of Tweed Shire Council Weave GIS information including relevant environmental layers were carried out along with searches of State and Commonwealth ecological databases, followed by site visits to assess the potential impacts of the development.

For the purposes of this assessment, the following terms of reference are used:

- Disturbance footprint – refers to the direct footprint subject to development, including any disturbance associated with ancillary works (e.g. temporary access tracks or stockpile sites).
- Study area – the study area includes the disturbance footprint and any additional lands approximately 50 m either side of the disturbance footprint that could be affected directly or indirectly from the proposal. The objective of the assessment would ensure that impacts beyond the direct disturbance footprint are also considered where relevant.
- Subject site – refers to the parcel/s of land on which the development is proposed.
- Broader study area – lands within 10 km of the local study area and includes the BioNet Atlas of NSW Wildlife and Commonwealth Protected Matters database search areas.
- Bioregion – as classified by the Interim Biogeographic Regionalisation for Australia (IBRA) v 6 mapping (Thackway and Cresswell 1995). A bioregion is an area of common climate, geology, landform, native vegetation and species information. This project is located within the South East Queensland bioregion and Burringbar-Conondale sub-region.

Direct and indirect impacts are defined in accordance with OEH (2018) as follows:

- Direct impacts are those that directly affect the habitat of species and ecological communities and of individuals using the study area. They include, but are not limited to, death through predation, trampling, poisoning of the animal/plant itself and the removal of suitable habitat.
- Indirect impacts occur when project-related activities affect species or ecological communities in a manner other than direct loss within the subject site. Indirect impacts may sterilise or reduce the habitability of adjacent or connected habitats. Indirect impacts can include loss of individuals through starvation, exposure, predation by domestic and/or feral animals, loss of breeding opportunities, loss of shade/shelter, reduction in viability of adjacent habitat due to edge effects, deleterious hydrological changes, increased soil salinity, erosion, inhibition of nitrogen fixation, weed invasion, noise, light spill, fertiliser drift, or increased human activity within or directly adjacent to sensitive habitat areas.

Assessment aims

The principal aim of the assessment was to determine the potential impact of the proposed activity on significant flora, fauna and ecological communities using the following legislation and planning and management policies:

- NSW *Environmental Planning and Assessment Act 1979* (EP&A Act)
- NSW *Biodiversity Conservation Act 2016* (BC Act)
- Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act)
- *Fisheries Management Act 1994* (FM Act)
- Tweed Coast Comprehensive Koala Plan of Management
- Threatened species recovery plans.

Specifically, the aims of the study were to:

- identify vegetation communities, flora and fauna species, and habitats within the study area
- undertake field and desktop assessments to identify the likelihood of conservation significant species and communities occurring within the study area
- assess the conservation status of the site
- identify impacts associated with the proposal pursuant to section 7.3 of the BC Act, if required
- determine whether there is a need to conduct a Species Impact Statement or make a referral to the Commonwealth Department of Agriculture, Water and the Environment (DAWE)
- provide recommendations to minimise impacts on conservation significant species and biodiversity generally.

Desktop assessment methodology

The desktop assessment involved a review of the following information:

- BioNet Atlas of NSW Wildlife database to identify any known records of significant flora and fauna species
- DAWE EPBC Act Protected Matters online database to identify any Matters of National Environmental Significance
- NSW EES and Department of Primary Industries registers of critical habitat (also referred to as Areas of Outstanding Biodiversity Value under the BC Act)
- NSW EES regional and subregional fauna corridor and key habitat mapping
- NSW and Commonwealth lists of Key Threatening Processes
- NSW EES threatened species website for existing Recovery Plans and Threat Abatement Plans
- Atlas of Living Australia wildlife records
- Tweed Coast Comprehensive Koala Plan of Management (TSC, 2014)
- Koala habitat mapping (TSC Weave GIS)
- Tweed Shire Council vegetation mapping (OEH 2012) to identify the potential presence of any Endangered Ecological Community (EEC) or Threatened Ecological Communities (TECs) listed under the BC Act or EPBC Act, respectively
- Tweed Shire Roadside Vegetation Management Plan (Tweed RVMP) (Bushland Restoration Services Pty Ltd & Landmark Ecological Services Pty Ltd, 2013)

- Tweed Shire Council GIS layers such as the contour mapping, slope and soils
- Past fauna survey and assessment reports for the area.

Database searches were undertaken using a 10 km radius of the subject site.

Desktop assessment results

The results of the desktop assessment are summarised in Table 1 as follows:

Table 1: Desktop assessment results

Attributes	Comments
Vegetation communities	The Tweed Shire Council vegetation mapping identifies one vegetation community as occurring within the disturbance footprint: Substantially cleared of native vegetation (veg code: 1099). Kingston et al (2004) describes this vegetation community as forming approximately half of the area of the Shire which includes areas cleared for agriculture, recreation facilities, roads and urban development. Vegetated areas occurring in this community type are generally dominated by exotic grass species. If native vegetation is present it is very sparse and highly disturbed. Other vegetation communities within the study area include not assessed. This vegetation community was not ground-truthed when the mapping and TVMS was completed and therefore the dominant species within the community is unknown via desktop investigations. Refer to Figure 1 below.
Threatened ecological communities	None of the vegetation communities identified above are analogous with any threatened ecological communities listed under the BC Act or EPBC Act.
Threatened flora records	A search of threatened flora species on the BioNet Atlas of NSW Wildlife and Commonwealth Matters of National Significance databases was undertaken based on a 10 km buffer of the subject site. A total of 57 threatened flora species were short-listed from these searches. Of these 57 short-listed threatened flora species, a likelihood of occurrence assessment concluded none were likely to occur within the subject site.
Corridor mapping	The subject site is not mapped as being within a regional or sub-regional corridor.
Osprey nests	None present within the disturbance footprint. The nearest mapped Osprey nest is located approximately 1.3 km north-east of the site on the banks the Tweed River on a telegraph pole.
Flying-fox camp	[redacted]
Marine vegetation	No marine vegetation occurs within the study area.
Koala habitat	No koala habitat occurs within the study area.

Attributes	Comments
Threatened fauna	A search of threatened fauna species on the BioNet Atlas of NSW Wildlife and Commonwealth Matters of National Significance databases was undertaken based on a 10 km buffer of the subject site. A total of 94 threatened fauna species and 2 populations were short-listed from these searches (marine and pelagic species were immediately dismissed on account of the absence of such habitat in the study area). Of these 92 short-listed threatened fauna species, none were considered likely to occur in the study area including: Neither of the short-listed populations (koala and spotted-tail quoll) were considered likely to occur within the study area.

Figure 1: Tweed Shire Council vegetation mapping, proposed disturbance footprint alignment in bright green.

Field assessment methodology

A preliminary diurnal field assessment was undertaken on 18 March 2024 and 6 August 2024. The field assessment involved traverses over the disturbance footprint to validate the results of the desktop study and assess the potential impacts of the development in the study area. In summary, this involved carrying out searches for the following:

- Characterisation of vegetation communities within the development footprint.
- Identification of retained vegetation which may be impacted upon by root damage from construction works.
- Potential fauna habitat likely to be affected by the proposal such as burrows, hollow-bearing trees, flowering trees, nests, and other general signs of fauna activity such scats, tracks, and traces.
- The impact of disturbance on fauna movement and bushland linkages.
- Potential sources of erosion and sediment loss.
- Receiving waterways and the potential impacts on these aquatic habitats.

Field assessment results

Flora

The site assessment confirmed that there is no vegetation within the subject site and disturbance areas and is generally consistent with that mapped by Kingston et al (2004), being substantially cleared of native vegetation. Vegetation is present as amenity trees within the station precinct and adjacent to Railway Street however no vegetation is within the proposed disturbance footprint areas.

Of the 57 short-listed threatened flora species, a likelihood of occurrence assessment concluded no species were likely to occur within the study area. No threatened species were identified during field survey and no disturbance is proposed within vegetation within the study area.

Overall, the vegetation within the disturbance footprint is reflective of the historic clearing and use as a railway line and station. No vegetation communities present within the study area are considered to be consistent with any TECs listed under the NSW BC Act or the EPBC Act.

Fauna

Fauna habitat within the disturbance footprint was found to be limited on account of the area being highly disturbed with no vegetation. Diurnal field investigations did not record any threatened species at the site.

An assessment of specific habitat attributes within the study area is provided in Table 3 below.

Table 3: Fauna habitat attributes associated with the subject site

Fauna habitat attributes	Comments
Rock features including cracks, sheets, shelters, outcrops	None observed within the study area. There are rock crevices present amongst rock revetment in the Tweed River banks.
Autumn - winter - early spring flowering eucalypts	None observed within the study area. Present within the broader study area.
Summer flowering eucalypts	None observed within the study area. Present within the broader study area.
Acacia shrubs-trees	None observed within the study area. Present within the broader study area.
Other flowering and fruiting resources	Present within the study area are native and exotic species in the form of amenity trees which provide blossom and fruit resources.
Allocasuarina spp. and *Casuarina* spp. resources for Glossy Black Cockatoos	None observed within the study area.
Koala feed trees	None observed within the study area.
Open grassy patches	None observed within the subject site. Cleared mowed grassland is present within the study area (e.g. suburban yards and nature strip.

Fauna habitat attributes	Comments
	Given the intensive maintenance regime for these areas, they provide limited habitat value in terms of shelter or nesting habitat, even for open land species.
Cracks, crevices, and other roosting sites (man-made or otherwise) for insectivorous bats	The station buildings and surrounding residential houses provide potential micro-bat roosting habitat in the form of roof cavities.
Ephemeral water bodies	None observed within the study area.
Permanent water bodies	None observed within the study area. The Tweed River occurs in the broader study area.
Drainage lines and/or soaks and/or man-made water bodies	None observed within the study area.
Understorey cover for ground dwelling mammals	This resource was generally scarce within the study area.
Fallen fine and coarse vegetative litter	This resource was generally scarce within the study area.
Hollows in live and dead trees	None observed within the study area.
Marine Vegetation	None observed within the study area.
Riparian vegetation	None observed within the study area. Occurs as estuarine vegetation communities in the broader study area associated with the Tweed River.
Flying-fox camps	The nearest flying-fox colony is located approximately 1.1 km north of the subject site at Murwillumbah east.
Osprey and/or other raptor nests	None present within the disturbance footprint. The nearest mapped Osprey nests are located approximately 1.3 km north-east of the site on the banks of the Tweed River.
Exposed coastal fore dunes and beaches	Not present within the study area.
Oceanic habitats	Not present within the study area.
Areas of Outstanding Biodiversity Value pursuant to NSW legislation	None present within the study area. Stotts Island Mitchell's Rainforest Snail critical habitat occurs ~8 km to the north-east.

Impact assessment

Flora

The proposed Murwillumbah Railway Station refurbishment has been designed to avoid vegetation and other habitats.

Fauna

As previously discussed, the habitat values within the disturbance footprint are limited on account of the absence of native vegetation communities and the land use of a railway station. The proposed works are relatively low impact and the design has managed to avoid vegetation and other habitats.

As previously stated, the likelihood of occurrence (LOC) assessment concluded that no species were likely to be found in the study area.

It is expected that the proposed works would proceed without any significant direct or indirect impact upon fauna species breeding or foraging habitat. Given the disturbed, cleared nature of the disturbance footprint and the limited habitat features, none of the species considered likely to occur within the study area are expected to rely upon the habitat contained within the footprint of direct disturbance. Accordingly, it is anticipated that there would be no impact upon threatened fauna as a result of the proposed activity.

Requirement for Part 7 (BC Act) Assessments

Section 7.8 of the *Biodiversity Conservation Act 2016* (BC Act) outlines the biodiversity assessment requirements for Part 5 activities under the EP&A Act and notes a Part 5 activity is to be regarded as having a significant effect on the environment if it is likely to significantly affect a threatened species. Section 7.3 of the BC Act outlines the test for determining whether an activity is likely to result in a significant impact on threatened species or ecological communities (test of significance).

The Threatened Species Test of Significance Guidelines – The Assessment of Significance (OEH, 2018) explain that a species does not have to be considered as part of the assessment of significance if adequate surveys or studies have been carried out that clearly show that the species:

- does not occur in the study area
- will not use on-site habitats on occasion
- will not be influenced by off-site impacts of the proposal.

Otherwise all species likely to occur in the study area (based on general species distribution information), and known to use that type of habitat, should be considered in the rationale that determines the list of threatened species, populations and ecological communities for the assessment of significance (OEH, 2018).

With the above in mind, species considered to warrant further consideration pursuant to Section 7 of the BC Act are those that have a high likelihood of occurrence within and adjacent the study area and could be either directly or indirectly impacted by the proposal. That is, these species are considered likely to interact with those habitats directly and or indirectly impacted by the development proposed. For example, species with specific lifecycle requirements such as hollow

dependent species that may be impacted through loss of hollow bearing trees would be included within the Section 7.3 assessment. In contrast, those species which have broad home ranges and do not have specific habitat elements within the study area, may not be considered further.

Based on the discussion provided above, further consideration by way of test of significance pursuant to Part 7 of the BC Act was not considered warranted for any species. This conclusion is based on the limited scale and extent of the disturbance footprint relative to the home ranges of each of the species and the limited interaction anticipated between the short-listed species and the habitat features provided within the study area. The habitat provided within the disturbance footprint is not considered to constitute critical habitat for the species and the proposed temporary disturbance is unlikely to place any species at risk of extinction.

Flora and fauna assessment conclusion

In summary, this preliminary flora and fauna assessment suggests that the conservation values of the disturbance footprint are low given the extent of existing disturbance and lack of native vegetation communities.

The assessment has determined that the proposed activity is unlikely to result in a significant impact upon threatened species, populations or communities and that the activity does not require referral to the Commonwealth DAWE for assessment under the EPBC Act.

Environmental safeguards to mitigate impacts on the receiving environment are proposed within Section 8 of the REF.

Contact and connect

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Appendix D Statement of Heritage Impact (SOHI)

URBIS

MURWILLUMBAH RAILWAY STATION UPGRADE

Statement of Heritage Impact

Prepared for
TWEED SHIRE COUNCIL
23 July 2024

URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:

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Project Code	P0045518
Report Number	01_Draft

Urbis acknowledges the important contribution that Aboriginal and Torres Strait Islander people make in creating a strong and vibrant Australian society.

We acknowledge, in each of our offices, the Traditional Owners on whose land we stand.

urbis.com.au

CONTENTS

FIGURES

PICTURES

TABLES

1. INTRODUCTION

Urbis has been engaged by Tweed Shire Council to prepare the following Statement of Heritage Impact (SoHI) for proposed refurbishment works to the property located at the Murwillumbah Railway Station complex.

The following heritage listings apply to the site:

- Murwillumbah Railway Station and Yard Group – NSW State Heritage Register;
- Murwillumbah Railway Precinct – Tweed Shire Council Local Environmental Plan Heritage Schedule; and
- Murwillumbah Railway Precinct – s170 NSW State Agency Heritage Register.

A detailed impact assessment of the proposed works has been undertaken in Section 6 of this report. The proposed development has been assessed to have an acceptable impact on the Murwillumbah Railway Station Complex.

1.1. BACKGROUND

In 2004 the Casino to Murwillumbah railway line ceased operation, and after many years of analysis, transport and feasibility studies, a decision was made that a rail trail would be built in stages as funding became available.

In 2015 a pilot study was undertaken by Council involving the establishment of a 2.6km section of the rail trail from Murwillumbah Railway Station to Tweed Regional Gallery. In 2017 a rail trail economic assessment and business case was prepared and led to the NSW government committing $6.5m in funding. In 2018 the federal government matched this funding to complete the first section of the Northern Rivers Rail Trail from Murwillumbah to Crabbes Creek.

In October 2018 a s60 application was approved to facilitate the adaptive reuse of the station into the trail head, primarily focussing on changes to the public realm and improving accessibility (s60/2018/229). In 2022 some minor changes to the approval were made in a s65 application.

The Northern Rivers Rail Trail Murwillumbah to Crabbes opened in 2023 and showcases a number of the region's heritage listed places, including original and early railway bridges, historic nineteenth century tunnels and the unique Interwar precast concrete station at Murwillumbah. In the first four months of use more than 70,000 people have used the trail, far exceeding expectations.

With the success of the trail some minor changes are now required to respond to the increased usage and also activate the former station buildings with new commercial tenancies.

Due to the State heritage listing approval is required to comply with the NSW Heritage Act, and development assessment and approval is also required under Part 5 of the EP&A Act.

For internal reasons two separate s60 applications have been lodged with Heritage NSW and this SoHI provides an assessment of all works occurring as part of the two separate applications.

1.2. METHODOLOGY AND LIMITATIONS

This SoHI has been prepared in accordance with the Heritage NSW guidelines 'Assessing Heritage Significance', and 'Statements of Heritage Impact'. The philosophy and process adopted is that guided by *The Burra Charter: the Australia ICOMOS Charter for Places of Cultural Significance, 2013*.

Site constraints, opportunities and impacts have been considered with reference to the relevant controls and provisions contained within the *Tweed Local Environmental Plan 2014* (Tweed LEP) and the Tweed Development Control Plan 2008 (Tweed DCP).

This SoHI is limited to the assessment of built heritage impacts of the proposal. It is beyond the scope of this report to assess the archaeological or Aboriginal cultural heritage potential of the subject site or assess any potential archaeological impacts as a result of the proposed works.

1.3. PROPOSED WORKS

Due to timing and funding streams works covered in this SoHI have been divided into two separate stages, to be subject to two separate s60 applications for assessment of works involving the State heritage.

The following works are proposed for the subject site:

Stage 1 works S60#1 10 May 2024

Item 1 – New access ramp

Item 2 – Extension to existing concrete staging area

Item 3 – Works to demountable building

Item 4 – Solar energy integration to commercial buildings

Item 5 – Interpretive and other signage

Item 6 – Commercial fitouts

Further details of the proposed Stage 1 works are included in Section 5.1.

Stage 2 works S60#2 July 2024

Item 1 – Proposed new southern access point

Item 2 – Proposed new amenities block at street level

Item 3 – Proposed Designated Accessible Parking Bay (DAPB), and 30 minute parking space

Item 4 – Installation of bike wash and bike rack

Further details of the proposed Stage 2 works are included in Section 5.2.

- LEGEND

1. Murwillumbah Train Station
2. Demountable building, refurbishments and concrete works on platform/entry side
3. Existing train station amenities - proposed refurbishment - subject to exemption
4. Existing Staging area inc. shelter, picnic table, bin, bike racks, bike pump and fix it stand.
5. Existing stairway access from rail trail to platform
6. Proposed extension to staging area inc. relocation of bike pump and fix it stand, bike wash station, misting/ cooling station, drinking fountain, sunscreen station, additional bike racks. Materials and finishes to match existing elements already installed.
7. Proposed accessible ramp to AS1428.1, constructed of similar materials and palette of existing stairs.
8. Proposed solar photovoltaic system. PV panels installed on roof in locations shown. Inverter installed on external demountable wall.
9. Proposed signage installations, refer to Rail Trail - Signage Project Scope document for details
10. Proposed commercial fitout
11. Potential future alterations - subject to future s60 application

6 Proposed extension to staging area, materials and finishes to match existing staging area

13/16. Materials for proposed ramp to match existing stairs

PRELIMINARY
NOT FOR CONSTRUCTION

ISSUE	AMENDMENT DETAILS	DRAWN	CHECK	DATE
B	RAMP RELOCATION, ADDITIONAL IMAGERY	M.C.	?.?.?	04.11.24
A	ORIGINAL ISSUE	M.C.	?.?.?	04.11.23

SCALE: A1 SHEET 1:375, A3 SHEET 1:750
0 7.5 15 22.5 30 37.5m

USE FIGURED DIMENSIONS ONLY. DO NOT SCALE.

DESIGN UNIT
COUNCIL OFFICES
TUMBULGUM ROAD,
MURWILLUMBAH NSW 2484.

PHONE 02 66702400
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WEBSITE www.tweed.nsw.gov.au

TWEED SHIRE COUNCIL

DESIGN ENGINEER ..... DATE .....

DESIGNED	M.C.	04.11.23	COORDS ADOPTED	PM ?????
DRAWN	M.C.	04.11.23	EASTING	55????.???
CHECKED			NORTHING	687????.???
HORIZONTAL DATUM	GDA		R.L.	?.???
			VERTICAL DATUM	AHD

PROJECT:
NORTHERN RIVERS RAIL TRAIL
TRAIN STATION, MURWILLUMBAH

PLAN TITLE:
OVERALL SITE PLAN

ROAD SEGMENT: -
JOB NUMBER: A4371
PROJECT NUMBER: INF10
DRAWING NUMBER: INF10-102
ISSUE: B

ACAD FILE No: G:_AAA DESIGN PROJECTS\INF\INF10-2_NRRT-PILOT-MURWILLUMBAH TO REGIONAL ART GALLERY_ALL MC FILES DEMOUNTABLE_STAGING AREA\Drawings\A_SKETCH - TENDER DRAWINGS\INF10_BASE_MASTER PLAN.dwg

Indicative image of public toilet block
Heritage style

- LEGEND

1. New public toilet block with two unisex accessible toilets and baby change tables
2. New accessible car parking space and one 30 minute car parking spaces
3. Secondary access to Rail Trail (southern entrance)
4. Existing ramp
5. Existing power pole
6. Bike rack
7. Sleepers placed vertical along existing platform to match main entry
8. Existing Rail Trail sign
9. Car park reseal with line marking
10. Garden with concrete edge
11. Accessible 1.5m concrete path

Not part of S60 Heritage Application

19. Proposed pedestrian refuge, delineate pedestrian access to the public toilet block through the car park
20. Existing public toilets in Buckley Park to be demolished
21. Upgrade Buckley Park with a pathway, two picnic tables, shelter & seat

SCALE: A1 SHEET 1:100, A3 SHEET 1:200

0 1 2 4 6 8 10 m

USE FIGURED DIMENSIONS ONLY. DO NOT SCALE.

PRELIMINARY
NOT FOR CONSTRUCTION

ISSUE	AMENDMENT DETAILS	DRAWN	CHECK	DATE
A	ORIGINAL ISSUE	A.L.K		1.7.24

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Australian Government

NSW GOVERNMENT

TWEED SHIRE COUNCIL

DESIGN ENGINEER			DATE	
DESIGNED			COORDS ADOPTED	PM24418
DRAWN	A.L.K	1.7.24	EASTING	9281.6860
CHECKED			NORTHING	6274.8600
HORIZONTAL DATUM	GDA 2020		R.L.	-
			VERTICAL DATUM	AHD

PROJECT:
NORTHERN RIVERS RAIL TRAIL
MURWILLUMBAH RAILWAY STATION

PLAN TITLE:
ACCESSIBLE TOILET & CAR PARKS PLAN

ROAD SEGMENT:

JOB NUMBER: A3487

PROJECT NUMBER: **CAP031**

DRAWING NUMBER **CAP031-202**

ISSUE **A**

ACAD FILE No: G:_AAA DESIGN PROJECTS\CAP\CAP031_Rail Trail Toilet Block\Drawings\A_SKETCH - TENDER DRAWINGS\CAP031_BASE.dwg

2. SITE DESCRIPTION

2.1. SITE LOCATION

Murwillumbah Railway Station is located along the former North Coast Railway Line east of the Murwillumbah CBD and the Tweed Valley Way within the Local Government Area (LGA) of Tweed Shire Council. The physical curtilage for the subject site under the State listing is defined by Bray St to the west, Railway St to the east, the road crossing to the north and a line crossing the tracks opposite the end of Orme St connecting to the end of Railway St at the south end of the site.

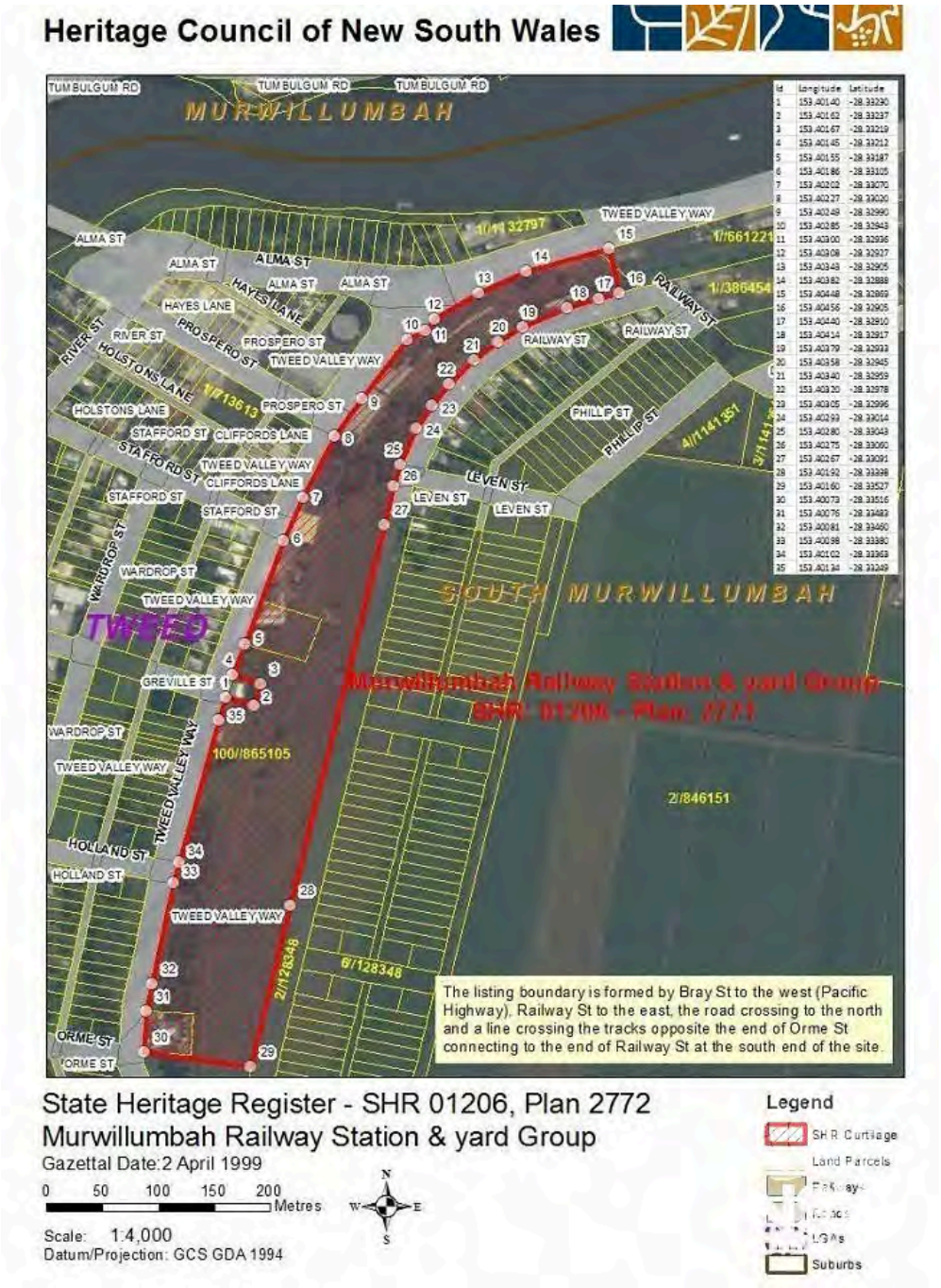


Figure 3 Location map showing the subject site outlined in red.

Source: Heritage NSW

2.2. MURWILLUMBAH RAILWAY STATION AND YARD GROUP

The Murwillumbah Railway Station and Yard Group is located at South Murwillumbah, bounded by Tweed Valley Way to the west, Railway Street to the east and the north, and Collins Street to the south.

The Murwillumbah Railway Station Complex contains the main station building (1922), a goods shed, goods shed siding and jib crane (1894), a platform (1922 brick platform face with c1985 extension), a cast-iron water tower on a round brick base and pump (1894), turntable (relocated from Grafton 1935), barracks (c1909 and c1949), banana loading siding (1919) and awning (c1935), goods shed and siding (1894), motorail siding (1985), and Collins Street Rail Bridge (mid 20th century).

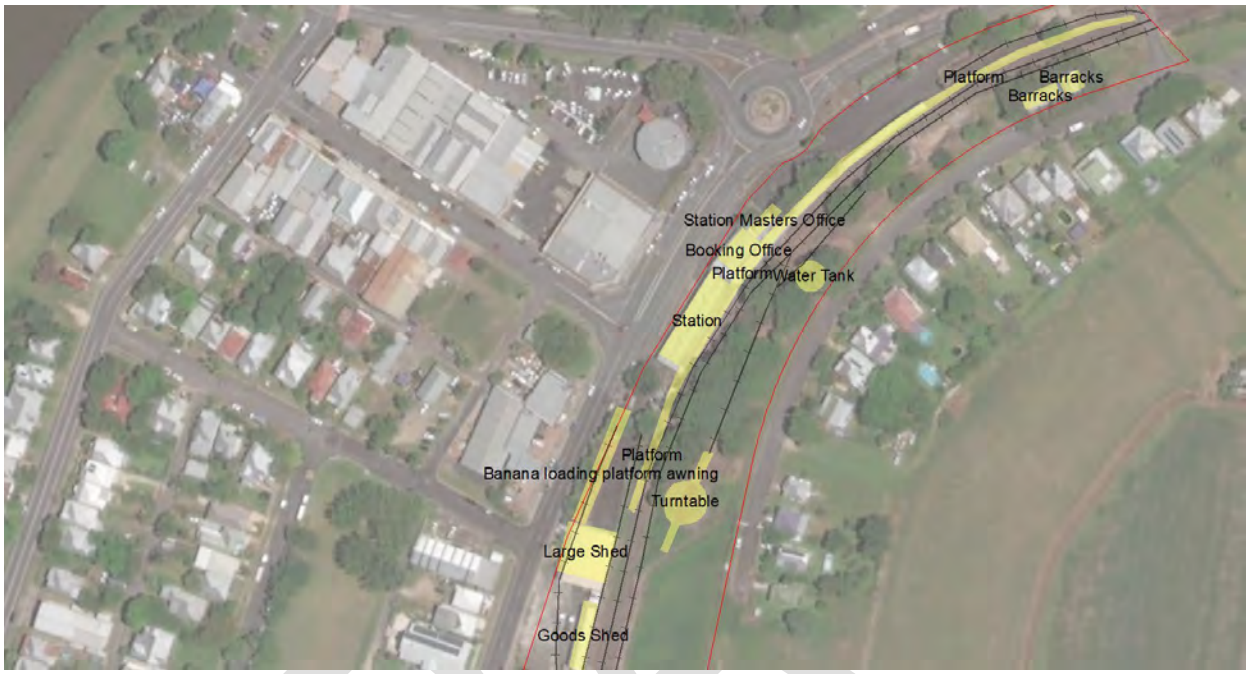


Figure 4 Murwillumbah Railway Station Location of Key Heritage Elements

Source: Murwillumbah Railway Station CMP, Urbis 2018

The station building is 1920s pre-cast concrete, and is acknowledged as being one of the largest in NSW. The building is rectangular in plan, single storey with rusticated concrete drop panels for its external walls, mimicking a weatherboard appearance. It has a gabled roof made of Colorbond corrugated steel sheeting, and half round profile gutters, and round profile downpipes. It features awnings on both the street side and platform side of the structures with non-standard curved cast iron brackets augmented by steel bracing beams. The building has a moderate-high degree of integrity, as while some of the original external and internal wall cladding was removed in the 1990s to form a central breezeway, the form of the building remains and the original internal layout remains legible. More recent alterations include the introduction of a new waiting room and booking office in 1990 including the use of aluminium framed doors and windows, and roller doors and security screens to openings along the platform.

The 1920s platform is curved, with a concrete surface and brick face, and has been extended at both ends with a concrete platform in the 1980s to accommodate longer trains (Motorail) at the Station. This has partially obscured the original brick ramped ends.

Two sets of tracks are located adjacent to the platform, encased in concrete to form the rail trail surface. A concrete staging area and shelter is at the northern end and located adjacent to this is the circular, 20,000 gallon, cast-iron water tank with cylindrical brick stand built in 1894. An extant water crane historically used to provide water to the steam trains.is bolted onto a concrete plinth adjacent. A third track detours off the main line to the east through the vegetation and to the turntable which is also located south of the station and south of the tank.

The barracks is located north of the station building and consists of structures from two different eras.

South of the station the goods shed is located adjacent to the track, and the banana shed adjacent to the former goods siding. Further south the Colin Street rail bridge is located at the southern extent of the local heritage curtilage.

3. HISTORICAL OVERVIEW

The Murwillumbah Railway Station was the northern terminus of the New South Wales North Coast Line, which comprised 241km of a detached railway system extending from Grafton, on the Clarence River to the Tweed, and which was only prevented from joining the southern end of the Queensland railway system by a gap of 35 kilometres.

Engineer-in-Chief of the NSW Railways, John Whitton, submitted plans for a line from Grafton to Byron Bay and Murwillumbah in February 1889. Following extensive parliamentary and community debate, construction of a railway between Murwillumbah and Lismore was approved in September 1890. The railway was to be constructed in three stages with the second stage (32.6 km) let in August 1891 and the final length to Murwillumbah (35.9 km) let in February 1892.

The first sod on the line was turned on 20 March 1891 by the Hon. Bruce Smith, the Minister for Works, stating that this was one of the greatest national works which the country could undertake.

The line took three years to complete, with Lismore to Mullumbimby opening on 15 May 1894, and the line through to Murwillumbah opening on December 24th, 1894. Early trains on the line carried mail, newspapers, packages, supplies for shops, passenger cars and speciality cars for various produce and cargo. The first passenger trains along this extended line introduced sleeper carriages, essentially making passenger ships between Sydney and Bryon Bay redundant. The centres of Byron Bay and Lismore flourished during this time.

An extension of the line west to Casino had been considered by the Public Works Committee in 1892 and on 5 September 1900 the Lismore to Casino Authorisation Act was passed allowing for its construction. Work commenced on the 29.2 km rail link between Lismore and Casino in January 1901, and the line to Casino opened in 1903. Queensland's South Coast line reached Tweed Heads the same year.

The link between Casino and Grafton opened in 1905 and much of the line from Casino through to Sydney became operational. In 1930, the Murwillumbah line became a branch line with the opening of the Border Loop Line from Kyogle to South Brisbane. The North Coast Mail was the premier train between Murwillumbah and Sydney after the North Coast Line was completed in the 1930s, and local trains ran from Murwillumbah to Casino connecting to other services such as the Brisbane Express and the Brisbane Limited. A cane tramway extension from Murwillumbah to Condong was constructed in the 1950s to service the sugar mill. Prior to this the cane was transported down the Tweed River by boat. An isolated tramway was also constructed at Crabbes Creek, but this was closed by the 1970s.

Diesel trains replaced steam on the line in the 1960s. From 1973 the Gold Coast Motorail provided passenger and car transport between Sydney and Murwillumbah, and this was replaced in February 1990 by an unnamed CountryLink XPT service. In the 1990s the Murwillumbah Line, known as the Northern Rivers Railroad, ran both passenger and commercial trains along the line. Between 1997 and 2002 FreightCorp operated freight lines from Grafton to Murwillumbah via Casino, transporting bananas, cement and flyash. A tourist train known as the Ritz Rail operated between Murwillumbah and Lismore from 1999. The Northern Rivers Railroad was purchased by Queensland Rail in 2002 and renamed Interail. All passenger and commercial trains ceased operation in the same year, and only the XPT service to Sydney remained.

In May 2004 a Parliamentary Inquiry was made in response to widespread concerns about the Government's announcement on the 6th April 2004 of the closure of the Casino to Murwillumbah XPT service. The last station was closed on 16th May 2004.

Following a number of years of analysis and feasibility studies, in 2015 a pilot rail trail study from Murwillumbah Station to Tweed Regional Gallery commenced, and in 2017 and 2019 state and federal funding was secured for the first stage of the Northern Rivers Rail Trail from Murwillumbah to Crabbes Creek. The trail officially opened on 1 March 2023, and in the first four months of use more than 70,000 people have used the trail, far exceeding expectations.

3.1. MURWILLUMBAH RAILWAY STATION

The soil on this site was first turned on March 20, 1891, and the station opened on 24th December 1894. Several buildings on the rest of this plot of land related to different eras of the railway. The original yard included a goods shed, platform, goods siding, water column, cast-iron water tank, run-around loop, turntable, jib crane, engine pit and a timber-framed galvanised iron locomotive shed . Included in this area

was the original station building and brick platform, both constructed in 1894. The platform was raised to a standard height in 1916.

The main station building was adapted continuously through its use, adjusting to changing needs and styles. Soon after the building was finished, a detached, two-cubicle gents' toilet was added to the station.

Picture 1 – Murwillumbah Railway Station c1898

Source: NSW State Archives #1283/1

Picture 2 – Murwillumbah Station, c1910

Source: Tweed Regional Museum

The original 1894 building was moved offsite to Billinudgel, likely when the current pre-cast concrete station building was installed.

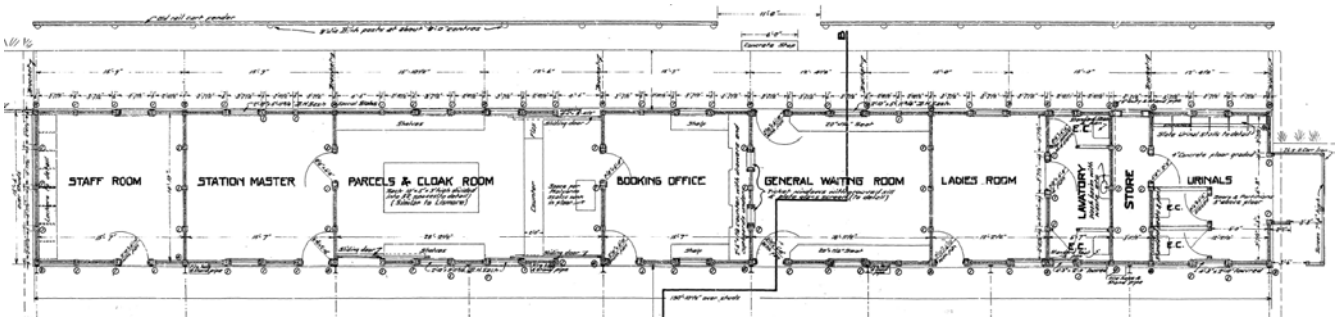
Requests for a new station building at Murwillumbah were approved in 1919, with construction commencing in September 1921. It was a standard Type 12 precast concrete passenger station, and all building materials for the new station building, including concrete slabs, doors, windows and general furnishings were constructed at the locomotive workshops in Lismore (Tweed Daily 21 November 1922, page 2). The platforms were also to be covered with a fine gravel. Precast concrete construction appealed for several reasons: it was cheap; it was readily available; it could be obtained without the need for external contractors; it was white-ant resistant; it had low daily maintenance costs; it was largely vandal-proof and most importantly, it was inflammable (Humphreys 2005).

The building was rectangular in plan, on 7-foot-deep concrete foundations. It had a simple gable roof, clad with galvanised corrugated iron, with ogee profile gutters. Floors and walls were reinforced concrete, and windows nine light timber framed double hung sash. Although constructed in accordance with a standard plan, the building featured an ornamental roof gablet facing the road, a feature otherwise only seen in Queensland counterparts. It was also noted as being the largest pre-cast concrete station building constructed in the State (Humphreys 2005, p42).

Internally, the new station building has 12 foot six inch high ceilings panelled with fibrous cement sheeting. Walls were plastered and painted, but the colour scheme not documented.

The new station building had nine rooms with centrally positioned concrete stairs on the road side leading to the booking office and general waiting room. At the southern end of the building the staff room and station master's room were both 15ftx15ft. The station master's room also connected to the largest room, the parcels and cloak room which contained shelves, racks and a counter. The cloak room also connected to the central booking office m also 15ftx15ft in size. The northern wall of the booking office had two ticket windows accessible from the adjacent waiting room. The general waiting room was 19x15ft and accessible from both the road and rail side of the building. The ladies waiting room was adjacent to this with toilets and storage at the northern end of the building. A plan of the building is at Figure 4.

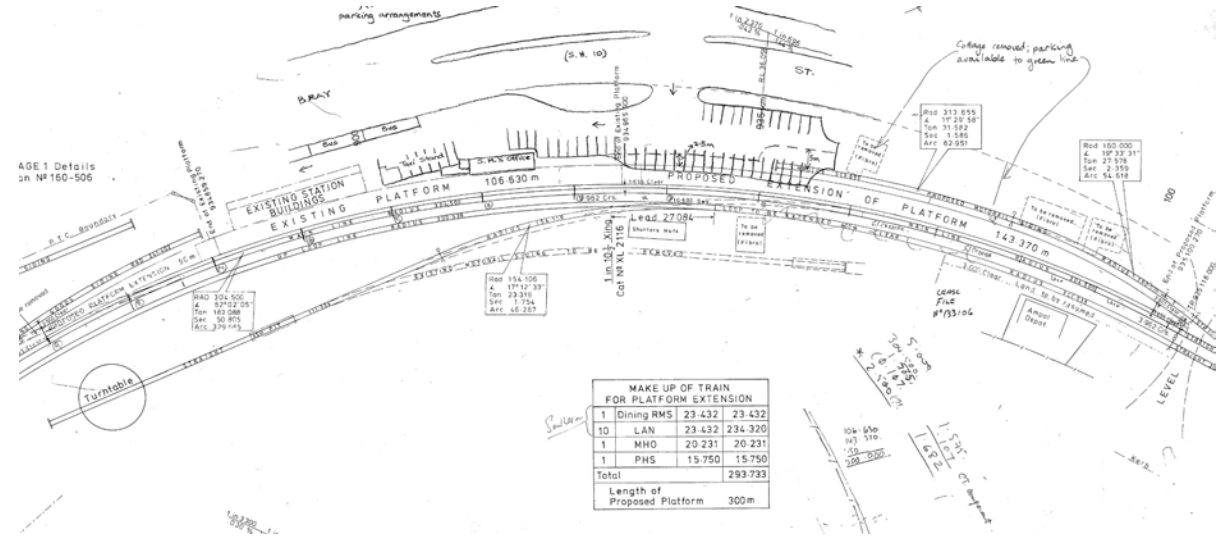
Figure 5 – Layout of New Passenger Station



Source: Transport for NSW 0110767_AOC, 1920

In the late 1970s, the main platform was proposed to be extended 143m to the north and 50m to the south, and a new siding for the motorail north of the station along Tweed Valley Way. The Station Master's House was also to be removed to facilitate this (see Figure 6), and the 1894 Engine Shed had also been removed by this time).

Figure 6 – Proposed Platform Extension



Source: Transport for NSW, 01108_AOC

Photos of the station in 1982 show the station well maintained and largely free of mature vegetation (see Pictures 19-21). Further refurbishment works to the 1922 station were proposed at this time, and included installation of a roller door and air conditioning. A new prefabricated aluminium building was also constructed north of this to accommodate the station master following the removal of the original cottage in the 1970s. This building included a Station Master's Office, meals room and two bedrooms with ensuites. A new siding was proposed north of the station and across from the Norco siding for the cement factory around this time, and it wasn't until c1985 that the platform was extended (see Pictures 23 to 24).

Picture 3 – Murwillumbah Station, 1982

Source: NSW State Archives #1283/4

Picture 4 – Murwillumbah Station, 1982

Source: NSW State Archives #1283/6

Picture 5 – Extended Platform, 1985

Source: NSW Railways Past and Present

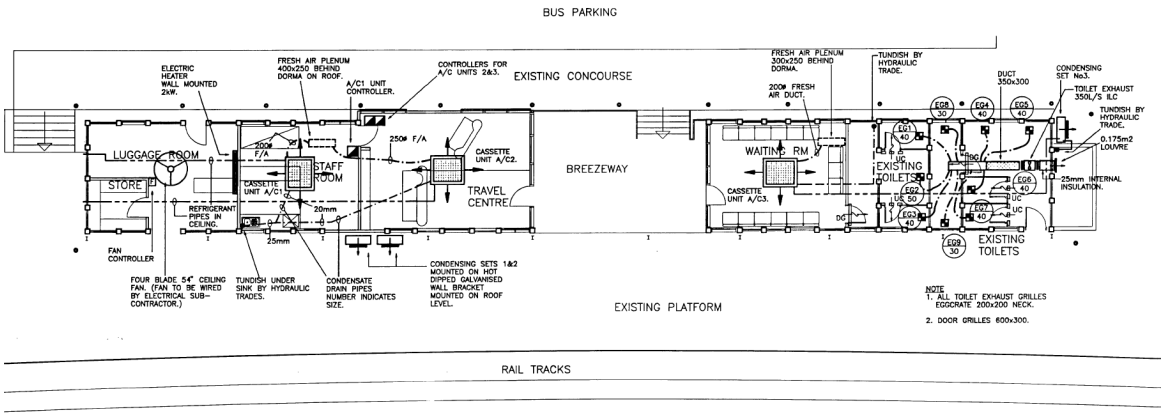
Picture 6 – Extended Platform and Carpark Works

Source: NSW Railways Past and Present

Works in 1990 saw further changes to the 1922 station building and the site in general associated with the Countrylink service. The ground on the road side of the passenger station was excavated, a new brick retaining wall on concrete footings constructed, and the awning extended to cover the new bus platform in this location.

The original staff room had a dividing wall installed and wall between the station master's room and cloak room removed and the large room used for storage purposes. The eastern wall of the booking office was removed to create an open breezeway, and the northernmost rooms used for staff rooms. The building was also painted mint green as part of these works. Changes to the internal layout are shown at Figure 7.

Figure 7 – Internal Layout of Passenger Station in 1992



Source: Transport for NSW, 066820_OOC

A new station building containing a booking office was erected between the 1922 station building and 1980s station master's house shortly before train services to Murwillumbah Railway Station ceased in 2004. Services were replaced with daily bus services, and the station continued to operate as a Country link bus terminal using the recently refurbished waiting room and booking office.

Passenger services to Murwillumbah Railway Station ceased in 2004 and replaced with daily coaches. The station and stationhouse now operate as a Country link bus terminal, with a waiting room and booking office added to the site in 1990. Since 2017, an Information Centre has also occupied part of the site.

4. HERITAGE SIGNIFICANCE

Before undertaking change a listed heritage item, a property within a heritage conservation area, or a property located in proximity to a listed heritage item, it is important to understand the heritage values of the place and its broader heritage context. This understanding will underpin the approach to any proposed changes and identify what is important and why, and how these values can be protected. Statements of heritage significance summarise the heritage values of a listed heritage item – why it is important and why a statutory listing was made to protect these values.

4.1. HERITAGE LISTINGS

The following heritage listings apply to the subject site.

Table 1 Statutory Heritage Listings

Heritage List	**Item Name**	**Item Number**
Tweed Local Environmental Plan 2014 Schedule 5	Murwillumbah Railway Station and Yard Group	I66
NSW State Heritage Register under the *Heritage Act 1977*	Murwillumbah Railway Precinct	SHR#01206
NSW State Agency Section 170 Heritage and Conservation Register under the *Heritage Act 1977*	Murwillumbah Railway Precinct	-
Commonwealth Heritage List under the Cwlth *Environment Protection and Biodiversity Conservation Act 1999*	N/A	-
Australia's National Heritage List under the Cwlth Environment Protection and Biodiversity Conservation Act 1999	N/A	-
UNESCO World Heritage List (incl Buffer Zones)	N/A	-

The physical curtilage for the subject site under the State listing is defined by Bray St to the west (Pacific Highway), Railway St to the east, the road crossing to the north and a line crossing the tracks opposite the end of Orme St connecting to the end of Railway St at the south end of the site. The listing incorporates Lot 100 on 865105 as shown at Figure 13.

The local heritage listing extends further to the south, and includes the Colins Street Bridge (Figure 9).

Figure 8 Heritage boundary for State heritage listing

Source: NSW State Heritage Inventory

Figure 9 Heritage boundary for local heritage listing

Source: NSW State Heritage Inventory

4.2. STATEMENT OF SIGNIFICANCE

The established statements of significance for Murwillumbah Railway station complex has been sourced from the NSW State Heritage Inventory records for the place.

State Heritage Listing

Murwillumbah is a good example of a station constructed in the 1920's from pre cast concrete, the predominant material of the period of which relatively little has survived. The building is a substantial structure which has maintained the form of the earlier building with the change of material. It forms part of a group that contains a very good goods shed example and a rare water tank on a round brick base, only three of these were built, all on the north coast line.

The station building has had some recent additions of poor quality which detract from significance.

The site is also significant because of its connection with the carrying of vehicles on the Motorail service (no longer operating) and the facilities connected with that activity.

Tweed LEP

Murwillumbah is a good example of a station constructed in the 1920's from pre cast concrete, the predominant material of the period of which relatively little has survived. The building is a substantial structure which has maintained the form of the earlier building with the change of material. It forms part of a group that contains a very good goods shed example and a rare water tank on a round brick base, only three of these were built, all on the north coast line.

The station building has had some recent additions of poor quality which detract from significance.

The site is also significant because of its connection with the carrying of vehicles on the Motorail service (no longer operating) and the facilities connected with that activity.

S170 Heritage Listing

The railway station at Murwillumbah is a good example of a station building constructed in the 1920s from precast concrete. The railway yard includes several extant structures that reveal earlier railway activities at Murwillumbah including activities associated with the transportation of goods by rail and the necessary infrastructure required for the operation of steam locomotives. The 20,000 gallon, circular, cast-iron water tank with cylindrical brick stand is a significant example of its type, being one of only four extant water tanks of this type in NSW.

The c1920s rest house (barracks) is a significant building, being one of few railway barracks constructed of timber to a non-standard design.

5. PROPOSED WORKS

As noted above, the works have been staged, with Stage 1 Works the subject of a s60 application in May 2024, and Stage 2 Works in July 2024. Works associated with each stage are outlined below.

5.1. STAGE 1 WORKS

5.1.1. Item 1 – New Access Ramp

A new accessible ramp including handrail, kickrail, and tactile indicators is proposed to connect to the platform at a suitable gradient with the rail trail near the primary access to the complex which is between the 1920s and 1990s station buildings (Picture 7), the platform (Picture 8).

Picture 7 Location of proposed ramp

Source: Urbis 2024

Picture 8 Looking south to proposed ramp with existing stairs in background

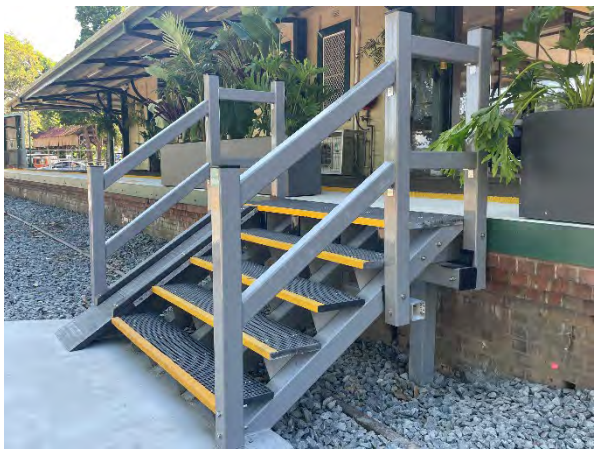
Source: Urbis 2024

The new ramp is proposed to be constructed to match the stairs at the south-western end of the platform previously approved in 2022 (HMS ID 1724).

The proposed ramp will be steel framed with Webforge fibre reinforced plastic grating decking and will be a stand-alone structure, 11m in length and 4m wide. Handrails, balustrade and kickrails will also be stainless steel. At the ground level the structure will be fixed to a new concrete landing connected to the rail trail and finished to match existing, while at the platform level there will be a 10-20mm gap between the stair structure and the historic platform. This proposed addition is shown at *Appendix A*

The existing ramp at the northern end of the platform (Picture 11, Picture 12) doesn't meet the requirements for grade and turning.

The works will provide rail trail users direct access from the rail trail to the platform and the northern entry/ access ramp to enter/ exit the site conveniently and safely, and will also be compliant with Australian Standards AS1428.1.



Picture 9 Existing stair

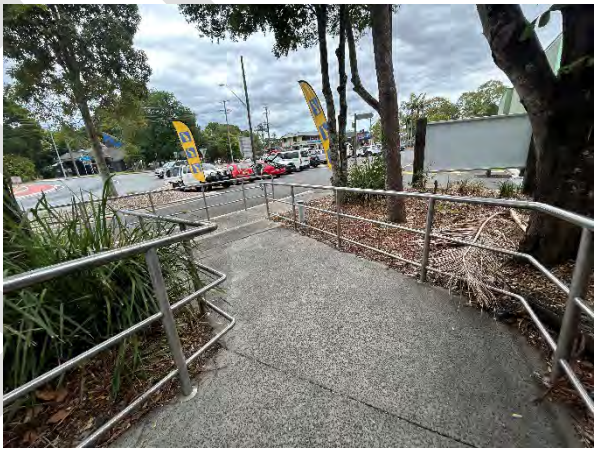
Source: Urbis 2024

Picture 10 Stair abutting platform

Source: Urbis 2024

Picture 11 Existing non-compliant ramp viewed from the carpark

Source: Urbis 2023



Picture 12 The existing northern access ramp to the platform

Source: Urbis 2023

5.1.2. Item 2 – Extension to Existing Concrete Staging area

An extension to the existing concrete staging area is proposed with materials and finishes to match existing. The concrete will be extended between the existing trail and staging area west towards the platform. It will accommodate installation of bike racks, drinking fountain, misting station and bike wash. Plans for the proposed works are at *Appendix A.*

The proposed works are needed to improve amenity and access, and has been sited in this located to consolidate facilities in the northern end where the carpark is located.

Picture 13 The rail trail arrival/ departure point at the northern end of the station looking south towards Item 2 location

Source: Urbis 2023

Picture 14 Location of proposed staging area extension from north

Source: Urbis 2023

Picture 15 Existing staging area

Source: Urbis 2023

Picture 16 Location of proposed staging area extension looking towards platform

Source: Urbis 2023

5.1.3. Item 3 – Demountable Building Refurbishment Works

The demountable building was established in the 1980s as the Station Master's Office, and prior to closure of the line in 2004 was used as sleeping quarters. It was assessed in the 2018 CMP as being of little heritage significance.

Proposed works throughout the interior of the demountable include repairsto flooring, ceilings, painting to match existing and addition of window security screens or grilles. Proposed demolition works include removal of existing signage, existing modern bathroom fitouts and one window is proposed for demolition to facilitate installation of larger, accessible door. In summary the proposed works to the building will include:

- **Room 1**: Multi purpose / First Aid room for tenants including repainting and general refurbishment (Picture 18);
- **Room 2:** Removal of existing signage to walls and doors and allow for new office fitout and make good;
- **Room 3**: Removal of existing internal door to bathroom and demolition of existing bathroom fitout and refurbishment for new office fitout (Picture 19).
- **Room 4**: Demolition of existing bathroom fitout and installation of new. Room to be converted to office use (Picture 20).

Plans for to proposed works are at *Appendix A.*

The works to the demountable building are required due to increased patronage of the rail trail, and a first aid room and office tenancies for personnel is now required. A station masters quarters is no longer required due to the change in use.

Picture 17 Exterior of demountable building

Source: Urbis 2023

Picture 18 Interior of Room 1

Source: Urbis 2023

Picture 19 Interior of Room 3

Source: Urbis 2023

Picture 20 Interior of Room 4

Source: Urbis 2023

5.1.4. Item 4 – Solar Energy Integration to Commercial Buildings

The proposed works will involve installation of mounted solar panels on commercial buildings to enable self-sufficiency of buildings within the State heritage listed complex. Specifically, solar panels are proposed to be installed on the eastern elevations of the roof of the 1920s passenger station building and the 1990s booking office buildings. Capacity will range from 12-15kW and the inverter is to be installed on the adjacent demountable building, the former 1980s Station Master's Office.

The 1990s building was assessed in the 2018 CMP as being intrusive, and not contributing to the cultural heritage significance of the station complex. The 1920s building was assessed as being of high significance, and while it has undergone change in the 980s and 1990s, its original form and layout remain legible. The roof of the 1990s building is modern and was replaced as part of the late 20th century upgrades to the station.

The works are required to assist with providing a clean and renewable energy source to commercial tenancies in the precinct.

Further detail on the proposed works is at *Appendix B.*

Picture 21 Proposed location on 1920s station building

Source: Urbis 2023

Picture 22 Proposed location on 1990s building

Source: Urbis 2023

5.1.5. Item 5 – Interpretive and Other Signage

Advertising signage is proposed in the following eight locations:

Signage 1 – along the chain wire fence of the 1985 platform extension (little significance) comprising three advertising signs fixed to the fencing, or local artwork spelling out the name Murwillumbah (Picture 23, Picture 24).

Signage 2 – comprising three freestanding signs at the northern carpark that advertise each of the three commercial tenancies (Picture 25 and Picture 26).

Signage 3 – At the southern end of the platform – fixed to the existing awning (Picture 27). The sign is proposed to comprise maximum of 15% cover of the existing elevation.

Signage 4 – comprising four signs fixed to existing modern louvres on the western elevation of the 199s former booking office (Picture 26).

Signage 5 – signage along the lower level of the 1920s platform in front of the 1980s and 1990s station buildings comprising two directional signs as shown at Picture 28.

Signage 6 – along the interior of the northern platform awning, signage will comprise two signs in between awnings columns. (Picture 29). They are proposed to be lightweight signs that will cli onto the 1980s transversal steel beam to be easily replaced as required.

Signage 7 – signage along the lower level of the platform comprising three signs/screens (Picture 30). The southernmost will screen the 1920s brick platform ramp (high significance), and the two proposed north of this will screen the void below the 1985 platform (little significance).

Signage 8 – five detachable shop signs are proposed outside of the commercial tenancies of the 1920s building, with two proposed on the street side, and three on the platform side (Picture 31, Picture 32).

Further detail on the proposed works is at *Appendix C.*

Advertising signage is proposed in order to bring additional income into the station. This will assist to bring further business to commercial business within Murwillumbah by people visiting the region.

Additional signage is required to direct users to commercial tenancies at the station, such as Signage 5 and Signage 8.

Signage at the southern end of the platform to cover the existing opening under the platform is also proposed to assist in deterring rough sleeping in this area.

Picture 23 Fencing viewed from carpark and facing Tweed Valley Way

Source: Urbis 2023

Picture 24 1985 platform extension and location of proposed signage

Source: Urbis 2023

Picture 25 Indicative location of proposed freestanding signage

Source: Urbis 2023

Picture 26 Indicative location of freestanding signage (Signage 1) and proposed signage on awnings (Signage 4)

Source: Urbis 2023

Picture 27 Proposed signage location on awning (Signage 3)

Source: Urbis 2023

Picture 28 Proposed location for two directional signs below platform (Signage 5)

Source: Urbis 2023

Picture 29 Location of two proposed signs at northern platform awning (Signage 6)

Source: Urbis 2023

Picture 30 Location of three proposed signs/screens below platform at northern end (Signage 7)

Source: Urbis 2023

Picture 31 Indicative locations for three hanging signs to commercial tenancies on platform side of station

Source: Urbis 2023

Picture 32 Indicative locations for two hanging signs to commercial tenancies on road side of station

Source: Urbis 2023

5.1.6. Item 6 – Commercial Fitout

A café is proposed in Shop 2 in the 1920s station building, south of the existing toilets. While most of the new fitout is in accordance with Standard Exemptions, some minor works are required to facilitate this new use including:

- New waste water pipe which will require cutting through the existing slab and running sub-surface along the platform to a new grease trap;
- New penetration in the western elevation to connect sink to existing services; and
- New 1000l grease trap to be located at the southern end of the 1920s building and adjacent to the platform.

The existing tenancy is shown at Picture 33 to Picture 36.

Further amenities are required at the station due to the success of the rail trail. Currently there is no food and beverage offering at the station, and users have to cross Tweed Valley Way.

Plans for to proposed works are at *Appendix A.*

Picture 33 Existing tenancy from the south-east

Source: Tweed Shire Council

Picture 34 Existing tenancy from the south

Source: Tweed Shire Council

Picture 35 Roller door entrance to tenancy from the platform

Source: Tweed Shire Council

Picture 36 Interior of existing tenancy

Source: Tweed Shire Council

5.2. STAGE 2 WORKS

5.2.1. Item 1 – Proposed New Southern Access Point

A new access point to the NRRT is proposed to be installed at the southern end of the platform at Murwillumbah Rail Station. This involves cutting through a non-original (1980s) section of the platform, similar to what was constructed at the northern end of the station for the opening of the Rail Trail.

The new access path is proposed to be a design consistent with the northern entrance, including framing the entrance with vertically positioned sleepers similar to the existing (Picture 39- Picture 40).

This cut through will connect to a pathway from Prospero Street which is providing access from the Murwillumbah CBD through to the trailhead.

Picture 37 Proposed cut location from the east

Source: Tweed Shire Council 2024

Picture 38 Proposed cut location from the east

Source: Tweed Shire Council 2024

Picture 39 Existing sleepers at northern entrance

Source: Urbis 2023

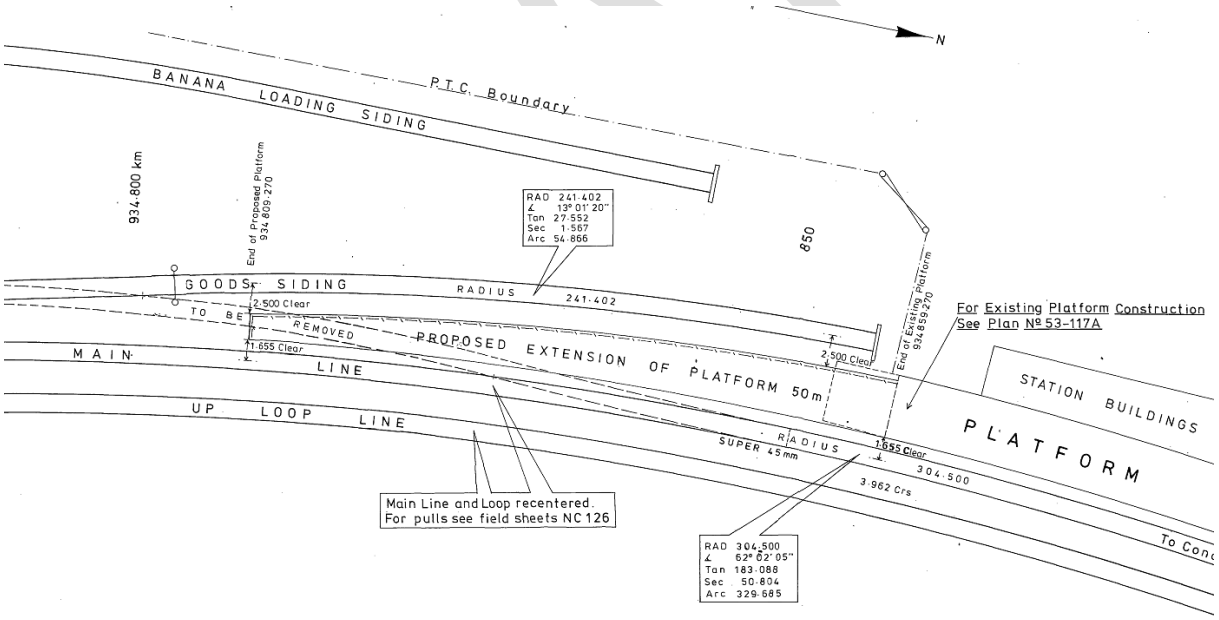
Picture 40 Existing sleepers at northern entrance

Source: Urbis 2023

This additional access point is required for a number of reasons including:

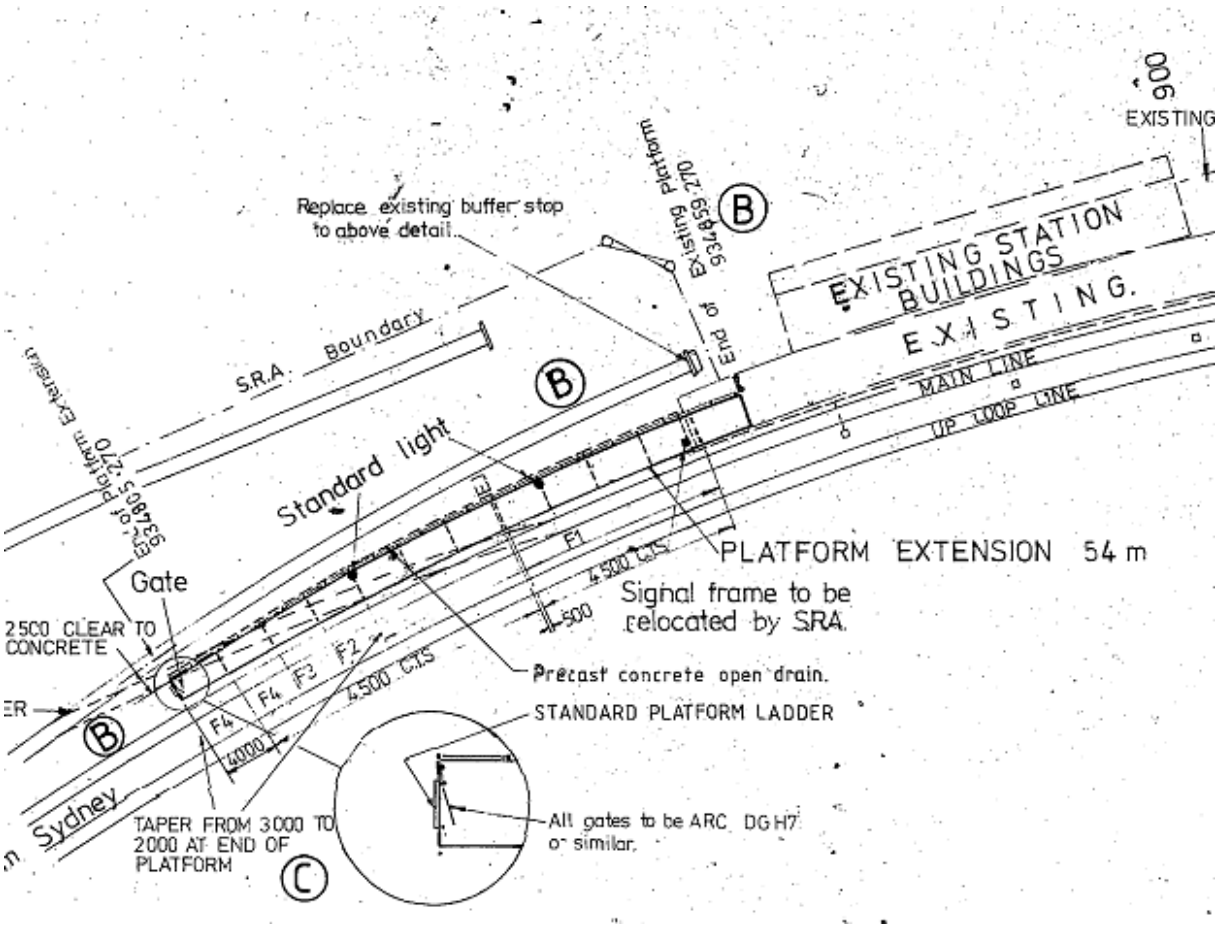
- To improve accessibility and flow and provide have secondary access to the Rail Trail for pedestrians and cyclists;
- Providing a safe and convenient connection from Murwillumbah to the Rail Trail via Prospero Street; and
- Providing access to accessible parking and toilets with baby changing table.

Figure 10 Murwillumbah Platform Extension - Stage 1 1978



Source: NSW State Records #0110854_A0c

Figure 11 Reused Site Plan for Murwillumbah Freight centre, 1986



Source: NSW State Records 0110960_00C

Picture 41 Ground surface treatment of northern access point

Source: Urbis 2023

5.2.2. Item 2 – Proposed Amenities Block at Street Level

A new amenities block is proposed to be constructed. It will be sited between the existing Rail Trail and Tweed Valley Way, south of the 1920s station and north-east of the banana shed. The proposed location will provide access from the southern access point (Item 1) and connection to Murwillumbah, and the adjacent proposed adjacent DAPB (Item 3).

This block will comprise two unisex accessible toilets and baby change tables, addressing the need for accessible public restrooms which cannot be accommodated within the existing toilets within the 1920s Station building. The amenities will contain compliant features such as handrails, adequate turning space for wheelchairs, and baby change facilities to meet modern accessibility standards. A compliant 1.5m wide concrete path will also connect from the Tweed Valley Way side of the station building.

The proposed block has been designed to be sympathetic with the station and surrounds, utilising materials and finishes that reflect the historical character of the site (Figure 12). It is also proposed to be painted to match the existing colour scheme of the Station.

Picture 42 Proposed amenities block location

Source: Tweed Shire Council 2024

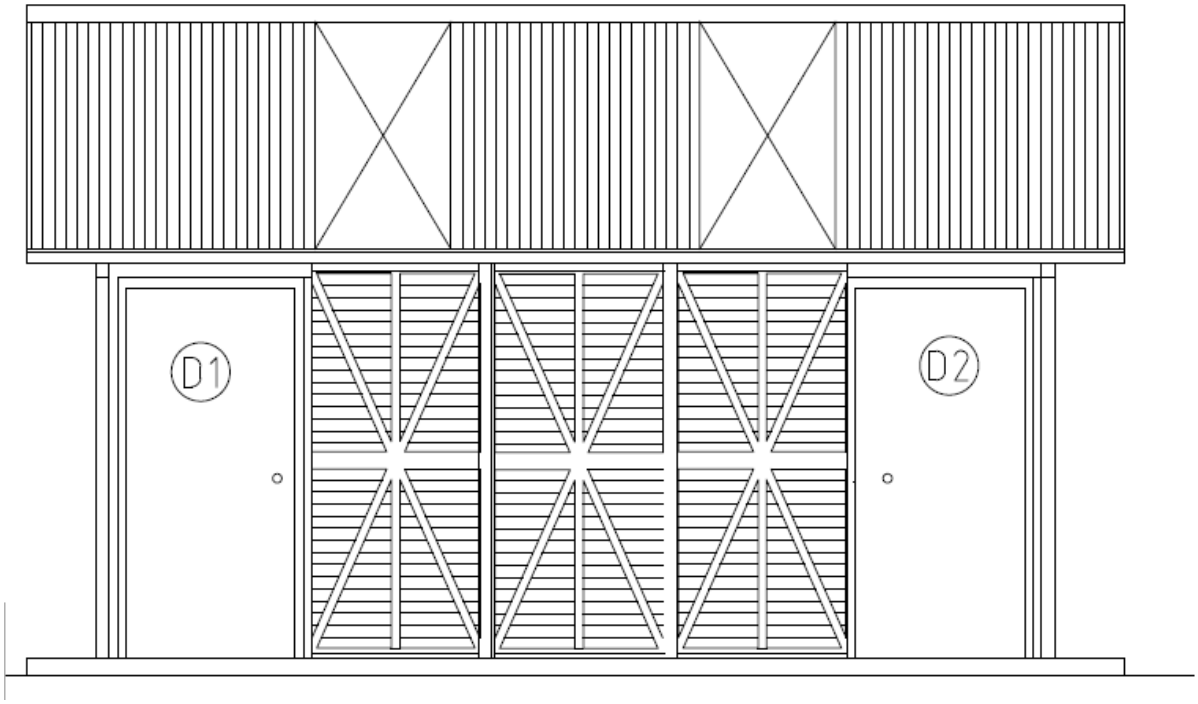
Picture 43 Proposed amenities block location from Tweed Valley Way

Source: Tweed Shire Council 2024

Picture 44 Proposed amenities block location from the rail trail

Source: Tweed Shire Council 2024

Figure 12 Western elevation of proposed amenities block



Source: Tweed Shire Council INF10-205

The existing toilets located within the 1920s station building are not equitable accessible, and development is constrained due to the presence of original and significant fabric, and the adjacent tenancy. Furthermore additional amenities are required to cater to the increased use by visitors using the NRRT. The new amenities block will provide additional compliant facilities for all visitors, including those with disabilities.

The additional amenities will be located at street level and adjacent to the proposed DAPB which allows greater disability access.

5.2.3. Item 3 – Proposed Accessible Parking Space (DAPB), and 30-Minute Parking Space

The proposed works involves creation of formal designated parking spaces at the southern end of Murwillumbah Railway Station to improve accessibility and convenience for visitors.

The location of the proposed works, west of the Rail Trail and south of the Station building, has been used informally as a parking area in recent years. Currently the surface is unsealed, with signage and vegetation in the area (Picture 46).

Proposed work includes a 30-minute parking space for pick up and/or drop offs, and an accessible parking space (DAPB) adjacent to the proposed DDA compliant amenities block (Item 2) and at grade southern access point to the Rail Trail (Item 1).

The surface will be paved and level to ensure safety and ease of use for all visitors, including those with mobility impairments and clearly marked and signed to ensure visibility and compliance with accessibility standards.

Existing signage and low scale vegetation in this location will be removed. No existing trees are proposed for removal.

Due to the success of the Rail Trail the existing carpark is filled quickly, especially at peak times. Providing additional space for quick pick up and/or drop offs will limit the amount of car taking up this limited available parking. Furthermore additional DAPB parking is proposed in proximity to the proposed new amenities block and southern access point to improve accessibility.

Picture 45 Looking from Tweed Valley Way to proposed car park location

Source: Tweed Shire Council 2024

Picture 46 Looking from platform to proposed car park

Source: Tweed Shire Council 2024

5.2.4. Item 4 – Installation of Bike Racks

Proposed works:

Increased usage of the NRRT has led to greater demand for facilities at the trailhead.

Bike racks are proposed to be sited at the street level west of the platform between the platform and the proposed amenities block (Picture 47). It is proposed to be of steel construction and fixed to the pavement , similar to what has been installed near the northern access point (Picture 48).

Picture 47 Proposed bike rack location

Source: Tweed Shire Council 2024

Picture 48 Existing bike racks at northern end of Murwillumbah Railway Station Complex

Source: Urbis 2023

6. IMPACT ASSESSMENT

The following impact assessment has assessed the proposed works against the relevant provisions and controls of the Council's statutory and non-statutory planning controls as well as the Heritage NSW 'Statement of Heritage Impact' assessment guideline questions.

6.1. TWEED LOCAL ENVIRONMENTAL PLAN 2014

The table below provides an impact assessment of the proposal against the relevant clause for heritage conservation in the Tweed LEP 2014.

It is noted that under Schedule 1, Clause 20 of the Tweed LEP 2014, Development for the purposes of a rail trail is permitted without consent, including:

- Restaurants or café's
- Car parks
- Office premises
- Recreation facilities (outdoor)
- Take away food and drink premises
- Shops
- Signage
- Access ramps
- Public toilets and related facilities.

Table 2 Impact assessment against the relevant clauses of the Tweed LEP 2014

Clause	Response
(1) Objectives *The objectives of this clause are as follows:* *(a) to conserve the environmental heritage of the Tweed,* *(b) to conserve the heritage significance of heritage items and heritage conservation areas, including associated fabric, settings and views,* *(c) to conserve archaeological sites,* *(d) to conserve Aboriginal objects and Aboriginal places of heritage significance*	This SoHI addresses Clause 1 (b) and ensures the heritage significance of items within the Murwillumbah Railway Station complex is conserved.
(2) Requirement for consent *Development consent is required for any of the following:* *(a) demolishing or moving any of the following or altering the exterior of any of the following (including, in the case of a building, making changes to its detail, fabric, finish or appearance):* *(i) a heritage item,*	The proposed works involve changes to features within the Murwillumbah Railway Precinct, a local heritage item (i).

Clause	Response
(ii) an Aboriginal object, *(iii) a building, work, relic or tree within a heritage conservation area,* *(b) altering a heritage item that is a building by making structural changes to its interior or by making changes to anything inside the item that is specified in Schedule 5 in relation to the item,* *(c) disturbing or excavating an archaeological site while knowing, or having reasonable cause to suspect, that the disturbance or excavation will or is likely to result in a relic being discovered, exposed, moved, damaged or destroyed,* *(d) disturbing or excavating an Aboriginal place of heritage significance,* *(e) erecting a building on land:* *(i) on which a heritage item is located or that is within a heritage conservation area, or* *(ii) on which an Aboriginal object is located or that is within an Aboriginal place of heritage significance,* *(f) subdividing land:* *(i) on which a heritage item is located or that is within a heritage conservation area, or* *(ii) on which an Aboriginal object is located or that is within an Aboriginal place of heritage significance.*	
(3) When consent not required *However, development consent under this clause is not required if:* *(a) the applicant has notified the consent authority of the proposed development and the consent authority has advised the applicant in writing before any work is carried out that it is satisfied that the proposed development:* *(i) is of a minor nature or is for the maintenance of the heritage item, Aboriginal object, Aboriginal place of heritage significance or archaeological site or a building, work, relic, tree or place within the heritage conservation area, and* *(ii) would not adversely affect the heritage significance of the heritage item, Aboriginal object, Aboriginal place, archaeological site or heritage conservation area, or* *(b) the development is in a cemetery or burial ground and the proposed development:*	N/A

Clause	Response
(i) is the creation of a new grave or monument, or excavation or disturbance of land for the purpose of conserving or repairing monuments or grave markers, and *(ii) would not cause disturbance to human remains, relics, Aboriginal objects in the form of grave goods, or to an Aboriginal place of heritage significance, or* *(c) the development is limited to the removal of a tree or other vegetation that the Council is satisfied is a risk to human life or property, or* *(d) the development is exempt development.*	
(4) Effect of proposed development on heritage significance *The consent authority must, before granting consent under this clause in respect of a heritage item or heritage conservation area, consider the effect of the proposed development on the heritage significance of the item or area concerned. This subclause applies regardless of whether a heritage management document is prepared under subclause (5) or a heritage conservation management plan is submitted under subclause (6).*	A detailed impact assessment has been undertaken and the proposed development has been assessed to have an acceptable impact on the significance of the Murwillumbah Railway Precinct.
(5) Heritage assessment *The consent authority may, before granting consent to any development:* *(a) on land on which a heritage item is located, or* *(b) on land that is within a heritage conservation area, or* *(c) on land that is within the vicinity of land referred to in paragraph (a) or (b),* *require a heritage management document to be prepared that assesses the extent to which the carrying out of the proposed development would affect the heritage significance of the heritage item or heritage conservation area concerned.*	This impact assessment has been prepared to assist the consent authority in their determination and to assess the potential heritage impacts of the proposed works. This report satisfies the requirement under this clause.
(6) Heritage conservation management plans *The consent authority may require, after considering the heritage significance of a heritage item and the extent of change proposed to it, the submission of a heritage conservation management plan before granting consent under this clause.*	A CMP was prepared for Tweed Shire Council in 2018 to guide the development of the NRRT.
(7) Archaeological sites *The consent authority must, before granting consent under this clause to the carrying out of development on an archaeological site (other than land listed on the State Heritage Register or to which an interim heritage order under the Heritage Act 1977 applies):*	N/A

Clause	Response
(a) notify the Heritage Council of its intention to grant consent, and *(b) take into consideration any response received from the Heritage Council within 28 days after the notice is sent.*	
(8) Aboriginal places of heritage significance *The consent authority must, before granting consent under this clause to the carrying out of development in an Aboriginal place of heritage significance:* *(a) consider the effect of the proposed development on the heritage significance of the place and any Aboriginal object known or reasonably likely to be located at the place by means of an adequate investigation and assessment (which may involve consideration of a heritage impact statement), and (b) notify the local Aboriginal communities, in writing or in such other manner as may be appropriate, about the application and take into consideration any response received within 28 days after the notice is sent.*	N/A
(9) Demolition of nominated State heritage items *The consent authority must, before granting consent under this clause for the demolition of a nominated State heritage item:* *(a) notify the Heritage Council about the application, and* *(b) take into consideration any response received from the Heritage Council within 28 days after the notice is sent.*	N/A
(10) Conservation incentives *The consent authority may grant consent to development for any purpose of a building that is a heritage item or of the land on which such a building is erected, or for any purpose on an Aboriginal place of heritage significance, even though development for that purpose would otherwise not be allowed by this Plan, if the consent authority is satisfied that:* *(a) the conservation of the heritage item or Aboriginal place of heritage significance is facilitated by the granting of consent, and* *(b) the proposed development is in accordance with a heritage management document that has been approved by the consent authority, and* *(c) the consent to the proposed development would require that all necessary conservation work identified in the heritage management document is carried out, and* *(d) the proposed development would not adversely affect the heritage significance of the heritage item, including its setting, or*	N/A

Clause	Response
the heritage significance of the Aboriginal place of heritage significance, and *(e) the proposed development would not have any significant adverse effect on the amenity of the surrounding area.*	

6.1.1. Schedule 1, Clause 20 Use of Certain Land Between Crabbes Creek and Murwillumbah for Rail Trail

It is noted that the LEP was updated to include specific provisions relating to the Rail Trail. This permits certain uses and development, however it is noted that within the State heritage curtilage the State heritage provisions prevail.

1. This clause applies to the land identified as “22” on the *Additional Permitted Uses Map*.
2. Development for the purposes of a rail trail is permitted without development consent.
3. Development for the purposes of a rail trail includes development for the purposes of one or more of the following in connection with the rail trail—

(a) environmental protection works,

(b) restaurants or cafes,

(c) kiosks,

(d) car parks,

(e) camping grounds,

(f) caravan parks,

(g) eco-tourist facilities,

(h) office premises,

(i) recreation facilities (outdoor),

(j) take away food and drink premises,

(k) shops.

4. Development for the following purposes is permitted without development consent if the development is ancillary to development for the purposes of a rail trail—

(a) signage,

(b) temporary lay-down areas for materials or equipment and stockpiling of materials or equipment,

(c) bridges,

(d) pathways,

(e) traffic and pedestrian safety devices,

(f) access ramps,

(g) lighting,

(h) stairs,

(i) stormwater drainage works,

(j) earthworks,

(k) minor road improvement works (including road surface upgrades, kerbs and guttering),

(l) minor internal and external alterations to existing buildings,

(m) public toilets and related facilities.

5. In this clause— rail trail means a dedicated public carriageway or pathway used by pedestrians and cyclists for recreation that—

(a) is part of a disused railway line that has been converted into the carriageway or pathway, and

(b) is generally aligned with the disused railway line.

traffic and pedestrian safety devices includes chicanes, fencing, line markings and other controls.

6.2. TWEED DEVELOPMENT CONTROL PLAN 2008

Heritage items and conservation areas are listed and mapped within the relevant Tweed Local Environmental Plan (LEP) Schedule 5. Development on land in association with a local heritage item that triggers the need for consent generally also requires an assessment of the potential impacts on heritage significance, whether positive or negative. This is known as a Statement of Heritage Impact (SOHI).

The table below provides an impact assessment of the proposal against the relevant controls for heritage conservation in the Tweed DCP.

Table 3 Impact assessment against the relevant controls of the Tweed DCP

Control	**Response**
C1. A *Statement of Heritage Impact (SOHI) must be prepared and submitted with any development application for works to a heritage item or within a heritage conservation area.*	This SoHI has been prepared for Tweed Shire Council to comply with this clause.
C2. As a matter of best practice, applications for development in the vicinity of a heritage item or HCA must have regard to the principles contained within this DCP.	This SoHI has been prepared to assess potential heritage impacts within the Murwillumbah Railway Precinct.
C3. A Statement of Heritage Impact (SOHI) may be required for development in the vicinity of a heritage item where there is the potential to impact on the item's heritage significance.	This SoHI has been prepared to assess potential heritage impacts within the Murwillumbah Railway Precinct.
C4. A Conservation Management Plan (CMP) may be required for a heritage item where major changes are proposed affecting the heritage significance and/or fabric.	A CMP was prepared for Tweed Shire Council in 2018 to guide the development of the NRRT.

6.3. HERITAGE NSW GUIDELINES

The table below provides an impact assessment of the proposal against the relevant questions posed in Heritage NSW's (former Heritage Office/Heritage Division) 'Statement of Heritage Impact' guidelines.

Table 4 Impact assessment against the relevant Heritage NSW Guideline Considerations

Provision	Response
Will the proposed works be the best conservation solution for the heritage item?	The proposed works have been designed to minimise conservation issues, however some of the works will require removal of original or significant fabric, such as the penetration for services in tenancies, and the cut through the southern platform.
Will the works promote the ongoing use and upkeep of the item?	Yes. Since closure of the railway line the complex went into a state of disrepair. The NRRT has given the heritage place a new lease on life which has resulted in ongoing maintenance which will continue into the future.
Do the proposed works include removal of unsympathetic alterations and additions? How does this benefit or impact the heritage item and its significance?	Proposed works to the tenancies will involve removal of later unsympathetic fitouts and replacement of new which allows for ongoing use and upkeep of the 1920s station building.
Do the proposed works affect the setting of the heritage item, including views and vistas to and from the heritage item and/or a cultural landscape in which it is sited? Can the impacts be avoided and/or mitigated?	Siting of the proposed ramp and the solar panels have been designed to minimise impacts to significant views and vistas. Similarly the proposed toilet block has been sited in a location that is set back from the rail trail so not to impact on the view corridor, or any views to the 1920s station.
Are the proposed works part of a broader scope of works?	As the NRRT continues to grow in popularity the scope of works to activate the station complex broadens. Further works are likely.
Does this proposal relate to any previous or future works? If so, what cumulative impact (positive and/or adverse) will these works have on the heritage significance of the item?	Cumulatively the works involved in the adaptive reuse of the station complex has had some adverse impacts on the heritage values of the railway station complex. However the change of use and associated works has also had a positive cumulative impact. It has given the heritage place a new lease on life and has resulted in a significant amount of maintenance and conservation works being undertaken.
Are the proposed works to a heritage item that is also significant for its Aboriginal cultural heritage values? If	N/A

Provision	Response
so, have experts in Aboriginal cultural heritage been consulted?	
Has the applicant checked if any other approvals or a separate process to evaluate the potential for impacts is required?	Yes, s60 applications for assessment of State heritage values is required and has been undertaken separately.
Do the proposed works trigger a change of use classification under the National construction code that may result in prescriptive building requirements? If so, have options that avoid impact on the heritage values been investigated?	No
If the proposed works are to a local heritage item, are the requirements of the development control plans or any local design guidelines that may apply to the site considered?	Yes, refer to the impact assessment included at Section 6.1and 6.2 of this report.
Will the proposed works result in adverse heritage impact? If so, how will this be avoided, minimised or mitigated?	**Stage 1 Works** All works have been planned in consultation with a Heritage Consultant to ensure impacts are avoided and otherwise minimised in the design. **Item 1** The proposed ramp will have a minor visual impact on railway corridor. However to mitigate this impact the ramp has been designed in accordance with Burra Charter principles and will be a clearly new addition, lightweight, and easily reversible in future. It will not be fixed to any historic fabric, instead will abut the platform without physical connection. **Item 2** The consolidation of seating and rider's amenities will have less of a visual impact than establishing a separate staging area elsewhere at the station. The concrete extension will not be laid directly against the heritage platform, and instead will extend the westernmost rail, with ballast between the rail and platform remaining to ensure appropriate drainage. This will minimise and conservation issues in the future. **Item 3**

Provision	Response
	N/A **Item 4** A heritage evaluation of the roof and gutter was undertaken by Urbis in 2023, which concluded the best location for installation would be on the 1990s former booking office roof. However the size required by Council means that further panels will be required to be installed on the 1920s station building roof. The roof is not original, and while there will be some visual impacts to the station complex, this impact has been minimised by proposing installation on the platform side, and not visible from the street. The level of the trail below the platform also means that visibility of the panels from the roof will be minimal. Siting of the inverter on the 1980s demountable building is also considered appropriate as it avoids further intervention to the 1920s high significance building. **Item 5** Proposed signage is considered to have a minimal impact on the heritage values of the place. The number of signs proposed is limited, and works have been designed to be readily reversible and with minimal fixings. Fixing to items of high significance has been avoided completely, with tenancy signage to the 1920s building comprised of signage which will be hung or clamped to existing brackets, and similarly signage advertising the tenancies which is proposed in the carpark area will be freestanding and not connected to any heritage fabric, and sited to avoid visual impacts to the heritage place. **Item 6** The works are proposed to the 1920s station building which is assessed as having high significance. During the 1980s and 1990s significant internal alterations were made to the building for establishment of commercial tenancies, and in recent years these areas have accommodated information centre, site office and storage for the adjacent bike shop.

Provision	Response
	The proposed works have been designed to have a minimal impact on remaining original and early fabric, and works are designed to avoid changes to the form and layout of the building, with minimal excavation and fixing into fabric proposed. In particular the waste water and grease trap has been carefully designed to ensure services are consolidated, and grease trap sited away from the primary elevation of the 1920s station building with minimal impact on the early platform. Works have been designed to ensure pipework is underground to minimise visual impacts, with boring proposed under the platform to minimise the amount of disturbance. **Stage 2** **Item 1** The platform extension to the south was undertaken c1985-1986. The Motorail was in use until 1990 when the Countrylink XPT took over, but was also short-lived with declining patronage. The platform provides evidence of this service and as a contributory element was assessed as being of Little Significance in the 2018 Conservation Management Plan. The cut-through has been carefully planned to avoid impacting any of the more significant historical elements such as the 1920s brick platform, focusing on later platform sections. While the works require removal of a small portion of this platform the legibility of the later platform and its historical association will remain, and heritage impacts are considered to be minimal. To minimise visual impacts and ensure consistency with works to date the ground surface will also see the rails retained and embedded in the concrete, flush with the surface. **Item 2** The proposed Amenities Block will be standalone and clearly new. Visual impacts have been mitigated in the design though the proposed colour scheme which will ensure it is consistent with the surroundings, and

Provision	Response
	through siting away from the rail trail, and consolidating with other new works including the platform cut-through and parking. As part of excavation works for the amenities block there is potential for archaeological remains associated with the former goods siding in this location to be uncovered. To mitigate any potential impact on historical archaeological remains a Chance Finds Procedure will be implemented to ensure contractors are aware of the requirement to stop work and notify the Project Manager in the event of any potential finds. **Item 3** The area has been informally used for parking, and the proposed works will formalise this through introduction of hardscape. The proposed changes will not impact on significant view corridors, and pavement will be low impact and reversible. Heritage impacts are considered to be minimal. **Item 4** Siting of the bike rack west of the Rail Trail and east of the proposed amenities block means that it will primarily be concealed and visual impact considered to be negligible.
Demolition of a heritage item *If demolition is proposed, why is it necessary?* *Have options for retention and adaptive re-use been explored? If yes, set out why these options have been discarded?* *Has technical advice for demolition been obtained?* *Identify and include advice about how significant elements, if removed by the proposal, will be salvaged and reused.*	N/A
Partial demolition of a heritage item (including internal elements) *Is the partial demolition essential for the heritage item to function?*	Item 1 of the Stage 2 works involves demolition of a portion of the 1980s platform. This demolition has been deemed necessary to provide at-grade access from the southern carpark and proposed Amenities block. This partial demolition is not considered to have a

Provision	Response
If partial demolition is proposed because of the condition of the fabric, can the fabric be repaired? *Are important features and elements of the heritage item affected by the proposed partial demolition (e.g. fireplaces in buildings)?* *Will the proposed partial demolition have a detrimental effect or pose a risk to the heritage item and its significance? If yes, what measures are proposed to avoid/mitigate the impact?* *Identify and include advice about how significant elements, if removed by the proposal, will be salvaged and reused.*	substantial adverse impact as the platform extension will remain legible in the landscape.
Subdivision or boundary adjustment *Will the proposed subdivision retain an adequate setting or context for the heritage item?* *Could the proposed subdivision compromise the heritage significance of the heritage item?* *Do the proposed works comply with the Subdivision and NSW State Heritage Register items policy (Heritage NSW 2019)?*	N/A
Alterations and additions *Do the proposed works comply with Article 22 of The Burra Charter, specifically Practice note article 22 — new work (Australia ICOMOS 2013b)?* *Are the proposed alterations/additions sympathetic to the heritage item? In what way (e.g. form, proportion, scale, design, materials)?* *Will the proposed works impact on the significant fabric, design or layout, significant garden setting, landscape and trees or on the heritage item's setting or any significant views?* *How have the impact of the alterations/additions on the heritage item been minimised?* *Are the additions sited on any known or potentially significant archaeological relics? If yes, has specialist advice from archaeologists been sought? How will the impact be avoided or mitigated?*	**Item 1** The proposed ramp will have a minor visual impact on railway corridor. However to mitigate this impact the ramp has been designed in accordance with Burra Charter principles and will be a clearly new addition, lightweight, and easily reversible in future.
Physical changes to fabric identified as significant	Some minor penetrations to the 1920s building are proposed to facilitate the establishment of new tenancies including:

Provision	Response
Has the fabric that will be impacted by the proposed works been assessed and graded according to its significance? *Has specialist advice from a heritage professional, architect, archaeologist or engineer been sought?*	New waste water pipe which will require cutting through the existing slab and running sub-surface along the platform to a new grease trap; New penetration in the western elevation to connect sink to existing services; and New 1000l grease trap to be located at the southern end of the 1920s building and adjacent to the platform. These works have been designed in conjunction with a heritage consultant and locations amended to ensure changes are as minimal as possible.
Change of use *Does the existing use contribute to the significance of the heritage item? Why is the change of use proposed?* *Will the change of use have an impact on the significance of the heritage item?* *Will the change of use require changes to the fabric or significant elements? How does that impact significance of the heritage item?*	N/A
Painting *Will repainting affect the conservation of the significant fabric of the heritage item?* *Does the existing colour scheme contribute to the heritage significance of the heritage item? If yes, will the same scheme be used in the proposed painting works? If not, why not?* *Have previous (including original) colour schemes been investigated? Is an earlier scheme being reinstated?* *Is the proposed paint type chemically compatible with existing materials? Will it affect the breathability of the heritage fabric?* *Will the existing paint finish be removed from the originally unpainted brick and stone surfaces? If not, why not? If yes, will the process for paint removal avoid/minimise damage to the fabric?*	The existing colour scheme of the railway complex will be applied to any new structures or building elements proposed in Stage 1 and 2ro ensure consistency.
Re-roofing and re-cladding	N/A

Provision	Response
Have previous (including original) roofing/cladding materials been investigated (through archival and physical research)? *Will previous significant material be reinstated? If not, will the proposed material match the original material in detail and materiality?* *Will re-cladding affect conservation of the heritage item?* *Are roof details consistent with the heritage significance of the heritage item (guttering and downpipes, cladding profiles, fixings, etc.)?* *Has the advice of a skilled tradesperson (e.g. roof slater) been considered?*	
New services and service upgrades *Are any of the existing services of significance? In what way are they affected by the proposed works?* *How have the impacts of the installation of new services on heritage significance been minimised?* *Are any known or potential archaeological deposits affected by the proposed new services?* *Has specialist advice from a heritage consultant, architect, archaeologist or services engineer been sought?*	No services identified as significant are proposed to be affected by works. Some minor penetrations to the 1920s building for installation of services is proposed including: New waste water pipe which will require cutting through the existing slab and running sub-surface along the platform to a new grease trap; New penetration in the western elevation to connect sink to existing services; and New 1000l grease trap to be located at the southern end of the 1920s building and adjacent to the platform. These works have been designed in conjunction with a heritage consultant and locations amended to ensure changes are as minimal as possible.
New landscape works and features *How has the impact on the heritage significance of the existing landscape been minimised?* *Are works to the landscape or pathways necessary to comply with the access requirements of the Disability Discrimination Act 1992?* *Has evidence (archival or physical) of previous landscape work been investigated? Is the original landscape work being reinstated?*	Landscaping works is minimal and new ramps, pathways and connections are all being made to comply with the requirements of the *Disability Discrimination Act 1992.* At the southern end there is some potential for Stage 2 works to uncover or impact on remnants of the former good siding which was located in this area. To manage this appropriately a Chance Finds Procedure will be implemented for contractors undertaking work in this location.

Provision	Response
Will any known or potential archaeological relics be affected by the landscape works? How will this be mitigated? Has advice been sought from a suitably qualified archaeologist? *Do the proposed works impact views to, from and within adjacent heritage items?*	All proposed works have been sited to mitigate impact on significant views and vistas. This has involved siting works outside of the railway corridor, with the exception of the new access ramp, and away from the 1920s station building.
Fire protection *Are any of the existing fire services of significance? In what way will they be affected by the proposed works?* *How has the impact of the proposed works for fire protection on the heritage item's heritage significance been minimised?* *Has the advice of a fire services consultant been sought to investigate options with the least impact on the heritage item?*	N/A
New signage *How has the impact of the new signage on the significance of the heritage item been minimised?* *Have alternative signage forms been considered (e.g. freestanding)? Why were these alternatives rejected?* *Is the signage in accordance with required local planning provisions?* *Will the signage visually dominate or obscure the heritage item or streetscape of a heritage area?* *Can the signage be externally illuminated rather than internally illuminated?*	The number of signs proposed is limited, and works have been designed to be readily reversible and with minimal fixings. Fixing to items of high significance has been avoided completely, with tenancy signage to the 1920s building comprised of signage which will be hung or clamped to existing brackets, and similarly signage advertising the tenancies which is proposed in the carpark area will be freestanding and not connected to any heritage fabric, and sited to avoid visual impacts to the heritage place. Signage will not dominate or obscure the heritage item, and no illuminated signs have been proposed.
Tree removal or replacement *Does the tree proposed to be removed contribute to the heritage significance of the heritage item?* *Why is the tree being removed?* *Has the advice of a qualified arborist, tree surgeon or horticultural specialist been sought and implemented?* *Is the methodology for tree removal adequately understood? Will the proposed works impact on the significance of the heritage item?*	N/A

Provision	Response
Is the tree being replaced? Where will it be replaced and with what species? Why?	
Access *Will the heritage item be accessed by the public? If so, has the advice of an access consultant been sought to investigate options of Disability Discrimination Act compliant access that may have least impact on the heritage item?*	Works have been designed to be DDA compliant and have minimal impact on heritage values.
Interpretation *Will the proposed works contribute to a continued understanding of the heritage item's history and significance?* *Can interpretive features be integrated into the design?*	The proposed works do not have any specific interpretive components, but the works will indirectly allow for ongoing and increased public usage which will promote the history and development of the place.
Response to climate change *Are the proposed works in response to a threat posed to the heritage item from a changing climate? Will the proposed works impact on the significance of the heritage item?* *Are the proposed works intended to improve the energy efficiency of the heritage item? If yes, will the proposed works impact the way in which the heritage item was designed to function climatically?* *Will the proposed energy efficiency upgrade work impact on the significance of the heritage item? If yes, how have the impacts of the proposed works been minimised?*	Item 4 of the Stage 1 works involve the installation of solar. This solar installation is anticipated to enable self-sufficiency of buildings within the State heritage listed complex. Panels are proposed to be sited on the eastern elevation which means they will not be visible from Tweed Valley Way, and the inverter is proposed to be mounted to the 1990s demountable building rather than the highly significant 1920s Station building.
Disaster risk mitigation *Are the proposed works designed to minimise or mitigate the risks of natural disasters to the heritage item?* *Will the proposed works impact on the significance of the heritage item? If yes, how have the impacts of the proposed works been minimised?*	N/A
Works adjacent to a heritage item or within the heritage conservation area (listed on an LEP) *Will the proposed works affect the heritage significance of the adjacent heritage item or the heritage conservation area?* *Will the proposed works affect views to, and from, the Interpretation heritage item? If yes, how will the impact be mitigated?*	N/A

Provision	Response
Will the proposed works impact on the integrity or the streetscape of the heritage conservation area?	

6.4. CONSERVATION MANAGEMENT PLAN POLICY

The table below provides an impact assessment of the proposal against the relevant conservation policy for Murwillumbah Railway Station and Yard Group contained in the 2018 Conservation Management Plan.

Table 5 Consistency assessment against the relevant Conservation Management Plan Policy

#	Policy	Response
1	*Future works including conservation of the Murwillumbah Railway Station site should be carried out in accordance with best heritage conservation practice, and within the accepted principles and standards of the Burra Charter and associated guidelines.*	The proposed works have been designed in accordance with Burra Charter principles, including finding compatible uses, doing as much as necessary but as little as necessary, new work being sympathetic yet clearly new, and being easily reversible.
2	*The Statement of Significance set out in this report is to be accepted as the basis for future conservation of the fabric and values of the place. Any works undertaken to the property should be sympathetic to the heritage values identified in this report.*	Works have been guided by the significance of the place and high significance buildings and fabric as much as possible.
3	*Unless otherwise stated in these policies, surviving original and early fabric and spaces identified as exceptional or high must be retained intact and conserved.*	Works have been guided by the significance of the place and avoids exceptional and high significance buildings and fabric as much as possible.
4	*The rail corridor should be kept and no new structures erected within.*	A new ramp is proposed within the corridor, but has been designed so that it does not fix into heritage fabric, is clearly new and easily reversible in future. It is required to provide equitable access to the trail near the primary entrance. The proposed amenities block has been site purposely away from the rail corridor.
5	*Elements of exceptional or high significance must not be obstructed by new works, structures or services where possible and they must be clearly visible and interpreted as part of any new works.*	The new ramp has been designed to be near the primary entrance, but not directly in front of the 1920s station to minimise any visual impacts. The the new amenities block has been carefully sited to ensure it is located away from the 1920s station to minimise any visual impacts.
6	*No railway structures or buildings from other sites should be brought into the railway station precinct.*	N/A
7	*Any repair, conservation or reconstruction works to significant elements must be undertaken with appropriate supervision by a suitably qualified heritage consultant /architect and/ or relevant*	Heritage consultants have been involved in all aspects of this work.

#	Policy	Response
	materials specialist/s or conservator and with reference to historical documentation.	
8	*All contractors, consultants and project managers engaged to work on the place should have appropriate conservation skills, experience and techniques appropriate to the trade, fabric or services, and should work within the guidelines of this CMP.*	Contractors will be made aware of heritage considerations as part of their site induction.
9	*A heritage impact statement/statement of heritage impact and / or an archaeological assessment should be prepared for all proposals for new development within the property.*	This assessment responds to this policy.
10	*The Revised Statement of Significance set out in this report is to be accepted as the basis for future conservation of the fabric and values of the place. All future works to the place should be cognisant of the significant built elements, fabric, spaces, views, landscape and archaeological resource identified in this CMP, together with any additional detailed research and assessment.*	Works have been guided by the significance of the place.
11	*All repair, conservation and reconstruction works to significant elements must be undertaken with appropriate supervision by a suitably qualified heritage specialist or relevant materials specialist or conservator, with reference to historical documentation, and in accordance with any relevant legislative or statutory constraints.*	Heritage consultants have been involved in all aspects of this work.
12	*Unless otherwise stated in these policies, surviving original and early elements and fabric identified as exceptional or high must be retained intact, and conserved. Elements of exceptional or high significance must not be obstructed by new works, structures or services where possible, and they must be clearly visible and interpreted as part of any new works.*	Works have been guided by the significance of the place and avoids exceptional and high significance buildings and fabric as much as possible.
13	*Where elements of exceptional or high significance have been damaged, they are to be repaired with sympathetic materials in preference to replacement. Significant elements should be repaired in-situ wherever possible.*	Works have been guided by the significance of the place and avoids exceptional and high significance buildings and fabric as much as possible.
14	*If changes to elements of exceptional or high significance are required, they should be carefully considered and the approach should be one of minimal intervention; as much as necessary, as little as possible.*	Works have been guided by the significance of the place and avoids exceptional and high significance buildings and fabric as much as possible.
15	*Intervention for purposes other than conservation of the fabric is to occur in areas of lower rather than higher significance.*	Priority has been given to siting new work, such as signage, in areas that have previously been disturbed, and areas of no or low significance.

#	Policy	Response
16	*Any elements of significance proposed for demolition, removal or alteration, should be subject to archival photographic recording, copies of which should be retained on site and provided to the relevant consent authorities (TSC and the NSW OEH Heritage Division).* *This should include photography and / or measured drawings as deemed necessary. Archival recordings should be undertaken in accordance with the NSW OEH Heritage Division's Guidelines for 'Photographic Recording of Heritage Items Using Film or Digital Capture'.*	No elements of high significance are proposed to be removed or altered, and archival recording is not being undertaken.
17	*No new structures should be built in areas identified as having significant views.*	The proposed locations of signage and the ramp are not areas of significant views and will not obstruct any areas or fabric of high significance.
18	*The overall form and principal facades to the 1922 station building are to be retained, without change. Changes to elements already altered may be contemplated.*	Changes to commercial tenancies in the 1920s building are in locations previously subject to alteration.
19	*Consideration could be given to the removal or replacement of the 1990s building to open up views to the passenger station from the north and Alma Street intersection.*	N/A
20	*Balustrading on the platform should be avoided where possible, instead using tactile markers to prohibit access onto the track.*	N/A
21	*Obtain specialist advice from an arborist regarding removal of weed species in the yard.*	N/A
22	*New uses should enhance the appreciation of the site's values and significance, ensure the conservation of the identified significant building structures, items and spaces and context; and accommodate the activities, services and fittings which are essential to the new use without damaging significant spaces, elements or fabric.*	The rail trail is a compatible use for the heritage place and new commercial tenants will ensure the ongoing maintenance, security and conservation of the place.
23	*The requirement for any remediation action plan for the site should be addressed in consideration of the cultural significance of the station and the end use in mind in order to minimise potential heritage impacts.*	N/A
24	*The preferred use of the station building is commercial/retail. The way the place is used must maximise the conservation of the fabric considering the effects of:* *Structural loadings;* *Statutory requirements;*	The proposed works are in accordance with this policy, with new commercial tenancies proposed, and with service installations being designed to minimise any penetrations into original and early fabric. Access needs and code compliance has also been the primary driver for installation of a ramp from the

#	Policy	Response
	Code compliances; *Service installations; and* *Meeting access needs.*	platform to the trail, and the works to the southern precinct with DDA compliant access, amenities and parking.
25	*The area has a history of significant flooding, and any landscaping works and changes to levels need to take this into consideration and ensure that appropriate drainage is implemented around the site.*	N/A
26	*The goods shed and adjacent shed may continue to be used for industrial purposes, however these are robust buildings and sympathetic future uses may also include commercial or retail uses.*	N/A
27	*The yards area including sheds and banana loading siding comprises a large area that may also be suitable for temporary event space or markets.*	N/A
28	*Opportunities for re-use of the room inside the water tower should also be investigated.* *Potential sympathetic uses include bike workshop, coffee shop, bar, museum display space or similar.*	N/A
29	*Barracks should continue to be used for accommodation purposes.*	N/A
30	*The Colin Street bridge should be reused as part of the proposed rail trail.*	N/A
31	*Additional historical features including tracks, cranes, pumps, switches and signage should also be retained in-situ and incorporated into the redevelopment aiding in the interpretation of the history and significance of the place.*	The extension to the staging area and southern platform cut-through and pathway will involve encasing the tracks in concrete to match the existing.
32	*Prior to occupancy, the water tower, goods shed and banana loading platform awning should be assessed by a structural engineer with experience in heritage buildings.*	N/A
33	*Once the use for the site and individual buildings is established, it is important that signage should be erected at the northern and southern approaches to encourage visitors to the place.*	The proposed works are in accordance with this policy, with signage proposed in various locations around the site.
34	*In association with the proposed new use, a signage strategy should be developed that respects the significance of the station and is consistent with the proposed rail trail.*	N/A
35	*Opportunities to link the Station to the town via bikeway should be investigated.*	Stage 2 works at the southern end of the railway precinct complies with this policy.
36	*Reconfiguration of current bus and carparking facilities should be investigated, particularly to include parking for caravans and RVs, encouraging visitors to stop. As the carpark is*	Stage 2 works will include a short stay park and DDA compliant parking.

#	Policy	Response
	included in the heritage curtilage, care needs to be taken in the design to minimise any heritage impacts.	
37	*When designing and undertaking modification works to the heritage structures, it is strongly recommended that owners work with a suitably qualified and experienced heritage professional with proven skills and experience, to guide works projects from the planning phase through to construction supervision and certification.*	A heritage consultant has been involved in the works to date.
38	*Any potential alterations and additions are to be designed and constructed in a way that conserves, maintains and interprets the property. This will require detailed consideration of the location, form, height and scale, as well as the colours and materials proposed and the impact they will have on the existing place and building fabric in terms of its significance, fabric changes and use.*	The proposed new ramp has been carefully designed to meet code requirements while not fixing into the platform. Materials and finishes are consistent with the existing stairs previously approved. Proposed works in the southern section of the precinct have been sited to ensure they do not impact on significant views to the 1920s building and banana shed, and allow a direct connection from Tweed Valley Way to the ail Trail. The proposed new Amenities Block will be low scale and a design that is clearly new while respecting the railway character of the precinct. All proposed works have been designed to be consistent with existing colour schemes and finishes of new works.
39	*New buildings in the precinct should be well designed, contemporary in character but respect the setting of the place.*	The proposed new Amenities Block is sited in an appropriate location away from high significance structures and views. It is contemporary, low scale and consistent with other amenities blocks along the trail which have been designed in a modern heritage manner to fit in with the surrounds.
40	*New works should comply with the BCA/ NCC and Australian Standards unless the heritage significance determines that the matter will be professionally determined under performance standards. Where necessary, alternative solutions and performance-based outcomes should be pursued to ensure the intent of the code is met without adversely impacting on significant fabric. Professional advice should always be obtained. Due to the complex nature of heritage buildings, 'deemed to comply' design solutions approved by BCA or access consultants may be used to satisfy the intent of the Standard.*	The new ramp has been designed to comply with required standards. Similarly vertical sleepers at the end of the railway platform frame the entrance in a creative manner while also providing a safety barrier.

#	Policy	Response
41	*Unsympathetic alterations and additions or alterations that dominate the heritage character of the place are discouraged.*	All proposed works are considered to be sympathetic to the heritage place.
42	*Removal of intrusive fabric (as identified in the CMP) should be considered and is encouraged.*	N/A
43	*New work to the 1922 station building should be confined to areas where refurbishment works occurred in the 1980s and 1990s.*	Commercial tenancy fitouts are confined to these areas, and penetrations into existing and early fabric have been designed to be minimal.
44	*Where works to the roof of the 1922 station building are proposed to occur, the gablets on the western elevation must not be removed.*	Where solar works occur the gablets will not be removed.
45	*New signage must have regard to heritage significance and should be appropriately scaled.*	The proposed works comply with this policy, and have also been designed to be easily reversible and scales appropriately.
46	*Further investigation of the interior spaces of the goods shed and barracks should be undertaken prior to any new works being proposed in these locations.*	N/A
47	*New fitouts within the 1922 station building should involve installation of material that is easily reversible, does not fix into original and early fabric, is readily identifiable as new work, and does not detract from existing historical fabric.*	The proposed commercial tenancy fitout complies with this policy, and works will be clearly new.
48	*New fitouts within the water tower should not impact on the central pipe, and care should be taken to avoid impacts to the sub-floor pipe work.*	N/A
49	*New services should be sympathetically located to mitigate heritage impacts. This includes no new services to the primary facades.*	New services to the façade of the 1920s station building will be avoided.
50	*New fixings for external lighting should, where possible, reuse existing services and fixing points into the façades.*	N/A
51	*The upgrading of services within the heritage buildings on site should comply with the following approach:* *Minimise impact on significant fabric by maximising the exposure of heritage fabric and minimising penetrations and fixings through heritage fabric, utilising existing penetrations where feasible;* *New services should be located in areas of lesser significance, in areas that are not visible or that have been previously modified or in the area of existing services;* *New services should not be chased into existing significant masonry and instead should be surface mounted if required;*	New services to the façade of the 1920s station building will be avoided, and the waste water pipe required from Shop 2 to the grease trap at the southern end of the platform will be sub-surface to minimise the number of penetrations required in addition to the potential visual impacts that it would have if it was surface mounted along the high significance station and platform. New services for the Amenities Block will connect to existing minimising further earthworks and potential archaeological impacts.

#	Policy	Response
	New services should not conflict with window and door openings; and *Should be complementary to the interiors.*	
52	*New internal and external colour schemes may be considered. These should be based on investigations of the building's early paint layers and historical colour schemes. Preparation for new colour schemes should where possible retain evidence of early colour schemes.*	Colour schemes are proposed to match existing.
53	*New colour schemes for the station buildings should be consistent with the TfNSW Heritage Paint Schemes Engineering Standard for external colour schemes and should also consider original finishes.*	N/A
54	*Existing unpainted surfaces on the original platform face and water tank should remain unpainted.*	N/A
55	*Existing ramps to the north and south of the passenger station do not contribute to the significance of the place and may be replaced if required.*	These ramps provide access from the carpark to the platform and not the platform to the trail which is being proposed. A ramp is being proposed to allow DDA compliant access from the platform to the trail, and the southern cut-through will provide direct at-grade access to the trail from the southern carpark.
56	*Provision of a ramp from the platform to the track should not impede views of the brick platform face, and options for an equitable access ramp should be investigated that involve replacement of the 1980s platform with a ramp that continues in this alignment instead of extending out into the track.*	Use of the rail trail has found that patrons are arriving at the northern end or via the central access point where the commercial tenancies are proposed. Options for locating the ramp at the northern and southern ends were discounted due to the distance from the main access point and amenities.
57	*Provision of a DDA compliant ramp from the permanent train carriage onto the track should also be investigated and should be readily reversible.*	The proposed ramp is readily reversible and will not fix into the platform.
58	*Where the turntable is put back into use and used as an interpretive device, new handrails will be required for compliance. Handrails should be galvanised steel and clearly identifiable as new work.*	N/A
59	*The form, scale, general configuration and principal facades of significant historic structures including the pre-cast concrete station, water tank, goods shed and banana loading awning should be retained and conserved.*	N/A
60	*Elements of little, neutral or intrusive significance may be removed, replaced in future with a modern,*	N/A

#	Policy	Response
	sympathetic alternative, as long as the place's overall heritage significance is not adversely affected.	
61	*The station building and water tank have the highest integrity of all heritage structures, and changes to fabric should be minimised.*	N/A
62	*Works to the station building should conserve the original layout and avoid changes to historic fabric.*	The proposed commercial tenancy fitout avoids changes to the historic fabric and layout.
63	*The original platform face should not be covered or concealed by the construction of new structures.*	The proposed ramp will conceal the platform face along part of the rail trail, but has been designed to be removal in future without physically imp[acting on the heritage platform.
64	*The 1980s platform extension contributes to the development of the site, but is of little significance and may be modified or removed.*	Proposed works involve a cut though the southern platform to allow for greater public access to the trail.
65	*While not of historical significance, the mature vegetation around the platform contributes to the picturesque setting and may be retained where it does not impact on historic structures.*	N/A
66	*The turntable and crane should be conserved by specialists with experience in restoration of historic machinery, and put back into used as interpretive devices.*	N/A
67	*Tracks should remain in-situ where possible, and ground levels may be built up around to allow for a level surface*	The extension to the staging area includes retention of tracks and encasing in concrete to match existing.
68	*Investigate the extent of damage to metal surfaces of cranes and pumps and treat surface rust as required.*	N/A
69	*All repairs to the structures and items on site should be detailed to minimise the visual and aesthetic impacts, and records of the repairs be retained by the property owner for future reference.*	N/A
70	*Repairs to the building should be undertaken in order of priority, ensuring that the source of the problem is fixed before making repairs. The Conservation Works Schedule at Section 8.1 of the CMP is to be used as a guide.*	N/A
71	*Any reconstruction or restoration works should be based on historical documentation rather than speculation.*	N/A
72	*Materials used for repair and reconstruction should preferably be traditional materials used in the construction of the place. Missing or damaged fabric will be replaced observing the 'like for like' principle. For example, replace with similar fabric*	N/A

#	Policy	Response
	(e.g. timber with timber) or replace with new fabric of similar appearance, or replace with different fabric of similar profile and dimensions (whilst remaining apparent as new work).	
73	*The goods shed and banana loading platform awning are in need of significant repairs including repairs to framing, roof and wall cladding.*	N/A
74	*Existing timber framed doors and windows are to be retained and repaired in preference to removal/replacement with aluminium or other modern alternatives, and should be repainted regularly.*	N/A
75	*Retain the roof form of significant buildings and repair cladding as required.*	Installation of solar will not impact on roof form.
76	*Replace gutters, downpipes and rainwater heads using profiles and sizes to match the originals where required by condition and based on documentary and on-site evidence.*	N/A
77	*Where inappropriate repairs have been made in the past, such as use of wrong materials or profiles these should be rectified where opportunity exists in future.*	N/A
78	*The industrial character of the site should be a key factor in public realm and landscaping works.*	N/A
79	*Redundant trackwork including timber sleepers and steel rails should be reused in landscaping, and materials including timber sleepers, rails and corrugated iron cladding be used in signage and street furniture.*	Timber sleepers will be re-used to frame the proposed southern cut-through.
80	*Professional and trade skills with heritage experience appropriate to the site or building's fabric and significance is to be employed to carry out maintenance and works. This is essential to ensure protection of heritage fabric and values as well as optimal use of funding to carry out works.*	Contractors will be made aware of heritage considerations as part of their site induction.
81	*A regular maintenance program such as that at Section 8.2 of this CMP should be implemented to conserve and maintain the Murwillumbah Railway Station for the future.*	N/A
82	*If the majority of the site continues to be vacant for an extended period of time, further works should be undertaken to secure buildings to prevent unauthorised access, and monthly inspections undertaken to identify any additional maintenance and/or repair requirements.*	N/A
83	*If objects are found and suspected to be Aboriginal archaeological material, works in the*	N/A

#	Policy	Response
	vicinity of the find should cease, and OEH to be notified of the find, in accordance with s87A of the NPW Act. A suitably qualified archaeologist may be required to assess and record the find.	
84	*Where ground disturbance works are proposed in areas of identified historical archaeological potential as demonstrated in Figure 15, and outside of the area considered to be railway permanent way formation, archaeological advice should be sought and an archaeological assessment may be required.*	N/A
85	*In the event that unexpected archaeological material was encountered during works, it would be necessary to stop all work in the immediate vicinity of the identified deposits. The NSW Heritage Council should be notified, and a qualified archaeologist should be engaged to assess the significance of the material and recommend whether further investigation and/or permit application(s) are required.*	A chance finds procedure is to be implemented to ensure contractors are aware of this `requirement.
86	*In the unlikely event that human remains are identified in any future works, all site works must cease, NSW Police and OEH notified. Works must not recommence until directed by the Police.*	N/A
87	*Any significant elements proposed for demolition or removal should be subject to archival photographic recoding, copies of which should be retained on site and provided to the consent authority. This should include photography and/or measured drawings.* *Archival recording should be undertaken in accordance with the Heritage Council of NSW Guidelines for Photographic Recording.*	No elements of high significance are proposed to be removed or altered. Archival recording is not proposed to be undertaken.
88	*All significant changes to the place should be carefully recorded and incorporated into a separate report or addendum to this CMP as appropriate.*	N/A
89	*A heritage interpretation strategy should be prepared for the Murwillumbah Railway Station, to investigate the options available for communication of the significance of the overall place, and its constituent elements. This should include consideration of both onsite and offsite opportunities, and should also consider the opportunities for object display and use of oral histories currently held by the Tweed Regional Museum.*	N/A

#	Policy	Response
90	*Any interpretation that considers the Murwillumbah Railway Station as part of a heritage trail should be thoroughly planned as part of a trail-wide strategy to ensure a consistent approach to interpretive elements (including signage and branding) throughout the rail trail experience.*	N/A
91	*Installation of any interpretive element, such as signage, should be located in a way that does not impact on significant fabric, or interfere with any important sightlines or views.*	Signage has been designed to avoid physical impact to heritage fabric, and sited in areas that will not have visual impacts.
92	*Consultation with the Tweed Regional Museum should occur as part of planning for interpretation of the Railway Station site, to investigate opportunities for cross-promotion or collaboration to potentially increase visitor numbers of each place.*	N/A
93	*Consideration should be given to a loan arrangement between the Museum and the Railway Station, to afford display of artefacts or relics that interpret the historical activities of the Railway Station.*	N/A
94	*Should objects be displayed at the Railway Station, environmental conditions will need to be maintained that are appropriate to individual object types, to minimise potential for deterioration.*	N/A
95	*Opportunities should be investigated for a small display of museum objects within the Railway Station, to encourage visitation to the Museum. Displays could be changed on a rotating basis, to highlight key collection items, or to display items that coincide with city or regional events or anniversaries.*	N/A
96	*The oral histories collection at the Tweed Regional Museum should be analysed and transcriptions made of any stories relating to the Murwillumbah Railway Station. The histories should be used in interpretive devices at the Station, either as transcribed texts in various interpretive media, or used as audio elements in exhibitions or displays.*	N/A
97	*This CMP should be provided to and adopted by present and future owners and occupants of the place, and used as a guide for management and conservation, and in conjunction with any proposals for future development or adaptive re-use of the place. A copy of this CMP is to be*	N/A

#	Policy	Response
	retained on site at all times for use by those responsible for the management and conservation of the place.	
98	*This CMP should be reviewed and updated every 5-10 years, or following any major adaptive re-use or development proposal, to remain relevant to ongoing change and use of the place, and achieve statutory compliance.*	N/A

7. CONCLUSION AND RECOMMENDATIONS

A detailed impact assessment of the proposed works has been undertaken in Section 6 of this report. The proposed development has been assessed to have an acceptable impact on the Murwillumbah Railway Station Complex.

Cumulatively the proposed works are also considered to be minor in nature with minimal impact to the Murwillumbah Railway Station and Yard Group. The works are considered to maintain and even enhance the heritage values of the line by ensuring the ongoing use of the heritage place, which will in turn improve the long-term stability and condition of the Station buildings through their maintenance and conservation, and promoting and allowing for a greater public appreciation of the history and significance of the place.

The proposed works have been made designed in consultation with heritage professionals with principles of the Burra Charter in mind, specifically:

- Ensuring the complex continues to be used by upgrading existing amenities and tenancies, ensuring necessary and compliant facilities such as amenities and DPAB is installed and promoting its use which will ensure the ongoing maintenance and conservation of the place;
- Doing as much as necessary, but as little as possible as demonstrated by the small extension to the staging area which is all that that is required for its purpose, and the small cut-through proposed in the 1980s platform to provide access;
- Ensuring new work does not mimic historic details but is clearly new, with new materials and finishes proposed for the Amenities block, bike wash and bike rack being introduced that are clearly modern yet remain sympathetic to the surrounding character;
- Ensuring changes to the place are highly reversible, with ramps and sigage minimising connections into original fabric.

The proposed changes will contribute to the useability of the rail trail and ensure this historic asset continues to be used and maintained into the future.

For the reasons stated above, the proposed works are recommended for approval from a heritage perspective having regard to the proposed recommendations below.

7.1. RECOMMENDATIONS

- A suitably qualified heritage consultant should be engaged to provide ongoing advice throughout the design development, contract documentation and construction stages of the project.
- Prior to works commencing and upon completion of work a Photographic Archival Recording should be undertaken of the place and must be prepared in accordance with the Heritage NSW Guidelines for ‘Photographic Recording of Heritage Items Using Film or Digital Capture’.
- A Chance Finds Procedure should be prepared for the place by a suitably qualified and experienced heritage consultant.

8. BIBLIOGRAPHY

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NSW Planning Portal ePlanning Spatial Viewer, available at https://www.planningportal.nsw.gov.au/spatialviewer/#/find-a-property/address.

DISCLAIMER

This report is dated 23 July 2024 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Ltd **(Urbis)** opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of TWEED SHIRE COUNCIL **(Instructing Party)** for the purpose of Heritage impact advice **(Purpose)** and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment.

All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

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Whilst Urbis has made all reasonable inquiries it believes necessary in preparing this report, it is not responsible for determining the completeness or accuracy of information provided to it. Urbis (including its officers and personnel) is not liable for any errors or omissions, including in information provided by the Instructing Party or another person or upon which Urbis relies, provided that such errors or omissions are not made by Urbis recklessly or in bad faith.

This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

APPENDIX A PLANS OF PROPOSED WORKS

EXISTING STAIR CONNECTION FROM PLATFORM TO RAIL TRAIL

TGSIs AS PER AS1428.4.1

COMPOSITE STRUCTURE WITH FRP MESH DECKING RAMP. CLEARANCES, GRADES & LANDING AS PER AS1428.1

STAINLESS STEEL HANDRAILS, BALUSTRADE AND KICKRAILS AS PER AS1428.1

EXISTING CONCRETE FOOTPATH

CONCRETE LANDING CONNECTION TO RAIL TRAIL FOOTPATH

TGSIs AS PER AS1428.4.1

Materials for proposed ramp to match existing stairs

PRELIMINARY
NOT FOR CONSTRUCTION

ISSUE	AMENDMENT DETAILS	DRAWN	CHECK	DATE
A	ORIGINAL ISSUE	M.C.	?.?.?	12.03.24

SCALE: A1 SHEET 1:50, A3 SHEET 1:100
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USE FIGURED DIMENSIONS ONLY. DO NOT SCALE.

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TWEED SHIRE COUNCIL

DESIGN ENGINEER ..... DATE .....

DESIGNED	M.C.	04.11.23	COORDS ADOPTED	PM ?????
DRAWN	M.C.	04.11.23	EASTING	55????.???
CHECKED			NORTHING	687????.???
HORIZONTAL DATUM	GDA		R.L.	?.???
			VERTICAL DATUM	AHD

PROJECT:
NORTHERN RIVERS RAIL TRAIL TRAIN STATION, MURWILLUMBAH

PLAN TITLE:
PLAN OF PROPOSED RAMP AREA OPTION TWO

ROAD SEGMENT: -
JOB NUMBER: A4371
PROJECT NUMBER: **INF10**
DRAWING NUMBER **INF10-106**
ISSUE **A**

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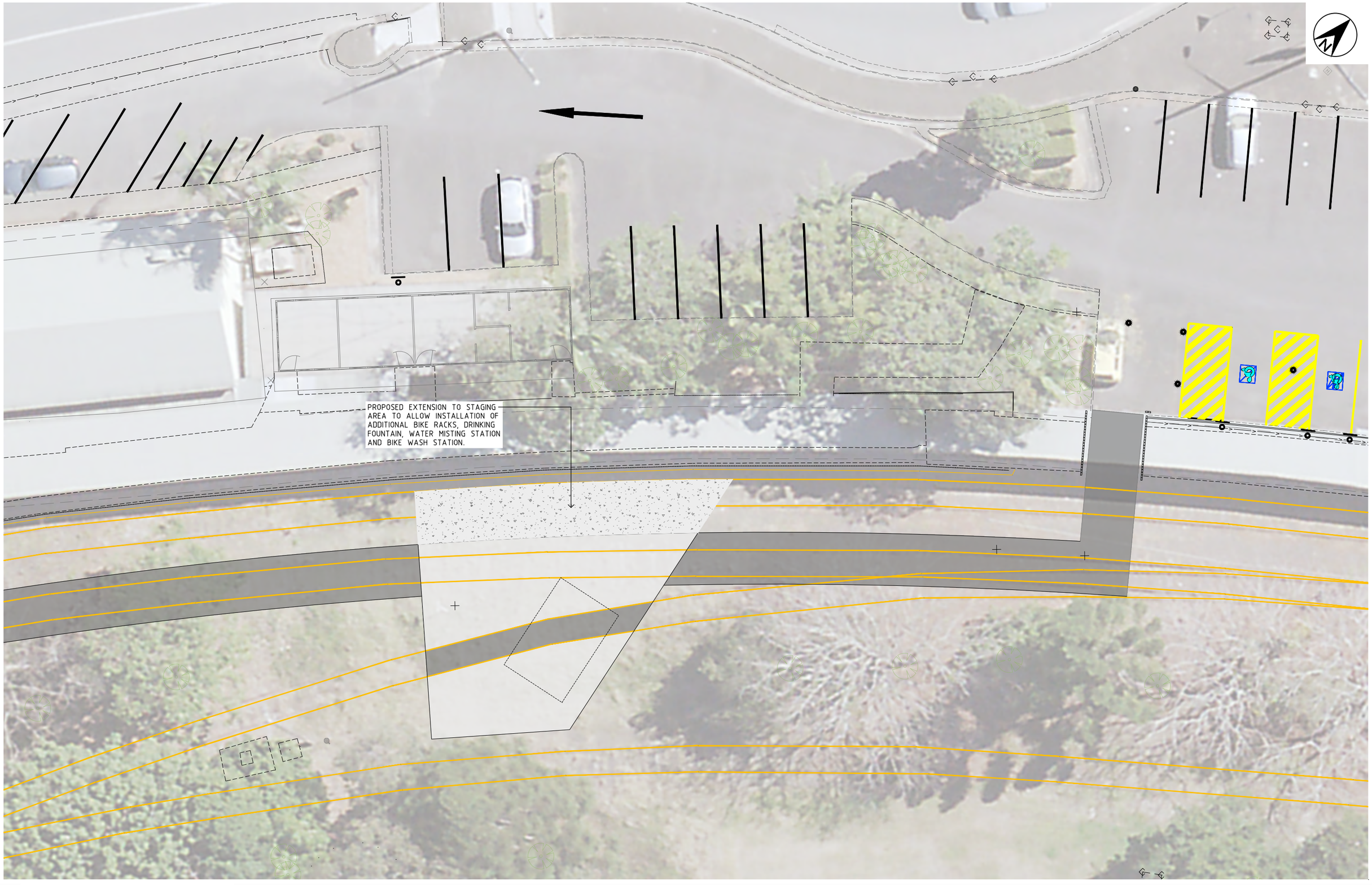

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DRAWN	???	??.??.20	EASTING	55?????.???
CHECKED	???	??.??.20	NORTHING	687?????.???
HORIZONTAL DATUM	GDA 2020		R.L.	?.???
			VERTICAL DATUM	AHD

PROJECT:
NORTHERN RIVERS RAIL TRAIL TRAIN STATION, MURWILLUMBAH

PLAN TITLE:
PROPOSED CONCRETE SLAB

ROAD SEGMENT: -
JOB NUMBER: A4371
PROJECT NUMBER: **INF10**
DRAWING NUMBER **INF10-107**
ISSUE **A**

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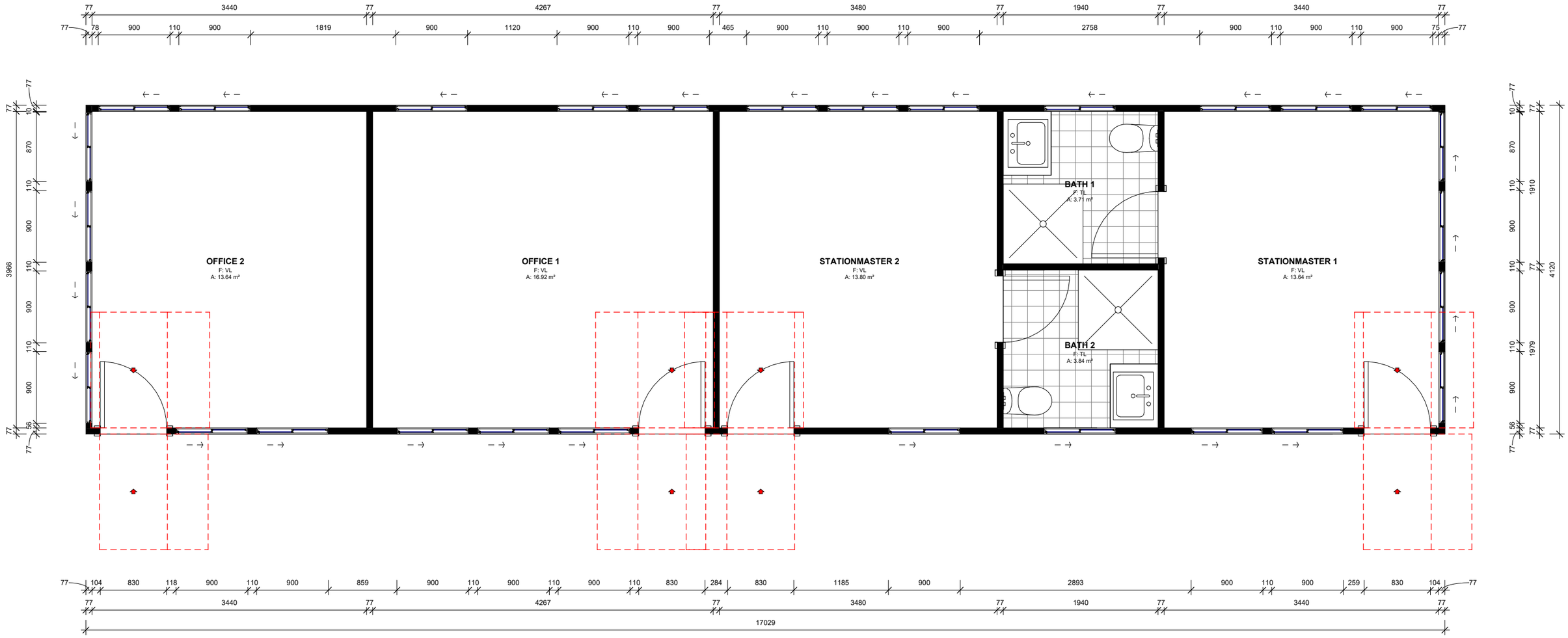

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B	CONCEPT FOR APPROVALS	M.W.C.	R.P.	17/01/24
A	CONCEPT 6 FOR DISCUSSION	M.W.C.	T.S.	14/12/23

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DESIGNED	M.W.C.	23/03/23	COORDS ADOPTED	
DRAWN	M.W.C.	23/03/23	EASTING	
CHECKED	J.M.M.	18/03/24	NORTHING	
HORIZONTAL DATUM	GDA		R.L.	
			VERTICAL DATUM	AHD

PROJECT:
NORTHERN RIVERS RAIL TRAIL
TRAIN STATION, MURWILLUMBAH

PLAN TITLE:
EXISTING ARRANGEMENT

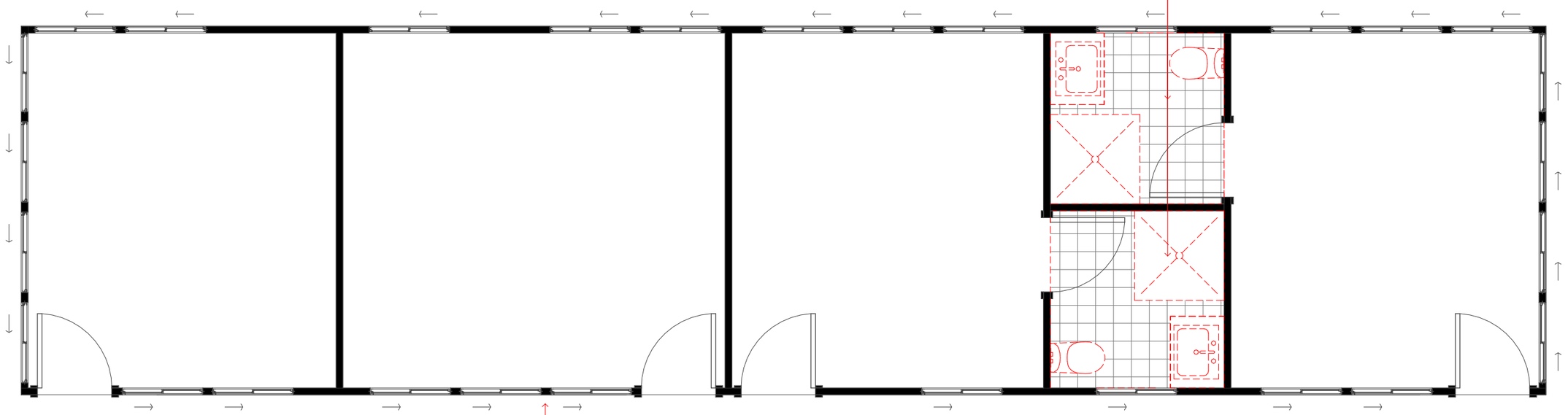
ROAD SEGMENT:

JOB NUMBER: A4371

PROJECT NUMBER: **INF10**

DRAWING NUMBER **INF10-103**

ISSUE C



PRELIMINARY

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B	CONCEPT FOR APPROVALS	M.W.C.	R.P.	17/01/24
A	CONCEPT 6 FOR DISCUSSION	M.W.C.	T.S.	14/12/23
ISSUE	AMENDMENT DETAILS	DRAWN	CHECK	DATE

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DRAWN	M.W.C.	23/03/23	EASTING	
CHECKED	J.M.M.	18/03/24	NORTHING	
HORIZONTAL DATUM	GDA		R.L.	
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PROJECT:
NORTHERN RIVERS RAIL TRAIL
TRAIN STATION, MURWILLUMBAH

PLAN TITLE:
DEMOLITION PLAN

ROAD SEGMENT:

JOB NUMBER: A4371

PROJECT NUMBER: **INF10**

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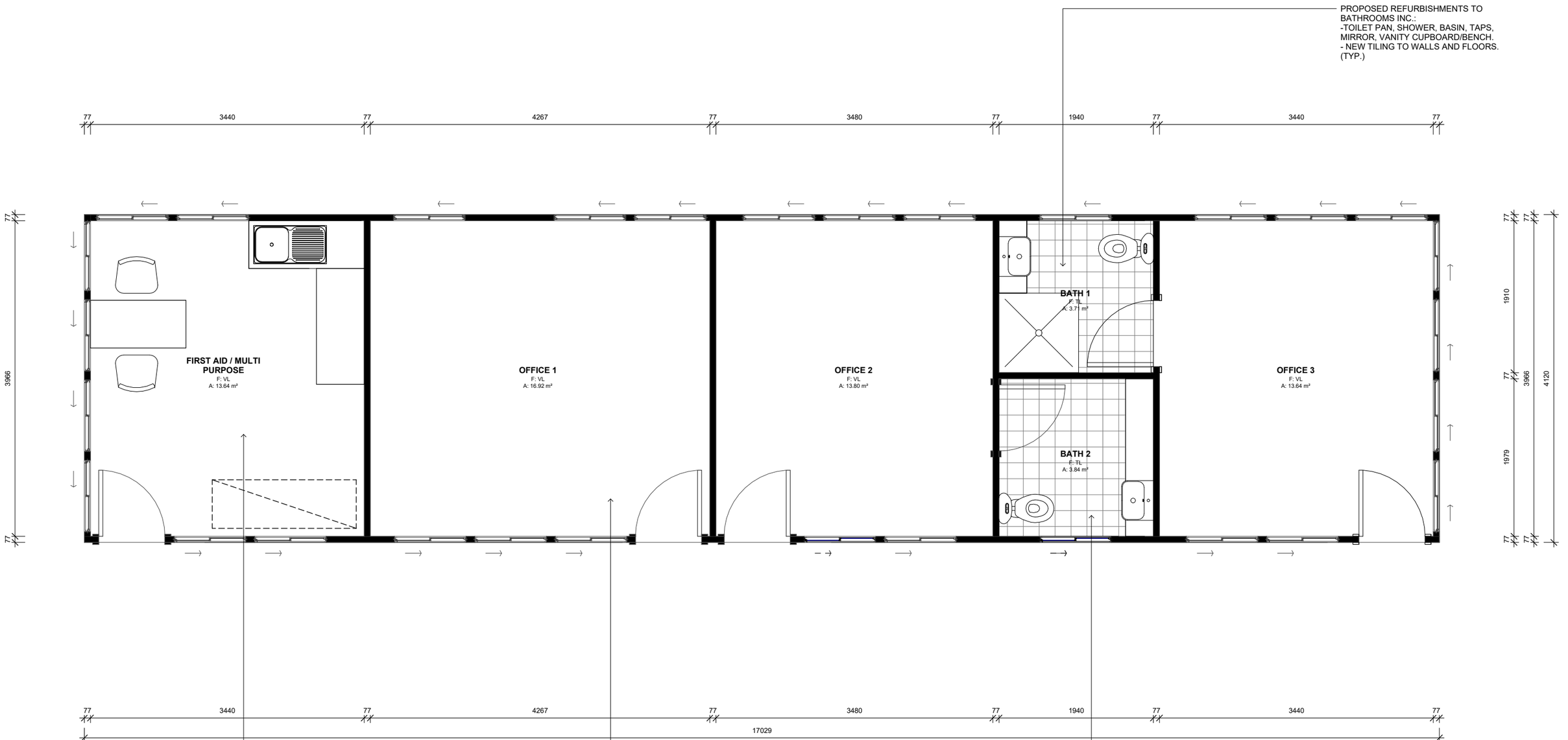

PRELIMINARY

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ISSUE	AMENDMENT DETAILS	DRAWN	CHECK	DATE
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B	CONCEPT FOR APPROVALS	M.W.C.	R.P.	17/01/24
A	CONCEPT 6 FOR DISCUSSION	M.W.C.	T.S.	14/12/23

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CHECKED	J.M.M.	18/03/24	NORTHING	
HORIZONTAL DATUM	GDA		R.L.	
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PROJECT:
NORTHERN RIVERS RAIL TRAIL
TRAIN STATION, MURWILLUMBAH

PLAN TITLE:
PROPOSED FLOOR PLAN

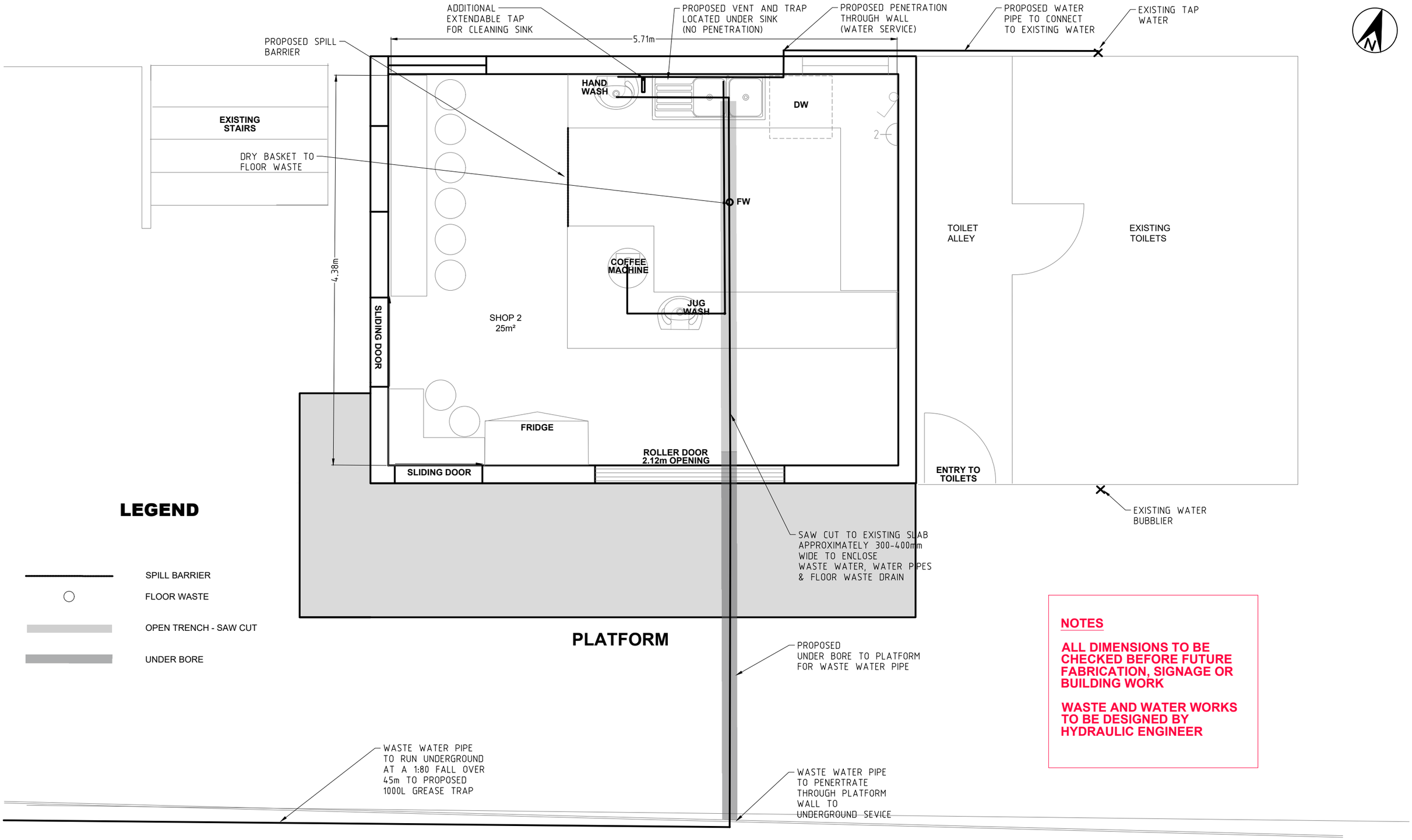
ROAD SEGMENT:

JOB NUMBER: A4371

PROJECT NUMBER: INF10

DRAWING NUMBER INF10-105

ISSUE C



LEGEND

- SPILL BARRIER
- FLOOR WASTE
- OPEN TRENCH - SAW CUT
- UNDER BORE

NOTES

ALL DIMENSIONS TO BE CHECKED BEFORE FUTURE FABRICATION, SIGNAGE OR BUILDING WORK

WASTE AND WATER WORKS TO BE DESIGNED BY HYDRAULIC ENGINEER

PRELIMINARY
NOT FOR CONSTRUCTION

ISSUE	AMENDMENT DETAILS	DRAWN	CHECK	DATE
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DESIGNED			COORDS ADOPTED
DRAWN	A.L.K	19.3.24	EASTING
CHECKED	J.M.M	19.3.24	NORTHING
HORIZONTAL DATUM	GDA 2020		R.L.
			VERTICAL DATUM

PROJECT:
RAIL TRAIL - MURWILLUMBAH STATION
TWEED VALLEY WAY
MURWILLUMBAH

PLAN TITLE:
SHOP 2 - CAFE FITOUT
PENETRATION & GREASE TRAP DETAILS

ROAD SEGMENT:
JOB NUMBER: A4371
PROJECT NUMBER: INF10
DRAWING NUMBER: INF10_110
ISSUE: B

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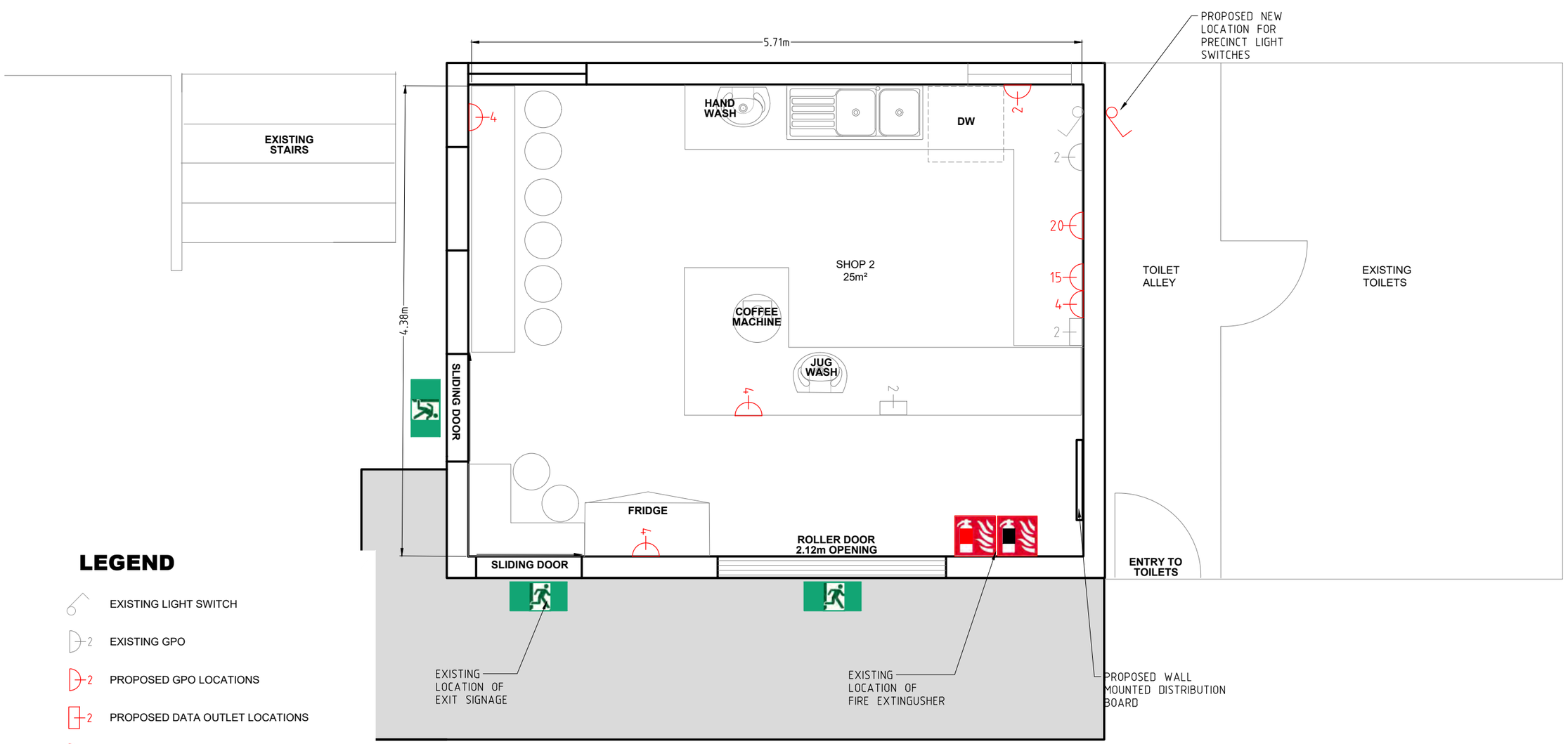

LEGEND

- EXISTING LIGHT SWITCH
- 2 EXISTING GPO
- 2 PROPOSED GPO LOCATIONS
- 2 PROPOSED DATA OUTLET LOCATIONS
- 20 PROPOSED AMP OUTLET LOCATIONS
- PROPOSED LIGHT SWITCH
- EXISTING FIRE EXTINGUISHER CO_2
- EXISTING FIRE EXTINGUISHER WATER
- EXISTING EMERGENCY EXIT

PLATFORM

NOTES

ALL DIMENSIONS TO BE CHECKED BEFORE FUTURE FABRICATION, SIGNAGE, ELECTRICAL OR BUILDING WORK

PRELIMINARY
NOT FOR CONSTRUCTION

ISSUE	AMENDMENT DETAILS	DRAWN	CHECK	DATE
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TWEED SHIRE COUNCIL

DESIGN ENGINEER			DATE	
DESIGNED			COORDS ADOPTED	
DRAWN	A.L.K	19.3.24	EASTING	
CHECKED	J.M.M	19.3.24	NORTHING	
HORIZONTAL DATUM	GDA 2020		R.L.	
			VERTICAL DATUM	

PROJECT:
RAIL TRAIL - MURWILLUMBAH STATION
TWEED VALLEY WAY
MURWILLUMBAH

PLAN TITLE:
SHOP 2
CAFE FITOUT
PROPOSED ELECTRICALS

ROAD SEGMENT:
JOB NUMBER: A4371
PROJECT NUMBER: INF10
DRAWING NUMBER: INF10_111
ISSUE: B

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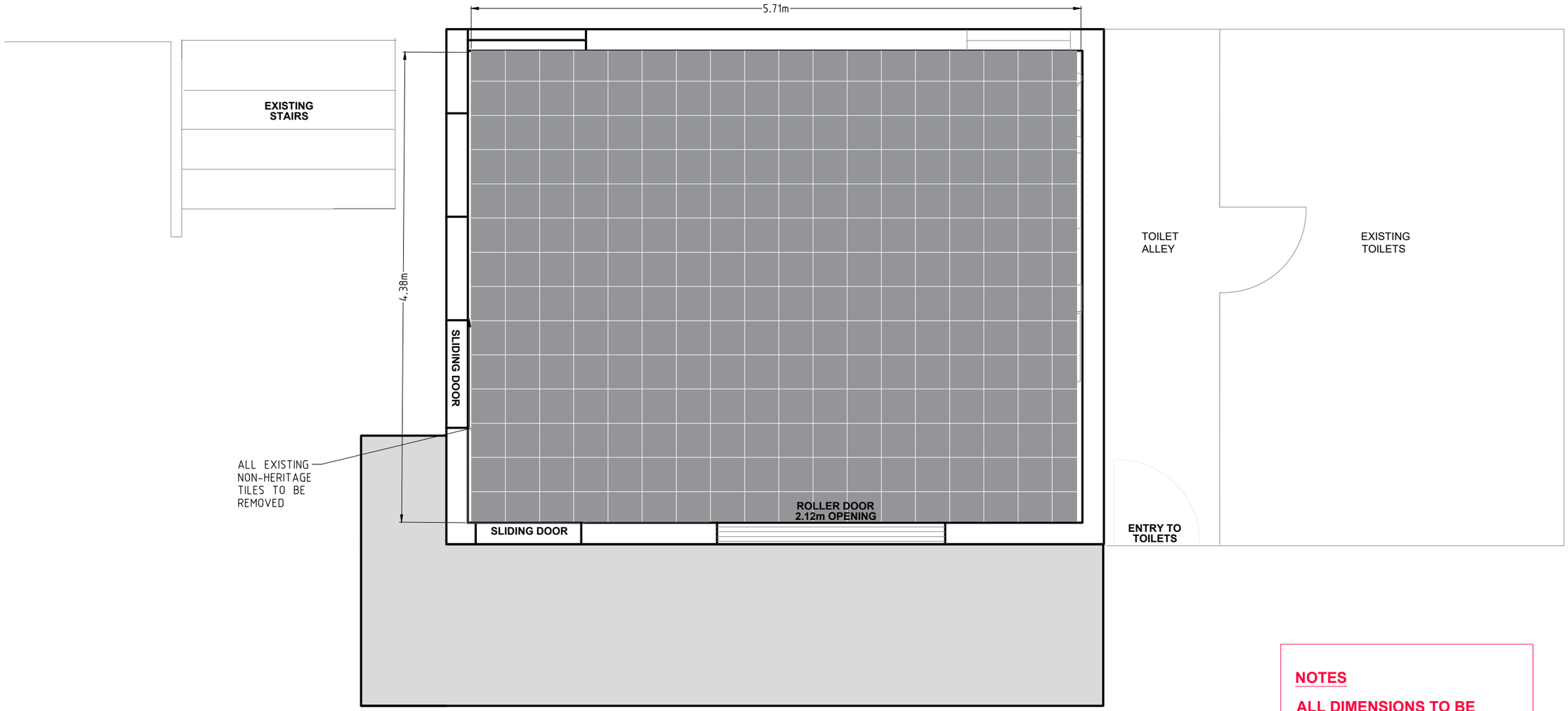

NOTES

ALL DIMENSIONS TO BE CHECKED BEFORE FUTURE FABRICATION, SIGNAGE OR BUILDING WORK

WASTE AND WATER WORKS TO BE DESIGNED BY HYDRAULIC ENGINEER

PRELIMINARY
NOT FOR CONSTRUCTION

ISSUE	AMENDMENT DETAILS	DRAWN	CHECK	DATE
A	ORIGINAL ISSUE	A.L.K	J.M.M	19.3.24

SCALE: A1 SHEET 1:20, A3 SHEET 1:40
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USE FIGURED DIMENSIONS ONLY. DO NOT SCALE.

DESIGN UNIT
COUNCIL OFFICES
TUMBULGUM ROAD,
MURWILLUMBAH NSW 2484.

PHONE 02 66702400
EMAIL tsc@tweed.nsw.gov.au
WEBSITE www.tweed.nsw.gov.au

TWEED SHIRE COUNCIL

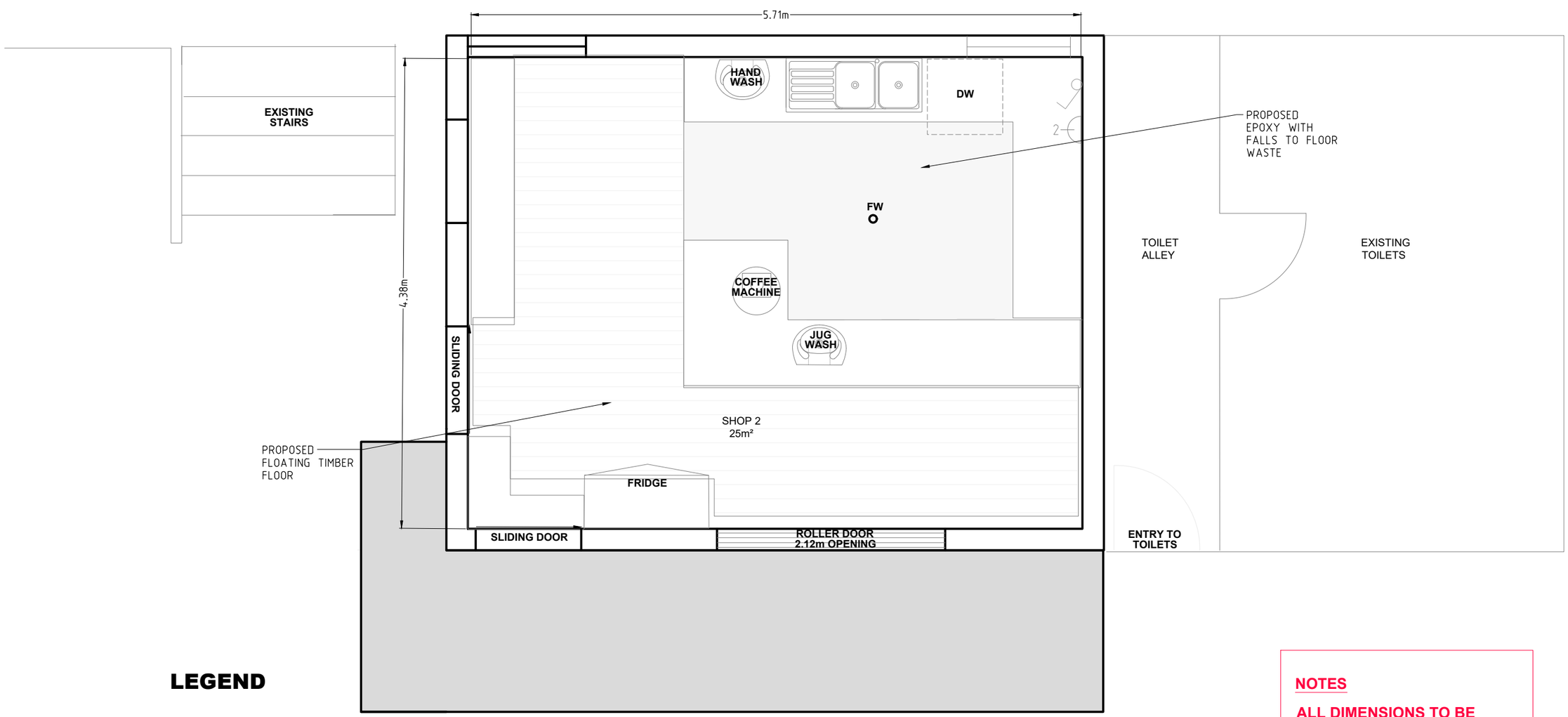
DESIGN ENGINEER		DATE	
DESIGNED			COORDS ADOPTED
DRAWN	A.L.K	19.3.24	EASTING
CHECKED	J.M.M	19.3.24	NORTHING
HORIZONTAL DATUM	GDA 2020		R.L.
			VERTICAL DATUM

PROJECT: **RAIL TRAIL - MURWILLUMBAH STATION**
TWEED VALLEY WAY
MURWILLUMBAH

PLAN TITLE: **SHOP 2**
CAFE FITOUT
PROPOSED DEMOLITION

ROAD SEGMENT:
JOB NUMBER: A4371
PROJECT NUMBER: **INF10**
DRAWING NUMBER: **INF10_112**
ISSUE: **B**

ACAD FILE No: G:_AAA DESIGN PROJECTS\INF\INF10-4_NRRT-MURWILLUMBAH STATION\Drawings\B_CONSTRUCTION DRAWINGS\INF10-4_Shop Plans.dwg



LEGEND

○ FLOOR WASTE

NOTES

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TWEED SHIRE COUNCIL

DESIGN ENGINEER ..... DATE .....

DESIGNED			COORDS ADOPTED	
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CHECKED	J.M.M	30.01.24	NORTHING	
HORIZONTAL DATUM	GDA 2020		R.L.	
			VERTICAL DATUM	

PROJECT:
RAIL TRAIL - MURWILLUMBAH STATION
TWEED VALLEY WAY
MURWILLUMBAH

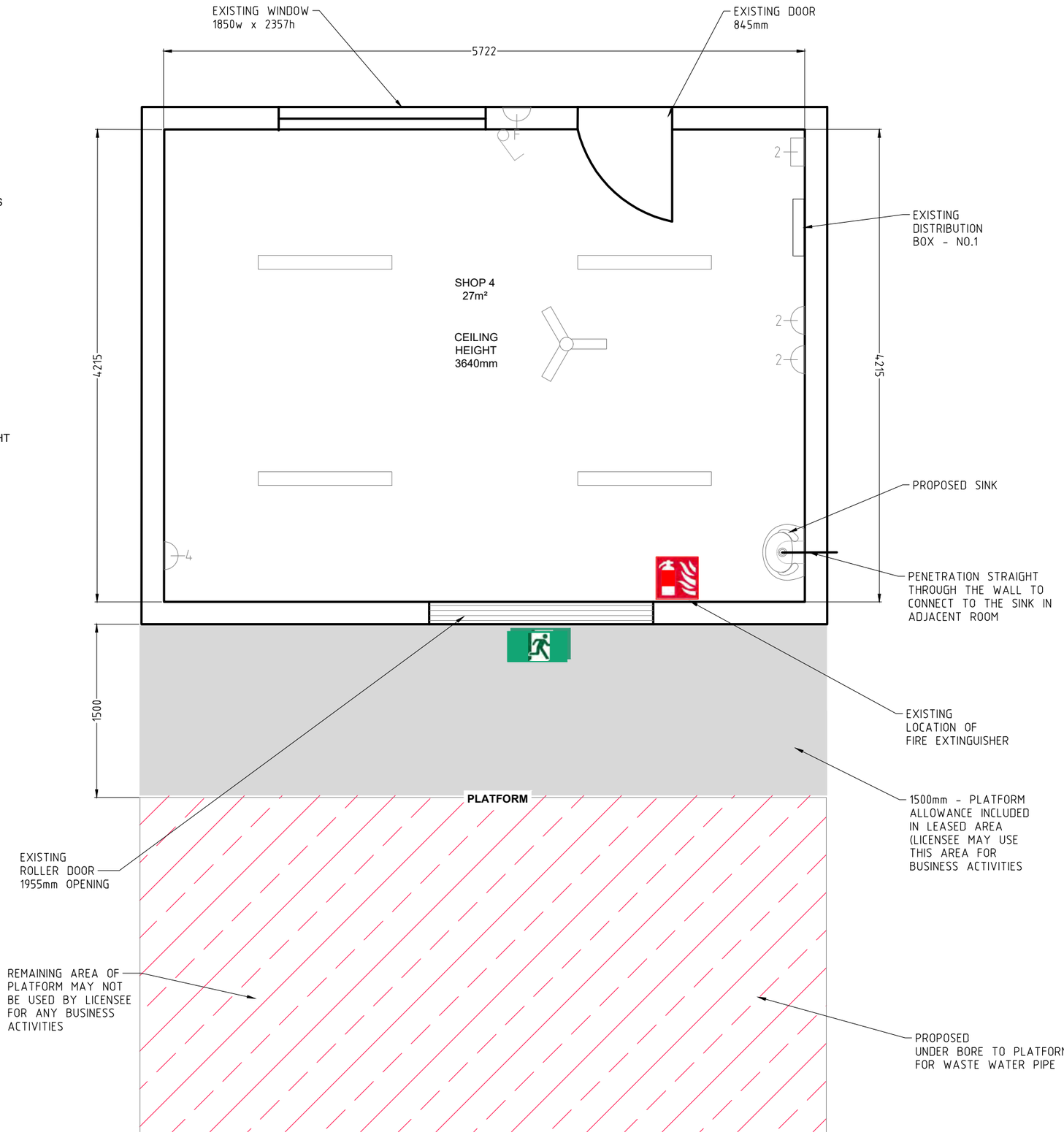
PLAN TITLE:
SHOP 2
CAFE FITOUT
PROPOSED FLOOR COVERINGS

ROAD SEGMENT:
JOB NUMBER: A4371
PROJECT NUMBER: INF10
DRAWING NUMBER: INF10_113
ISSUE: B

ACAD FILE No: G:_AAA DESIGN PROJECTS\INF\INF10-4_NRRT-MURWILLUMBAH STATION\Drawings\B_CONSTRUCTION DRAWINGS\INF10-4_Shop Plans.dwg

LEGEND

- GPO LOCATIONS
- DATA OUTLET LOCATIONS
- LIGHT SWITCH
- FIRE EXTINGUISHER CO_2
- FIRE EXTINGUISHER WATER
- EMERGENCY EXIT
- CEILING FAN
- FLUORESCENT TUBE LIGHT



NOTES

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WASTE AND WATER WORKS TO BE DESIGNED BY HYDRAULIC ENGINEER

PRELIMINARY
NOT FOR CONSTRUCTION

ISSUE	AMENDMENT DETAILS	DRAWN	CHECK	DATE
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TWEED SHIRE COUNCIL

DESIGNED			COORDS ADOPTED
DRAWN	A.L.K	19.3.24	EASTING
CHECKED	J.M.M	19.3.24	NORTHING
			R.L.
HORIZONTAL DATUM	GDA 2020		VERTICAL DATUM AHD

PROJECT:
RAIL TRAIL - MURWILLUMBAH STATION
TWEED VALLEY WAY
MURWILLUMBAH

PLAN TITLE:
SHOP 4
SHOP FITOUT - PENETRATION

ROAD SEGMENT:
JOB NUMBER: A4371
PROJECT NUMBER: **INF10-4**
DRAWING NUMBER: **INF10-4_114**
ISSUE: **A**

ACAD FILE No: G:_AAA DESIGN PROJECTS\INF\INF10-4_NRRT-MURWILLUMBAH STATION\Drawings\B_CONSTRUCTION DRAWINGS\INF10-4_Shop Plans.dwg

APPENDIX B SOLAR ENERGY INTEGRATION SUPPORTING DOCUMENTS

Solar energy integration Murwillumbah railway station

Capacity for the future shops and small offices.
Considering the constraints in avoiding panels facing the Tweed Valley Way, the estimated maximum capacity for solar panels on the roof area is approximately 50 kW. However, for a more precise assessment, an in-depth analysis using an energy meter study over a week, or more is necessary. It's important to note that this capacity might fluctuate if more shops are added or if the existing shops increase their energy consumption.

Recommended capacity:

- To optimize energy efficiency and minimize excess energy exports, we propose installing solar panels with a capacity ranging from 12-15 kW. This choice will require utilizing only a specific area, as indicated in the attached picture. Additionally, the decision may be influenced by the unit rate guaranteed from the inverter.
- To preserve the historical significance of the site, we recommend allocating the inverter to the Demountable building, considering its minimal historical impact.
- The solar energy generated can only be utilized during daylight hours, as there is currently no battery storage system in place. Further consideration of energy consumption patterns and potential changes in shop usage may impact the overall energy dynamics.

Location: 1 Railway St, South Murwillumbah NSW 2484. Murwillumbah Railway Station

Constraints:

- Panels to be allocated on the roof facing the rail trail and avoid placing panels on the roof visible from the street front (Tweed Valley Way).
- As there are six meters for metering, the inverters will have to be small ones, such as 5kw, or 3kw. 2kw, 1kw, 1 kw, etc to divide the total generation and to reduce export based on the loads on the meters during daytime.

LEVEL 32
300 GEORGE STREET
BRISBANE QLD 4000

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ABN 50 105 256 228

14 November 2023

[redacted]
Tweed Shire Council
rpetterson@tweed.nsw.gov.au

[redacted]

ROOF AND GUTTER EVALUATION - HERITAGE ASSESSMENT

We understand that Tweed Shire Council (Council) are investigating opportunities for refurbishment of the former station buildings at the State heritage listed Murwillumbah Railway Station Complex.

Please find below results of the heritage evaluation of roofs and gutters of the 1920s and 1990s/2000s station buildings to assist with the refurbishment plans. This evaluation also includes an assessment for the potential to integrate solar energy into the commercial buildings.

This assessment focuses on the 1920s precast concrete station building and the late 1990s/early 2000s former station booking office to the north, and the late 1990s walkway awning connecting them.

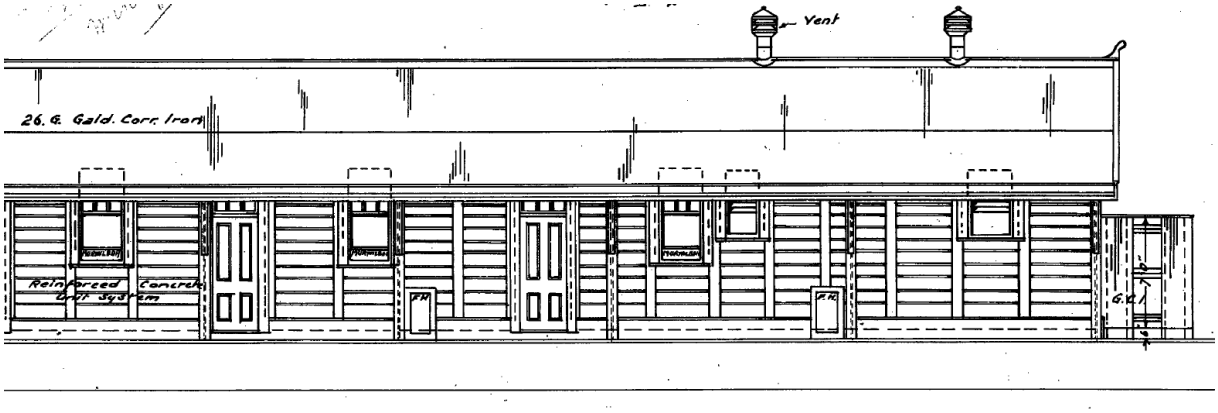
Picture 1 Construction dates of structures forming part of the assessment

Source: Nearmap, July 2023

BACKGROUND

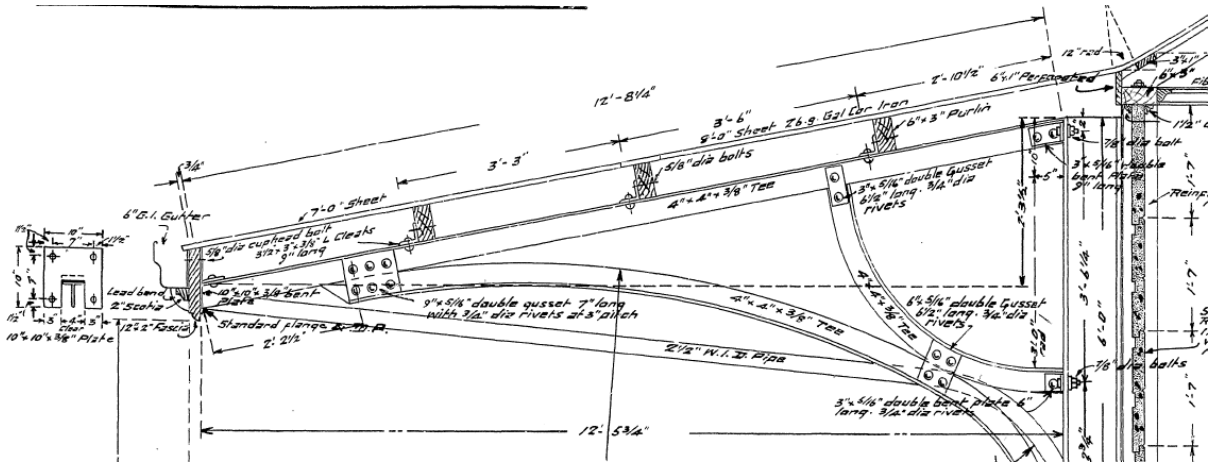
The original 1894 station building was a timber building constructed to a standard plan similar to other buildings between Lismore and Murwillumbah with the exception of Lismore and Byron Bay.

Requests for a new station building at Murwillumbah were approved in 1919, with construction commencing in September 1921. The constructed building was a standard Type 12 precast concrete passenger station, and all building materials for the new station building, including concrete slabs, doors, windows and general furnishings were constructed at the locomotive workshops in Lismore. It had a simple gable roof, clad with 26 gauge galvanised corrugated iron, with ogee profile gutters. The zinc ridge horns and cowl vents details were also part of the original roof design.



Picture 2 1919 elevation showing ridge vent and horn details

Source: State Records NSW 0110718_AOC



Picture 3 1920 detail plan of platform awning

Source: State Records NSW 0359453_AOC

Further refurbishment works to the 1922 station were proposed in the 1980s, and changes to the roof and gutters included:

- New pre-coated corrugated steel roofing and ridge capping
- New metal gutters and downpipes
- New 125x100mm galvanised steel quad gutters

In the 1992 further improvements were made to the roof and gutter of the 1920s station including:

- New custom orb metal roof sheeting to altered platform awning (retention of existing corrugated roof to main building)
- Removal of existing gutter and replacement with circular gutter
- Repainting of roof, gutter and brackets in Lysaght Mint Green.

In the late 1990s a large timber lined gable roofed walkway with Colorbond roof and gutters was constructed north of the 1920s station building, and in the early 2000s a new station building was also constructed north of this and south of the 1982 prefabricated building.

Picture 4 – Murwillumbah Station, September 1923

Source: Tweed Regional Museum #TH71-22

Picture 5 – Murwillumbah Station, 1982 with red colour scheme

Source: NSW State Archives #1283/6

METHODOLOGY

An inspection of the roof and gutters was undertaken by Urbis on 3 November 2023. Inspection was from ground only using binoculars and a digital slr camera with extendable pole and zoom function to obtain high resolution imagery.

RESULTS

1922 Building

The 1922 Building and platform awning has a modern corrugated Colorbond roof with roundline/ quarter round profile gutters along all elevations, and a section of squareline/square profile guttering to the platform awning to the east. Roof and gutters are painted green, with the former red colour scheme from the 1980s coming through in a number of locations.

Two air conditioning units are positioned on the eastern side of the roof. While roofing and guttering has been replaced, the building retains the zinc ridge horns and cowl vents which were also part of the original roof design.

Picture 6 Western elevation of 1920s building

Source: Urbis 2023

Picture 7 Eastern elevation of 1920s building

Source: Urbis 2023

Condition

The gutters are heavily corroded along the eastern elevation at the southern end of the platform, with some localised corrosion evident along the western elevation. The western elevation also has damage from vehicles which has resulted in dislodged and damaged downpipe and gutter spikes and dents in a number of locations.

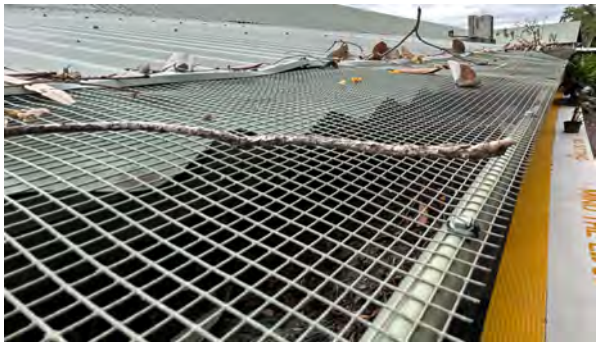
Wire mesh gutter guard has been added to the eastern elevation platform gutters. Fixings have lifted in certain locations and wet leaf litter was evident in the gutter making the extent of corrosion throughout unable to be determined. Fixings were also missing in locations on the western elevation roof.

Picture 8 Platform awning with two gutter profiles

Source: ***Urbis 2023***

Picture 9 Platform awning with two gutter profiles

Source: ***Urbis 2023***



Picture 10 Dislodged downpipe and damaged spikes, western elevation

Source: ***Urbis 2023***

Picture 11 Dented gutters and damaged gutter spikes, western elevation

Source: ***Urbis 2023***

Picture 12 Dislodged downpipe and damaged spikes, western elevation

Source: ***Urbis 2023***

Picture 13 Missing fixing and lifting sheets, western elevation

Source: ***Urbis 2023***

1990s and 2000s Structures

The early 2000s building and late 1990s walkway awning structures also have Colorbond roofs with roundline/ quarter round gutter profile gutters, as does the platform awning in this location. The paint to the 1990s roof is much more deteriorated than the 2000s fabric, however no corrosion was evident. No loose flashing or missing fixings were noted, and no evidence of failing flashings or leaking was noted upon inspection of the interior ceiling.

Picture 14 Western elevation of 1990s and 2000s roofs (Picture 14)

Source: Urbis 2023

RECOMMENDATIONS

1990s and 2000s Structures

The only works required are repainting to match existing colour. No additional conservation or repair works were considered to be required.

Where a new colour scheme is proposed formal approval will be required.

1922 Building

The 1920s building needs minor repair and conservation works:

1. Gutter repairs/replacement
2. Roof repair and conservation work

1. Guttering

Gutters are corroded on the southern part of the eastern platform awnings, and damaged and corroded in certain sections of the western awning gutter.

Closer inspection of gutters from the platform found that gutter guard was in place, but that there was leaf litter and debris in the gutters below the mesh. Based on the visible areas of corrosion, and the presence of debris present in the gutters it is likely that these sections have already started to rust, and this just not visible from the ground or through the photography undertaken. To confirm and determine the precise extent the mesh would need to be lifted, and all leaf litter and debris cleaned out to observe the surface.

From a heritage conservation perspective it is best practice to have consistent roof and gutter profiles on the building, and even if the square profile guttering was assessed as being fine to retain for another five years, it would be recommended to replace to match the new guttering adjacent.

Following inspection and clean-out of gutters there are two options for repair.

Option A – Full repair

Where gutters are replaced throughout, it is recommended to replace with ogee profile to match original. As this has previously been replaced using Colorbond, it is considered appropriate to replace with this material.

It is recommended that gutter guard be installed to assist with maintenance and minimise build-up of debris and further corrosion issues. This work should be undertaken in conjunction with roof repairs such as refixing of roof sheets and reconnecting downpipes, and prior to restoration works involving repainting.

NB: This may be an issue to find gutter spikes/brackets that fix into purlins – these are not standard and likely need to be custom made.

Option B: - Patch repair (approx. 50% replacement)

Where there are limited funds to make the full gutter repair and closer inspection following cleanout has found the square profile gutter to the eastern platform awning has not begun to corrode, sections of gutter to match the roundline profile should be undertaken in accordance with the markups at Figure 1.

As above it is recommended that gutter guard be installed to assist with maintenance and minimise build-up of debris and further corrosion issues. This work should be undertaken in conjunction with roof repairs such as refixing of roof sheets and reconnecting downpipes, and prior to restoration works involving repainting.

1. Roof Repair and Restoration

Minor roof repairs would be needed included:

- Roof screws in a number of locations on western elevation of the 1920s station roof (refer to Figure 1)
- Repainting of roof to all structures

Solar Integration

We understand that Council are investigating the potential to integrate solar energy into the commercial buildings, and that preference would be for a 10,000kw system or similar.

From a heritage perspective the preference would be to avoid installation on significant roof forms, and at Murwillumbah Station this means that installation should be confined to the 1998 walkway awning or 20002 commercial building.

Recommended locations for the installation of solar are:

- Eastern elevation of the 2000s commercial building and platform awning;
- Northern elevation of the 1990s walkway awning;
- Southern elevation of the 1990s walkway awning;
- Platform awning north of the 1922 Station building;
- Ground mounted system in an open space clear of vegetation e.g. adjacent to the Barracks or south of turntable

There are pros and cons with all of the options above. Installation of the 1990s awning roof is constrained due to size which may only fit a 3-5000 kw system, and require listing on the southern elevation to get required outputs. Furthermore it would need to be surface mounted as there is nowhere to conceal services underneath due to the exposed timber lining.

Heritage preference and recommendation:

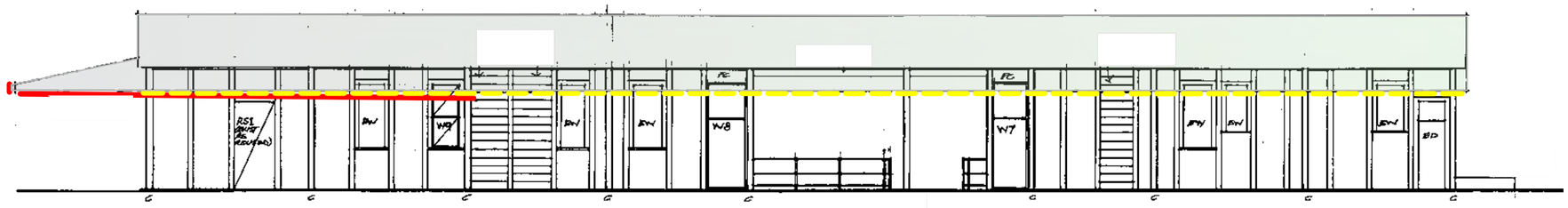
From a heritage perspective the least visual and physical impact on the heritage place would be installation on the eastern roof the 1990s station and platform awning. It is noted this is not the preference from an solar installer who would prioritise northern aspect, and so a formal assessment by a qualified solar installer would be recommended to do calculations to determine system output from various positions to assist with deciding on a system size and position.

CONCLUSION

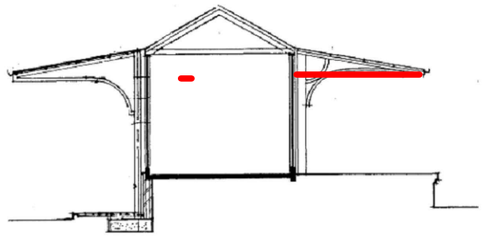
Please don't hesitate to contact me on [redacted] with any questions on the above.

Kind regards,

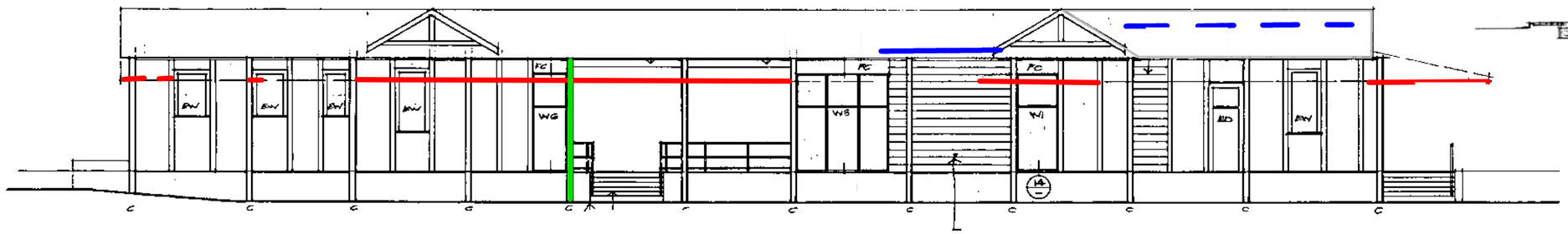
[redacted]



EAST ELEVATION
(ELEVATION AT FACE OF BUILDING)



SOUTH ELEVATION



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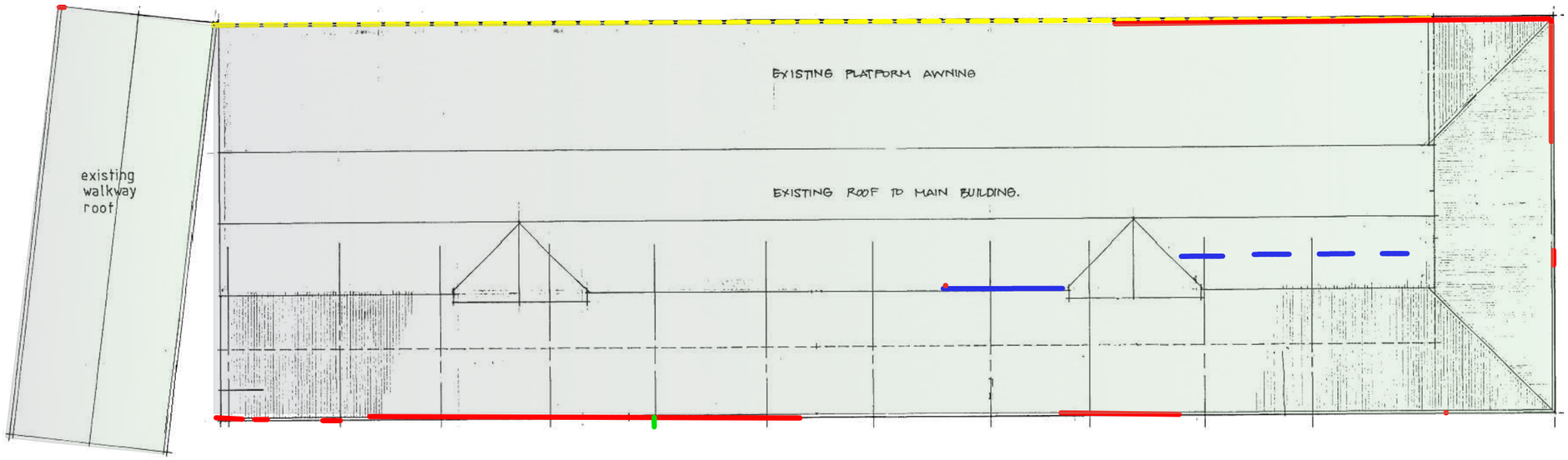
(ELEVATION AT FACE OF BUILDING)



LEGEND

- Deteriorated paintwork
- Corrosion or other damage
- Incorrect gutter profile
- Missing roof fixings
- Disconnected downpipe

URBIS

Figure 1 - Roof and Gutter Assessment 1922 Station

Murwillumbah Railway Station Refurbishment

Level 32,300 George Street | Brisbane QLD 4000 Australia | +61 7 3007 3800 | URBIS Pty Ltd | ABN 50 105 256 228

DATA SOURCE
1992 Station Improvement Plan, Countrylink, August 1992, #0066817_00C

PROJECTION

CLIENT
Tweed Shire Council
PO Box 816
Murwillumbah NSW 2484

PROJECT NO. P0045518
DATE 13.11.2023
DRAWING NO. 1
REVISION A

APPENDIX C SUPPORTING SIGNAGE DOCUMENTATION

- LEGEND

1. Concept 1 - Advertising signs along existing fence
   Concept 2 - Individual letters spelling Murwillumbah with local artwork on each letter
2. Options for a Totem Pole with signage for each shop
3. Promotional signage on the existing corrugated wall
4. Signage attached to existing non heritage louvres
5. Directional signage along the side of platform & Trail
6. Signs to be centred on metal strip that will not perforate wall
7. Screens or signage hooked to the side of platform
8. Detachable shop signs (hook on) in heritage style

(8) Shop signs that are detachable in heritage stylye

(7) Screens or signage to be hooked to the side of the platform

(6) Proposed signage hooked to metal strip - centred

(5) Directional Signage for along platform and trial

(1) Proposed advertising signs along existing fence

(2) Proposed options for location of totem Pole with shop signage

(3) Corrugated Wall - Option for signage that will not perforate wall

(4) Signage attached to non-heritage louvres

PRELIMINARY
NOT FOR CONSTRUCTION

ISSUE	AMENDMENT DETAILS	DRAWN	CHECK	DATE
A	ORIGINAL ISSUE	A.L.K	J.M.M	19.3.24

SCALE: A1 SHEET 1:375, A3 SHEET 1:750
0 7.5 15 22.5 30 37.5m

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TWEED SHIRE COUNCIL

DESIGN ENGINEER ..... DATE .....

DESIGNED			COORDS ADOPTED	
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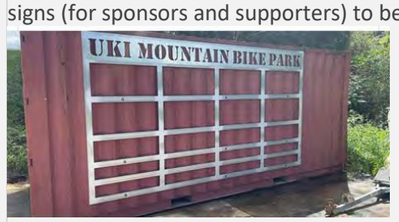
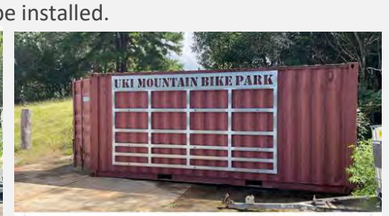
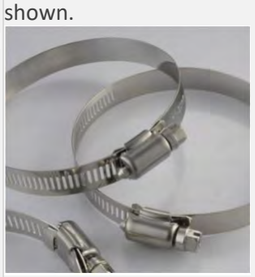
CHECKED	J.M.M	19.3.24	NORTHING	
HORIZONTAL DATUM	GDA		R.L.	
			VERTICAL DATUM	AHD

PROJECT:
NORTHERN RIVERS RAIL TRAIL TRAIN STATION, MURWILLUMBAH

PLAN TITLE:
OVERALL SIGNAGE PLAN

ROAD SEGMENT: -
JOB NUMBER: A4371
PROJECT NUMBER: **INF10**
DRAWING NUMBER **INF10-109**
ISSUE **A**

ACAD FILE No: G:_AAA DESIGN PROJECTS\INF\INF10-2_NRRT-PILOT-MURWILLUMBAH TO REGIONAL ART GALLERY_ALL MC FILES DEMOUNTABLE_STAGING AREA\Drawings\A_SKETCH - TENDER DRAWINGS\INF10_BASE_MASTER PLAN.dwg

Proposed sign	Dimensions	Materials and Fixings
Signage 1 – along the chain wire fence of the 1985 platform extension (little significance) comprising three advertising signs fixed to the fencing. All signs produced through the NRRT Signage Program. For purchase through the NRRT Signage Program.	Each 1m x 2.5m 	Long term signs will be a metal Colorbond material – standard signwriting material. Short term signs may be in a light weight coreflute material. Signage will be clipped to existing fence using stainless steel sign clips such as shown. 
Signage 2 – Free Standing Totem Sign comprising up three signs at the northern carpark for exclusive use to display Station tenants. Provided by Council as part of the Retail Lease requirements and Retail Tenancies Act.	Each individual sign 1100 x 300mm. Mock up is concept only and showing more sign options that will be at this site.  	Sign frame will be powder coated aluminium in heritage green to match building or on timber posts (20mm) concreted into the ground surface. Signs will be metal Colorbond.
Signage 3 – At the southern end of the platform – fixed to the existing awning. The sign is proposed to comprise maximum of 15% cover of the existing elevation.	3m x 3m in total size with spots or options within the grid. Similar but not exact to the concept of below either grid style or full sign which ever is the cheapest. Attached to existing poles, nothing on the corrugated iron. Painted or powder coated in heritage green with options for large, medium and small signs (for sponsors and supporters) to be installed.  	Frame will be powder coated aluminium. Signs will be metal Colorbond material. Signage will be clipped to existing structural poles using stainless steel sign clips similar to shown. 

Signage 4 –fixed to existing modern louvres on the western elevation of the 1990s former booking office. No attachment to walls or perforation of any fabric. Attached to lease requirements for Shop 1.	Total coverage of 1.5m x approx. 14m	Signs will be Colorbond material fixed to non-significant louvres from 1990s.
Signage 5	No longer proposed	No longer proposed
Signage 6 – along the interior of the northern platform awning, signage will comprise two signs in between awnings columns. They are proposed to be lightweight signs that will clip onto the 1980s transversal steel beam to be easily replaced as required. 	2.5m x 3m in total size with spots or options within the grid. Similar but not exact to the concept of below either grid style or full sign.  	Signs will be aluminium and attached to existing poles, nothing on the corrugated iron. Painted or powder coated in heritage green with options for large, medium and small signs (for sponsors and supporters) to be installed. Signage will be clipped to the rails using stainless steel sign clips such as shown. 
Signage 7 – Three signs along the lower level of the platform comprising advertising signs available through the NRRT Signage Program. Will not go near or screen the original platform. 	Each approx. 1m x 2.5m Ground level, under/inline with platform, not in the corridor or any other amenity area.	Long term signs will be a metal Colorbond material. Short term signs may be in a lightweight coreflute material. No fixings to any platform are proposed, instead these signs will be attached to freestanding poles in ground that can be removed easily. Poles will be concreted in ground below ballast. Attached with stainless steel sign clips such as shown. Wil seamlessly blend in to edge of platform/under platform with no gaps between. 
Signage 8 – three detachable shop signs are proposed outside of the commercial tenancies along the platform including both the 1920s building and other buildings. Provided by Council as part of the Retail Lease requirements and Retail Tenancies Act.	1500mm x 650mm. Double sided.  	Signs will be metal Colorbond material with a 10yr vinyl. Signs will be attached using steel cable/chain/with a security lock such as shown 

Appendix E Section 60 Heritage Act applications

URBIS

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300 GEORGE STREET
BRISBANE QLD 4000

URBIS.COM.AU
Urbis Ltd
ABN 50 105 256 228

23 July 2024

Heritage NSW
Department of Premier and Cabinet
heritage@dpc.nsw.gov.au

Dear Heritage NSW,

APPLICATION UNDER SECTION 60 OF THE HERITAGE ACT 1977 MURWILLUMBAH RAILWAY STATION AND YARD GROUP (SHR #01206)

Tweed Shire Council (Council) have engaged Urbis Ltd (Urbis) to prepare this application for proposed works within the heritage curtilage of the Murwillumbah Railway Station and Yard Group (SHR #01206). Please find the information below to support an application for approval under section 60 of the Heritage Act 1997.

BACKGROUND

In 2004 the Casino to Murwillumbah railway line ceased operation, and after many years of analysis, transport and feasibility studies, a decision was made that a rail trail would be built in stages as funding became available.

In 2015 a pilot study was undertaken by Council involving the establishment of a 2.6km section of the rail trail from Murwillumbah Railway Station to Tweed Regional Gallery. In 2017 a rail trail economic assessment and business case was prepared and led to the NSW government committing $6.5m in funding. In 2018 the federal government matched this funding to complete the first section of the

The Northern Rivers Rail Trail (NRRT) Murwillumbah to Crabbes Creek opened in 2023 and showcases a number of the region's heritage listed places, including original and early railway bridges, historic nineteenth century tunnels and the unique Interwar precast concrete station at Murwillumbah. In the first four months of use more than 70,000 people have used the trail, far exceeding expectations.

With the success of the trail some minor changes are now required to respond to the increased usage and also activate the former station buildings with new commercial tenancies.

This letter has been prepared in accordance with the NSW DPE Guideline and the Statement of Heritage Impact (SoHI) Guideline.

HERITAGE LISTING

The Murwillumbah Railway Station is located along the former North Coast Railway Line east of the Murwillumbah CBD and the Tweed Valley Way. The physical curtilage for the subject site under the State listing is defined by Bray St to the west (Pacific Highway), Railway St to the east, the road crossing to the north, and a line crossing the tracks opposite the end Orme St connecting to the end of Railway St at the south end of the site. The listing incorporates Lot 100 DP 865105.

The subject site contains the main station building (1922), a goods shed and jib crane (1894), a platform (1922 brick platform face with c1985 extension), a cast-iron water tower on a round brick base (1894), barracks (1909 and c1949), banana loading siding (1919), goods shed and siding (1894), motorail siding (1985), and Collins Street Rail Bridge (mid 20th century).

Overall, the following heritage listings apply to the site:

- Murwillumbah Railway Station and Yard Group – NSW State Heritage Register;
- Murwillumbah Railway Station and Yard Group – Tweed Shire Council Local Environmental Plan Heritage Schedule; and
- Murwillumbah Railway Precinct – s170 NSW State Agency Heritage Register.

PROPOSED WORKS

The following works are proposed for the subject site:

Item 1 – Proposed new southern access point;

Item 2 – Proposed new amenities block at street level;

Item 3 – Proposed Designated Accessible Parking Bay (DAPB), and 30 minute parking space; and

Item 4 – Installation of bike rack.

Locations of the proposed works is shown on the site plan at Figure 1.

Indicative image of public toilet block
Heritage style

- LEGEND

1. New public toilet block with two unisex accessible toilets and baby change tables
2. New accessible car parking space and one 30 minute car parking spaces
3. Secondary access to Rail Trail (southern entrance)
4. Existing ramp
5. Existing power pole
6. Bike rack
7. Sleepers placed vertical along existing platform to match main entry
8. Existing Rail Trail sign
9. Car park reseal with line marking
10. Garden with concrete edge
11. Accessible 1.5m concrete path

Not part of S60 Heritage Application

19. Proposed pedestrian refuge, delineate pedestrian access to the public toilet block through the car park
20. Existing public toilets in Buckley Park to be demolished
21. Upgrade Buckley Park with a pathway, two picnic tables, shelter & seat

SCALE: A1 SHEET 1:100, A3 SHEET 1:200

0 1 2 4 6 8 10 m

USE FIGURED DIMENSIONS ONLY. DO NOT SCALE.

PRELIMINARY
NOT FOR CONSTRUCTION

ISSUE	AMENDMENT DETAILS	DRAWN	CHECK	DATE
A	ORIGINAL ISSUE	A.L.K		1.7.24

DESIGN UNIT
COUNCIL OFFICES
TUMBULGUM ROAD,
MURWILLUMBAH NSW 2484.

PHONE 02 66702400
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Australian Government

NSW GOVERNMENT

TWEED SHIRE COUNCIL

DESIGN ENGINEER ..... DATE				
DESIGNED			COORDS ADOPTED	PM24418
DRAWN	A.L.K	1.7.24	EASTING	9281.6860
CHECKED			NORTHING	6274.8600
HORIZONTAL DATUM	GDA 2020		R.L.	-
			VERTICAL DATUM	AHD

PROJECT:
NORTHERN RIVERS RAIL TRAIL
MURWILLUMBAH RAILWAY STATION

PLAN TITLE:
ACCESSIBLE TOILET & CAR PARKS PLAN

ROAD SEGMENT:

JOB NUMBER: **A3487**

PROJECT NUMBER: **CAP031**

DRAWING NUMBER **CAP031-202**

ISSUE **A**

ACAD FILE No: G:_AAA DESIGN PROJECTS\CAP\CAP031_Rail Trail Toilet Block\Drawings\A_SKETCH - TENDER DRAWINGS\CAP031_BASE.dwg

URBIS

ITEM 1 – PROPOSED NEW SOUTHERN ACCESS POINT

Proposed works:

A new access point to the NRRT is proposed to be installed at the southern end of the platform at Murwillumbah Rail Station. This involves cutting through a non-original (1980s) section of the platform, similar to what was constructed at the northern end of the station for the opening of the Rail Trail.

The new access path is proposed to be a design consistent with the northern entrance, including framing the entrance with vertically positioned sleepers similar to the existing (Picture 3- Picture 4).

This cut through will connect to a pathway from Prospero Street which is providing access from the Murwillumbah CBD through the southern portion of the railway complex and to the trailhead.

Picture 1 Proposed cut location from the east

Source: Tweed Shire Council 2024

Picture 2 Proposed cut location from the west

Source: Tweed Shire Council 2024

Picture 3 Existing sleepers at northern entrance

Source: Urbis 2023

Picture 4 Existing sleepers at northern entrance

Source: Urbis 2023

Reason for works:

This additional access point is required for a number of reasons including:

- To improve accessibility and flow and provide have secondary access to the Rail Trail for pedestrians and cyclists;
- Providing a safe and convenient connection from Murwillumbah to the Rail Trail via Prospero Street; and
- Providing access to accessible parking and toilets with baby changing table.

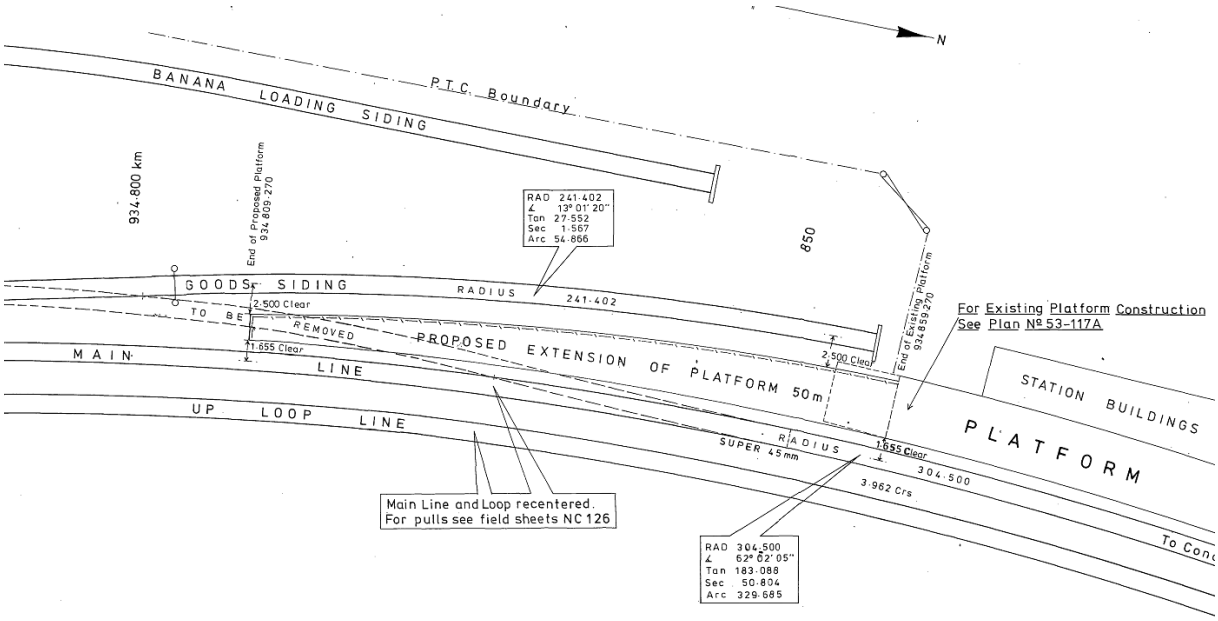
Heritage Impacts:

The platform extension to the south of the station was initially proposed as Stage 1 of the Motorail upgrade works in 1978 (Figure 2). By 1981 these works had not progressed, and photographs and plans indicate works were undertaken c1985-1986. The Motorail was in use until 1990 when the Countrylink XPT took over, but was also short-lived with declining patronage. The platform provides evidence of this service and as a contributory element was assessed as being of Little Significance in the 2018 Conservation Management Plan.

The cut-through has been carefully planned to avoid impacting any of the more significant historical elements such as the 1920s brick platform, focusing on later platform sections. While the works require removal of a small portion of this platform the legibility of the later platform and its historical association will remain, and heritage impacts are considered to be minimal.

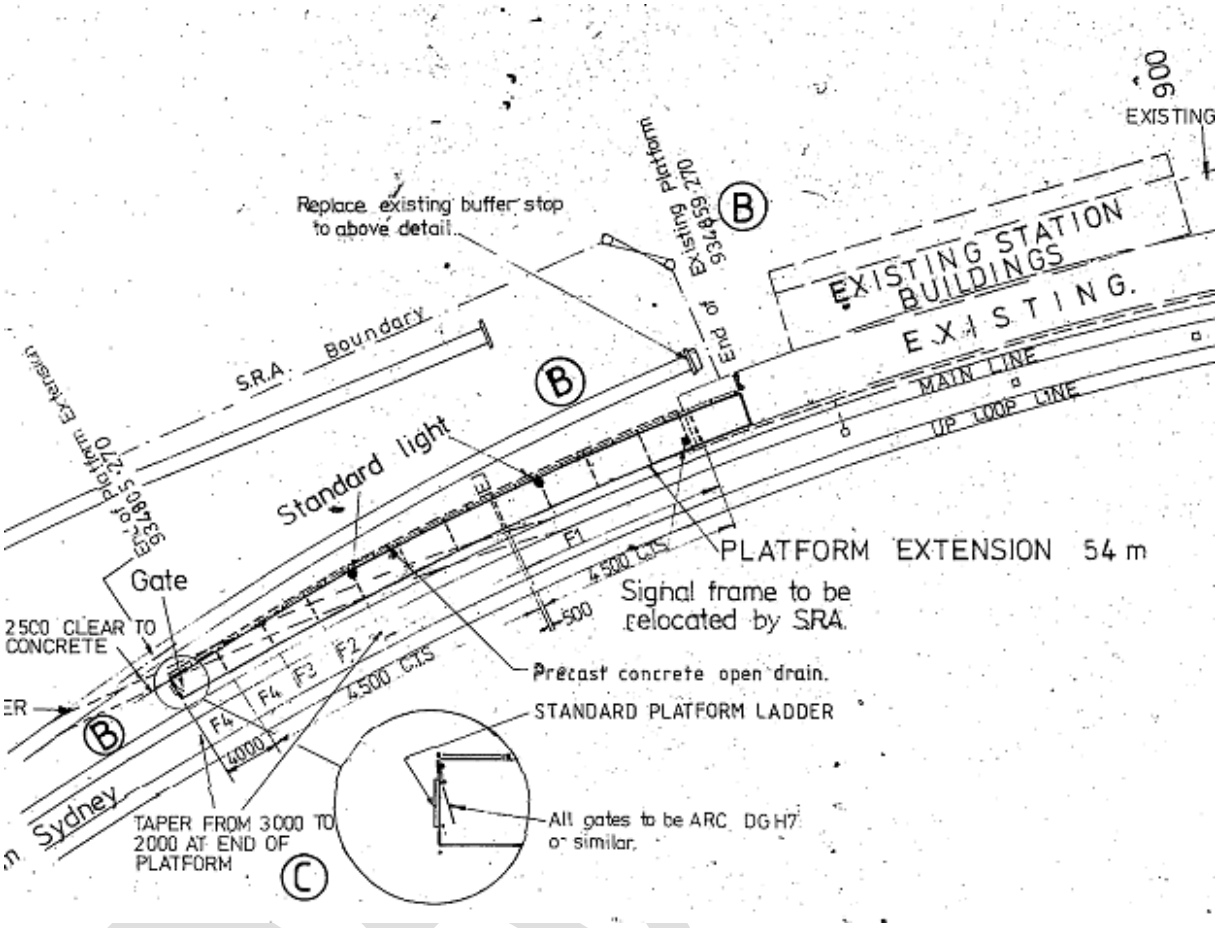
To minimise visual impacts and ensure consistency with works to date (Picture 5) the ground surface will also see the rails retained and embedded in the concrete, flush with the surface.

Figure 2 Murwillumbah Platform Extension - Stage 1 1978



Source: NSW State Records #0110854_A0c

Figure 3 Reused Site Plan for Murwillumbah Freight centre, 1986



Source: NSW State Records 0110960_00C

Picture 5 Ground surface treatment of northern access point

Source: Urbis 2023

ITEM 2 – PROPOSED NEW AMENITIES BLOCK AT STREET LEVEL

Proposed works:

A new amenities block is proposed to be constructed. It will be sited between the existing Rail Trail and Tweed Valley Way, south of the 1920s station and north-east of the banana shed. The proposed location will provide access from the southern access point (Item 1) and connection to Murwillumbah, and the adjacent proposed adjacent DAPB (Item 3).

This block will comprise two unisex accessible toilets and baby change tables, addressing the need for accessible public restrooms which cannot be accommodated within the existing toilets within the 1920s Station building. The amenities will contain compliant features such as handrails, adequate turning space for wheelchairs, and baby change facilities to meet modern accessibility standards. A compliant 1.5m wide concrete path will also connect from the Tweed Valley Way side of the station building.

The proposed block has been designed to be sympathetic with the station and surrounds, utilising materials and finishes that reflect the historical character of the site (Figure 4). It is also proposed to be painted to match the existing colour scheme of the Station.

Picture 6 Proposed amenities block location

Source: Tweed Shire Council 2024

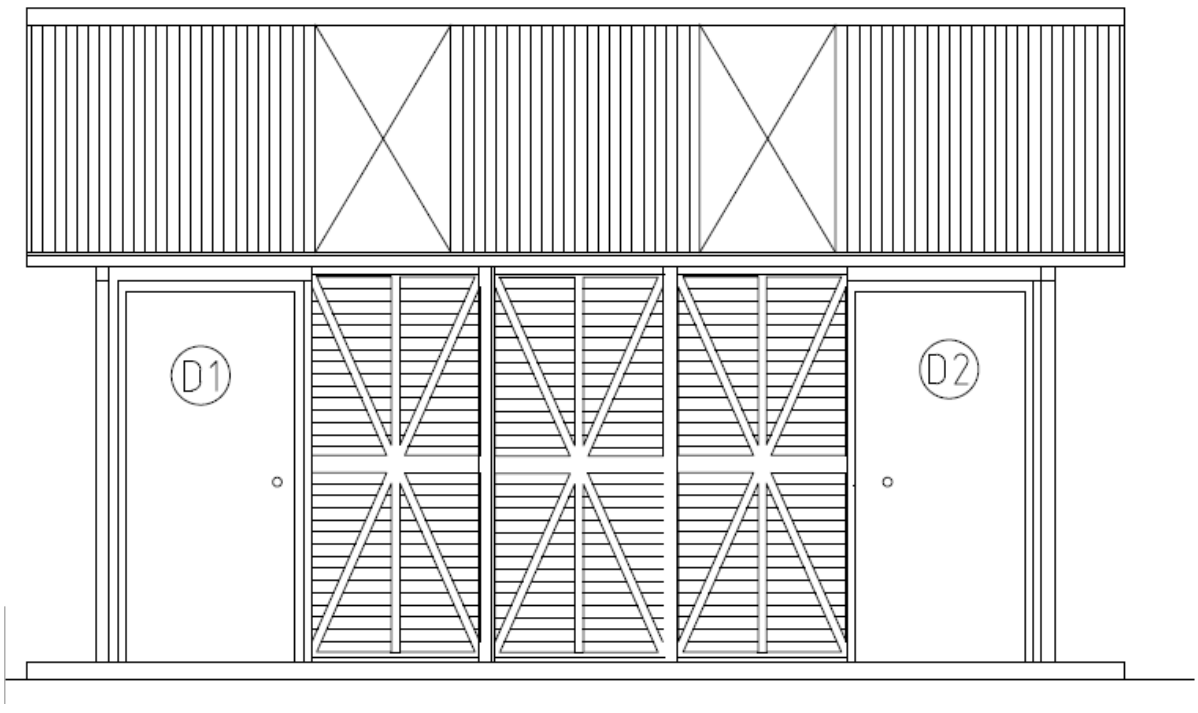
Picture 7 Proposed amenities block location from Tweed Valley Way

Source: Tweed Shire Council 2024

Picture 8 Proposed amenities block location viewed from the rail trail

Source: Tweed Shire Council 2024

Figure 4 Western elevation of proposed amenities block



Source: Tweed Shire Council INF10-205

Reasons for works:

The existing toilets located within the 1920s station building are not equitable accessible, and development is constrained due to the presence of original and significant fabric, and the adjacent tenancy. Furthermore additional amenities are required to cater to the increased use by visitors using the NRRT. The new amenities block will provide additional compliant facilities for all visitors, including those with disabilities.

The additional amenities will be located at street level and adjacent to the proposed DAPB which allows greater disability access.

Heritage Impacts:

The structure will be standalone and clearly new. Visual impacts have been mitigated in the design though the proposed colour scheme which will ensure it is consistent with the surroundings, and through siting away from the rail trail, and consolidating with other new works including the cut through and parking.

As part of excavation works for the amenities block there is potential for archaeological remains associated with the former goods siding in this location to be uncovered. To mitigate any potential impact on historical archaeological remains a Chance Finds Procedure will be implemented to ensure contractors are aware of the requirement to stop work and notify the Project Manager in the event of any potential finds.

ITEM 3 – PROPOSED ACCESSIBLE PARKING SPACE (DAPB), AND A 30-MINUTE CAR PARKING SPACE

Proposed works:

The proposed works involves creation of formal designated parking spaces at the southern end of Murwillumbah Railway Station to improve accessibility and convenience for visitors.

The location of the proposed works, west of the Rail Trail and south of the Station building, has been used informally as a parking area in recent years. Currently the surface is unsealed, with signage and vegetation in the area (Picture 10).

Proposed work includes a 30-minute parking space for pick up and/or drop offs, and an accessible parking space (DAPB) adjacent to the proposed DDA compliant amenities block (Item 2) and at grade southern access point to the Rail Trail (Item 1).

The surface will be paved and level to ensure safety and ease of use for all visitors, including those with mobility impairments and clearly marked and signed to ensure visibility and compliance with accessibility standards.

Existing signage and low scale vegetation in this location will be removed. No existing trees are proposed for removal.

Picture 9 Looking from Tweed Valley Way to proposed car park location

Source: Tweed Shire Council 2024

Picture 10 Looking from platform to proposed car park

Source: Tweed Shire Council 2024

Reason for works:

Due to the success of the Rail Trail the existing carpark is filled quickly, especially at peak times. Providing additional space for quick pick up and/or drop offs will limit the amount of car taking up this limited available parking. Furthermore additional DAPB parking is proposed in proximity to the proposed new amenities block and southern access point to improve accessibility.

Heritage Impacts:

The area has been informally used for parking, and the proposed works will formalise this through introduction of hardscape. The proposed changes will not impact on significant view corridors, and pavement will be low impact and reversible. Heritage impacts are considered to be minimal.

ITEM 4 – INSTALLATION OF BIKE RACKS

Proposed works:

Bike racks are proposed to be sited at the street level west of the platform between the platform and the proposed amenities block (Picture 12). It is proposed to be of steel construction and fixed to the pavement , similar to what has been installed near the northern access point (Picture 13).

Picture 11 Proposed bike rack location

Source: Tweed Shire Council 2024

Picture 12 Existing bike racks at northern end of Murwillumbah Railway Station Complex

Source: Urbis 2023

Reason for works:

Increased usage of the NRRT has led to greater demand for facilities at the trailhead.

Heritage Impacts:

Siting of the bike rack west of the Rail Trail and east of the proposed amenities block means that it will primarily be concealed and visual impact will be negligible.

STATEMENT OF HERITAGE IMPACT

The Murwillumbah Railway Station and Yard Group is of State level of significance. Its Statement of Significance (SHR#01206) is as follows:

> *Murwillumbah is a good example of a station constructed in the 1920's from pre cast concrete, the predominant material of the period of which relatively little has survived. The building is a substantial structure which has maintained the form of the earlier building with the change of material. It forms part of a group that contains a very good goods shed example and a rare water tank on a round brick base, only three of these were built, all on the north coast line.*
>
> *The station building has had some recent additions of poor quality which detract from significance.*
>
> *The site is also significant because of its connection with the carrying of vehicles on the Motorail service (no longer operating) and the facilities connected with that activity.*

The proposed works will not have any physical or visual impacts on the 1920s Station building, or the other structures assessed as being highly significant. The proposed works have been carefully sited to avoid any obstruction of views to these structures, and materials and finishes have also been chosen to be consistent with the existing colour scheme of buildings in the station, and new works that have been added as part of the NRRT works.

Part of the significance of Murwillumbah Railway Station complex is its historical connection with the Motorail service. The 1980s platform is a tangible remainder of this service and is a contributory elements of the site, assessed as being of Little significance in the CMP. The proposed new southern connection will result in loss of fabric associated with this platform extension, however the loss of fabric has been designed to be as much as necessary and as little as possible in accordance with Burra Charter principles. The platform will remain legible within the complex, while allowing further adaptation of the site to continue in its new historical phase of use for the NRRT.

To mitigate any potential impact on historical archaeological remains a Chance Finds Procedure will also be implemented to ensure contractors are aware of the requirement to stop work and notify the Project Manager in the event of any potential finds.

The heritage impact of individual item has been discussed above and assessed as being minimal.

Cumulatively the proposed works are also considered to be minor in nature with minimal impact to the Murwillumbah Railway Station and Yard Group. The works are considered to maintain and even enhance the heritage values of the line by ensuring the ongoing use of the heritage place, which will in turn improve the long-term stability and condition of the Station buildings through their maintenance and conservation, and promoting and allowing for a greater public appreciation of the history and significance of the place.

The proposed works have been made designed in consultation with heritage professionals with principles of the Burra Charter in mind, specifically:

- Ensuring the complex continues to be used by ensuring necessary and compliant facilities such as amenities and DPAB is installed;
- Doing as much as necessary, but as little as possible as demonstrated by the small cut-through proposed in the 1980s platform;
- Ensuring new work does not mimic historic details but is clearly new, with new materials and finishes proposed for the Amenities block and bike rack being introduced that are clearly modern yet remain sympathetic to the surrounding character;
- Ensuring changes to the place are highly reversible, with bike rack and new pathways and structures minimising connections into original fabric.

Please don't hesitate to contact me on (0[redacted]hould you have any questions relating to the proposed works.

Kind regards,

[redacted]

URBIS

APPENDIX A – RESPONSE TO CMP Policy

#	Policy	Response
1	*Future works including conservation of the Murwillumbah Railway Station site should be carried out in accordance with best heritage conservation practice, and within the accepted principles and standards of the Burra Charter and associated guidelines.*	The proposed works have been designed in accordance with Burra Charter principles, including finding compatible uses, doing as much as necessary but as little as possible, and new work being sympathetic yet clearly new, and easily reversible.
2	*The Statement of Significance set out in this report is to be accepted as the basis for future conservation of the fabric and values of the place. Any works undertaken to the property should be sympathetic to the heritage values identified in this report.*	Works have been guided by the significance of the place and avoids interventions to highly significance elements.
3	*Unless otherwise stated in these policies, surviving original and early fabric and spaces identified as exceptional or high must be retained intact and conserved.*	Works have been guided by the significance of the place and avoids exceptional and high significance buildings and elements such as the 1920s station and platform.
4	*The rail corridor should be kept and no new structures erected within.*	The proposed amenities block has been site purposely away from the rail corridor.
5	*Elements of exceptional or high significance must not be obstructed by new works, structures or services where possible and they must be clearly visible and interpreted as part of any new works.*	The siting of the proposed works, and specifically the new amenities block has been carefully designed to ensure it is a distance from the 1920s station to minimise any visual impacts.
6	*No railway structures or buildings from other sites should be brought into the railway station precinct.*	N/A
7	*Any repair, conservation or reconstruction works to significant elements must be undertaken with appropriate supervision by a suitably qualified heritage consultant /architect and/ or relevant materials specialist/s or conservator and with reference to historical documentation.*	Heritage consultants have been involved in all aspects of this work.
8	*All contractors, consultants and project managers engaged to work on the place should have appropriate conservation*	Contractors will be made aware of heritage considerations as part of their site induction.

#	Policy	Response
	skills, experience and techniques appropriate to the trade, fabric or services, and should work within the guidelines of this CMP.	
9	*A heritage impact statement/statement of heritage impact and / or an archaeological assessment should be prepared for all proposals for new development within the property.*	This assessment responds to this policy.
10	*The Revised Statement of Significance set out in this report is to be accepted as the basis for future conservation of the fabric and values of the place. All future works to the place should be cognisant of the significant built elements, fabric, spaces, views, landscape and archaeological resource identified in this CMP, together with any additional detailed research and assessment.*	Works have been guided by the significance of the place.
11	*All repair, conservation and reconstruction works to significant elements must be undertaken with appropriate supervision by a suitably qualified heritage specialist or relevant materials specialist or conservator, with reference to historical documentation, and in accordance with any relevant legislative or statutory constraints.*	Heritage consultants have been involved in all aspects of this work.
12	*Unless otherwise stated in these policies, surviving original and early elements and fabric identified as exceptional or high must be retained intact, and conserved. Elements of exceptional or high significance must not be obstructed by new works, structures or services where possible, and they must be clearly visible and interpreted as part of any new works.*	Works have been guided by the significance of the place and avoids exceptional and high significance buildings and fabric as much as possible.
13	*Where elements of exceptional or high significance have been damaged, they are to be repaired with sympathetic materials*	Works have been guided by the significance of the place and avoids exceptional and high

#	Policy	Response
	in preference to replacement. Significant elements should be repaired in-situ wherever possible.	significance buildings and fabric as much as possible.
14	*If changes to elements of exceptional or high significance are required, they should be carefully considered and the approach should be one of minimal intervention; as much as necessary, as little as possible.*	Works have been guided by the significance of the place and avoids exceptional and high significance buildings and fabric as much as possible.
15	*Intervention for purposes other than conservation of the fabric is to occur in areas of lower rather than higher significance.*	Priority has been given to siting new work, such as signage, in areas that have previously been disturbed, and areas of no or low significance.
16	*Any elements of significance proposed for demolition, removal or alteration, should be subject to archival photographic recording, copies of which should be retained on site and provided to the relevant consent authorities (TSC and the NSW OEH Heritage Division).* *This should include photography and / or measured drawings as deemed necessary. Archival recordings should be undertaken in accordance with the NSW OEH Heritage Division's Guidelines for 'Photographic Recording of Heritage Items Using Film or Digital Capture'.*	No elements of high significance are proposed to be removed or altered, and archival recording is not being undertaken.
17	*No new structures should be built in areas identified as having significant views.*	The proposed locations of new structures such as the amenities block are away from designated significant views and will not obstruct any areas or fabric of high significance.
18	*The overall form and principal facades to the 1922 station building are to be retained, without change. Changes to elements already altered may be contemplated.*	N/A
19	*Consideration could be given to the removal or replacement of the 1990s building to open up views to the*	N/A

#	Policy	Response
	passenger station from the north and Alma Street intersection.	
20	*Balustrading on the platform should be avoided where possible, instead using tactile markers to prohibit access onto the track.*	N/A
21	*Obtain specialist advice from an arborist regarding removal of weed species in the yard.*	N/A
22	*New uses should enhance the appreciation of the site's values and significance, ensure the conservation of the identified significant building structures, items and spaces and context; and accommodate the activities, services and fittings which are essential to the new use without damaging significant spaces, elements or fabric.*	The rail trail is a compatible use for the heritage place and new commercial tenants will ensure the ongoing maintenance, security and conservation of the place.
23	*The requirement for any remediation action plan for the site should be addressed in consideration of the cultural significance of the station and the end use in mind in order to minimise potential heritage impacts.*	N/A
24	*The preferred use of the station building is commercial/retail. The way the place is used must maximise the conservation of the fabric considering the effects of:* ▪ Structural loadings; ▪ Statutory requirements; ▪ Code compliances; ▪ Service installations; and ▪ Meeting access needs.	The proposed works complement the commercial use of the precinct, and have been designed to minimise impact to fabric while ensuring necessary services and DDA compliant access, amenities and parking at the southern portion of the station.
25	*The area has a history of significant flooding, and any landscaping works and changes to levels need to take this into consideration and ensure that appropriate drainage is implemented around the site.*	N/A

#	Policy	Response
26	*The goods shed and adjacent shed may continue to be used for industrial purposes, however these are robust buildings and sympathetic future uses may also include commercial or retail uses.*	N/A
27	*The yards area including sheds and banana loading siding comprises a large area that may also be suitable for temporary event space or markets.*	N/A
28	*Opportunities for re-use of the room inside the water tower should also be investigated.* *Potential sympathetic uses include bike workshop, coffee shop, bar, museum display space or similar.*	N/A
29	*Barracks should continue to be used for accommodation purposes.*	N/A
30	*The Colin Street bridge should be reused as part of the proposed rail trail.*	N/A
31	*Additional historical features including tracks, cranes, pumps, switches and signage should also be retained in-situ and incorporated into the redevelopment aiding in the interpretation of the history and significance of the place.*	N/A
32	*Prior to occupancy, the water tower, goods shed and banana loading platform awning should be*	N/A
33	*Once the use for the site and individual buildings is established, it is important that signage should be erected at the northern and southern approaches to encourage visitors to the place.*	N/A
34	*In association with the proposed new use, a signage strategy should be developed that respects the significance of the station and is consistent with the proposed rail trail.*	N/A

#	Policy	Response
35	*Opportunities to link the Station to the town via bikeway should be investigated.*	N/A
36	*Reconfiguration of current bus and carparking facilities should be investigated, particularly to include parking for caravans and RVs, encouraging visitors to stop. As the carpark is included in the heritage curtilage, care needs to be taken in the design to minimise any heritage impacts.*	N/A
37	*When designing and undertaking modification works to the heritage structures, it is strongly recommended that owners work with a suitably qualified and experienced heritage professional with proven skills and experience, to guide works projects from the planning phase through to construction supervision and certification.*	A heritage consultant has been involved in the works to date.
38	*Any potential alterations and additions are to be designed and constructed in a way that conserves, maintains and interprets the property. This will require detailed consideration of the location, form, height and scale, as well as the colours and materials proposed and the impact they will have on the existing place and building fabric in terms of its significance, fabric changes and use.*	Proposed works in the southern section of the precinct have been sited to ensure they do not impact on significant views to the 1920s building and banana shed, and allow a direct connection from Tweed Valley Way to the ail Trail. The proposed new Amenities Block will be low scale and a design that is clearly new while respecting the railway character of the precinct.
39	*New buildings in the precinct should be well designed, contemporary in character but respect the setting of the place.*	N/A
40	*New works should comply with the BCA/ NCC and Australian Standards unless the heritage significance determines that the matter will be professionally determined under performance standards. Where necessary, alternative solutions and performance-based outcomes should be pursued to ensure the intent of the code*	Vertical timber sleepers at the end of the railway platform frame the entrance in a creative manner while also providing a safety barrier.

#	Policy	Response
	is met without adversely impacting on significant fabric. Professional advice should always be obtained. Due to the complex nature of heritage buildings, 'deemed to comply' design solutions approved by BCA or access consultants may be used to satisfy the intent of the Standard.	
41	*Unsympathetic alterations and additions or alterations that dominate the heritage character of the place are discouraged.*	All proposed works are considered to be sympathetic to the heritage place.
42	*Removal of intrusive fabric (as identified in the CMP) should be considered and is encouraged.*	N/A
43	*New work to the 1922 station building should be confined to areas where refurbishment works occurred in the 1980s and 1990s.*	Commercial tenancy fitouts are confined to these areas, and penetrations into existing and early fabric have been designed to be minimal.
44	*Where works to the roof of the 1922 station building are proposed to occur, the gablets on the western elevation must not be removed.*	N/A
45	*New signage must have regard to heritage significance and should be appropriately scaled.*	The proposed works comply with this policy, and have also been designed to be easily reversible and scales appropriately.
46	*Further investigation of the interior spaces of the goods shed and barracks should be undertaken prior to any new works being proposed in these locations.*	N/A
47	*New fitouts within the 1922 station building should involve installation of material that is easily reversible, does not fix into original and early fabric, is readily identifiable as new work, and does not detract from existing historical fabric.*	The proposed commercial tenancy fitout complies with this policy, and works will be clearly new.
48	*New fitouts within the water tower should not impact on the central pipe, and care should be taken to avoid impacts to the sub-floor pipe work.*	N/A

#	Policy	Response
49	*New services should be sympathetically located to mitigate heritage impacts. This includes no new services to the primary facades.*	New services to the façade of the 1920s station building will be avoided.
50	*New fixings for external lighting should, where possible, reuse existing services and fixing points into the façades.*	N/A
51	*The upgrading of services within the heritage buildings on site should comply with the following approach:* ▪ Minimise impact on significant fabric by maximising the exposure of heritage fabric and minimising penetrations and fixings through heritage fabric, utilising existing penetrations where feasible; ▪ New services should be located in areas of lesser significance, in areas that are not visible or that have been previously modified or in the area of existing services; ▪ New services should not be chased into existing significant masonry and instead ▪ should be surface mounted if required; ▪ New services should not conflict with window and door openings; and ▪ Should be complementary to the interiors.	New services to the façade of the 1920s station building will be avoided, and the waste water pipe required from Shop 2 to the grease trap at the southern end of the platform will be sub-surface to minimise the number of penetrations required in addition to the potential visual impacts that it would have if it was surface mounted along the high significance station and platform. New services for the Amenities Block will connect to existing minimising further earthworks and potential archaeological impacts.
52	*New internal and external colour schemes may be considered. These should be based on investigations of the building's early paint layers and historical colour schemes. Preparation for new colour schemes should where possible retain evidence of early colour schemes.*	N/A
53	*New colour schemes for the station buildings should be consistent with the TfNSW Heritage Paint Schemes Engineering Standard for external colour schemes and should also consider original finishes.*	N/A

#	Policy	Response
54	*Existing unpainted surfaces on the original platform face and water tank should remain unpainted.*	N/A
55	*Existing ramps to the north and south of the passenger station do not contribute to the significance of the place and may be replaced if required.*	These ramps provide access from the carpark to the platform and not the platform to the trail which is being proposed. The southern cut-through will provide direct at-grade access to the trail from the southern carpark.
56	*Provision of a ramp from the platform to the track should not impede views of the brick platform face, and options for an equitable access ramp should be investigated that involve replacement of the 1980s platform with a ramp that continues in this alignment instead of extending out into the track.*	N/A
57	*Provision of a DDA compliant ramp from the permanent train carriage onto the track should also be investigated and should be readily reversible.*	N/A
58	*Where the turntable is put back into use and used as an interpretive device, new handrails will be required for compliance. Handrails*	N/A
59	*The form, scale, general configuration and principal facades of significant historic structures including the pre-cast concrete station, water tank, goods shed and banana loading awning should be retained and conserved.*	N/A
60	*Elements of little, neutral or intrusive significance as presented in Section 4.6 of this CMP may be removed, replaced in future with a modern, sympathetic alternative, as long as the place's overall heritage significance is not adversely affected.*	N/A

#	Policy	Response
61	*The station building and water tank have the highest integrity of all heritage structures, and changes to fabric should be minimised.*	N/A
62	*Works to the station building should conserve the original layout and avoid changes to historic fabric.*	N/A
63	*The original platform face should not be covered or concealed by the construction of new structures.*	N/A
64	*The 1980s platform extension contributes to the development of the site, but is of little significance and may be modified or removed.*	Proposed works involve a cut though the southern platform to allow for greater public access to the trail.
65	*While not of historical significance, the mature vegetation around the platform contributes to the picturesque setting and may be retained where it does not impact on historic structures.*	N/A
66	*The turntable and crane should be conserved by specialists with experience in restoration of historic machinery, and put back into used as interpretive devices.*	N/A
67	*Tracks should remain in-situ where possible, and ground levels may be built up around to allow for a level surface*	N/A
68	*Investigate the extent of damage to metal surfaces of cranes and pumps and treat surface rust as required.*	N/A
69	*All repairs to the structures and items on site should be detailed to minimise the visual and aesthetic impacts, and records of the repairs be retained by the property owner for future reference.*	N/A
70	*Repairs to the building should be undertaken in order of priority, ensuring that the source of the problem is fixed before making repairs. The Conservation*	N/A

#	Policy	Response
	Works Schedule at Section 8.1 of the CMP is to be used as a guide.	
71	*Any reconstruction or restoration works should be based on historical documentation rather than speculation.*	N/A
72	*Materials used for repair and reconstruction should preferably be traditional materials used in the construction of the place. Missing or damaged fabric will be replaced observing the 'like for like' principle. For example, replace with similar fabric (e.g. timber with timber) or replace with new fabric of similar appearance, or replace with different fabric of similar profile and dimensions (whilst remaining apparent as new work).*	N/A
73	The goods shed and banana loading platform awning are in need of significant repairs including repairs to framing, roof and wall cladding.	N/A
74	*Existing timber framed doors and windows are to be retained and repaired in preference to removal/replacement with aluminium or other modern alternatives, and should be repainted regularly.*	N/A
75	*Retain the roof form of significant buildings and repair cladding as required.*	N/A
76	*Replace gutters, downpipes and rainwater heads using profiles and sizes to match the originals where required by condition and based on documentary and on-site evidence.*	N/A
77	*Where inappropriate repairs have been made in the past, such as use of wrong materials or profiles these should be rectified where opportunity exists in future.*	N/A

#	Policy	Response
78	*The industrial character of the site should be a key factor in public realm and landscaping works.*	N/A
79	*Redundant trackwork including timber sleepers and steel rails should be reused in landscaping, and materials including timber sleepers, rails and corrugated iron cladding be used in signage and street furniture.*	Timber sleepers will be re-used to frame the proposed southern cut-through.
80	*Professional and trade skills with heritage experience appropriate to the site or building's fabric and significance is to be employed to carry out maintenance and works. This is essential to ensure protection of heritage fabric and values as well as optimal use of funding to carry out works.*	Contractors will be made aware of heritage considerations as part of their site induction.
81	*A regular maintenance program such as that at Section 8.2 of this CMP should be implemented to conserve and maintain the Murwillumbah Railway Station for the future.*	N/A
82	*If the majority of the site continues to be vacant for an extended period of time, further works should be undertaken to secure buildings to prevent unauthorised access, and monthly inspections undertaken to identify any additional maintenance and/or repair requirements.*	N/A
83	*If objects are found and suspected to be Aboriginal archaeological material, works in the vicinity of the find should cease, and OEH to be notified of the find, in accordance with s87A of the NPW Act. A suitably qualified archaeologist may be required to assess and record the find.*	N/A
84	*Where ground disturbance works are proposed in areas of identified historical archaeological potential as demonstrated in Figure 15, and outside of the area*	N/A

#	Policy	Response
	considered to be railway permanent way formation, archaeological advice should be sought and an archaeological assessment may be required.	
85	*In the event that unexpected archaeological material was encountered during works, it would be necessary to stop all work in the immediate vicinity of the identified deposits. The NSW Heritage Council should be notified, and a qualified archaeologist should be engaged to assess the significance of the material and recommend whether further investigation and/or permit application(s) are required.*	A chance finds procedure is to be implemented to ensure contractors are aware of this requirement.
86	*In the unlikely event that human remains are identified in any future works, all site works must cease, NSW Police and OEH notified. Works must not recommence until directed by the Police.*	N/A
87	*Any significant elements proposed for demolition or removal should be subject to archival photographic recoding, copies of which should be retained on site and provided to the consent authority. This should include photography and/or measured drawings.* *Archival recording should be undertaken in accordance with the Heritage Council of NSW Guidelines for Photographic Recording.*	No elements of high significance are proposed to be removed or altered.
88	*All significant changes to the place should be carefully recorded and incorporated into a separate report or addendum to this CMP as appropriate.*	N/A
89	*A heritage interpretation strategy should be prepared for the Murwillumbah Railway Station, to investigate the options available for communication of the significance of the overall place, and its*	N/A

#	Policy	Response
	constituent elements. This should include consideration of both onsite and offsite opportunities, and should also consider the opportunities for object display and use of oral histories currently held by the Tweed Regional Museum.	
90	*Any interpretation that considers the Murwillumbah Railway Station as part of a heritage trail should be thoroughly planned as part of a trail-wide strategy to ensure a consistent approach to interpretive elements (including signage and branding) throughout the rail trail experience.*	N/A
91	*Installation of any interpretive element, such as signage, should be located in a way that does not impact on significant fabric, or interfere with any important sightlines or views.*	N/A
92	*Consultation with the Tweed Regional Museum should occur as part of planning for interpretation of the Railway Station site, to investigate opportunities for cross-promotion or collaboration to potentially increase visitor numbers of each place.*	N/A
93	*Consideration should be given to a loan arrangement between the Museum and the Railway Station, to afford display of artefacts or relics that interpret the historical activities of the Railway Station.*	N/A
94	*Should objects be displayed at the Railway Station, environmental conditions will need to be maintained that are appropriate to individual object types, to minimise potential for deterioration.*	N/A
95	*Opportunities should be investigated for a small display of museum objects within the Railway Station, to encourage visitation to the Museum. Displays could be changed on a rotating basis, to*	N/A

#	Policy	Response
	highlight key collection items, or to display items that coincide with city or regional events or anniversaries.	
96	*The oral histories collection at the Tweed Regional Museum should be analysed and transcriptions made of any stories relating to the Murwillumbah Railway Station. The histories should be used in interpretive devices at the Station, either as transcribed texts in various interpretive media, or used as audio elements in exhibitions or displays.*	N/A
97	*This CMP should be provided to and adopted by present and future owners and occupants of the place, and used as a guide for management and conservation, and in conjunction with any proposals for future development or adaptive re- use of the place. A copy of this CMP is to be retained on site at all times for use by those responsible for the management and conservation of the place.*	N/A
98	*This CMP should be reviewed and updated every 5-10 years, or following any major adaptive re-use or development proposal, to remain relevant to ongoing change and use of the place, and achieve statutory compliance.*	N/A

URBIS

LEVEL 32
300 GEORGE STREET
BRISBANE QLD 4000

URBIS.COM.AU
Urbis Pty Ltd
ABN 50 105 256 228

28 March 2024

Heritage NSW
Department of Premier and Cabinet
heritage@dpc.nsw.gov.au

Dear Heritage NSW,

APPLICATION UNDER SECTION 60 OF THE HERITAGE ACT 1977 MURWILLUMBAH RAILWAY STATION AND YARD GROUP (SHR #01206)

Tweed Shire Council (Council) have engaged Urbis Pty Ltd (Urbis) to prepare this application for proposed works within the heritage curtilage of the Murwillumbah Railway Station and Yard Group (SHR #01206). Please find the information below to support an application for approval under section 60 of the Heritage Act 1977.

BACKGROUND

In 2004 the Casino to Murwillumbah railway line ceased operation, and after many years of analysis, transport and feasibility studies, a decision was made that a rail trail would be built in stages as funding became available.

In 2015 a pilot study was undertaken by Council involving the establishment of a 2.6km section of the rail trail from Murwillumbah Railway Station to Tweed Regional Gallery. In 2017 a rail trail economic assessment and business case was prepared and led to the NSW government committing $6.5m in funding. In 2018 the federal government matched this funding to complete the first section of the Northern Rivers Rail Trail from Murwillumbah to Crabbes Creek.

In October 2018 a s60 application was approved to facilitate the adaptive reuse of the station into the trail head, primarily focussing on changes to the public realm and improving accessibility (s60/2018/229). In 2022 some minor changes to the approval were made in a s65 application

The Northern Rivers Rail Trail Murwillumbah to Crabbes opened in 2023 and showcases a number of the region's heritage listed places, including original and early railway bridges, historic nineteenth century tunnels and the unique Interwar precast concrete station at Murwillumbah. In the first four months of use more than 70,000 people have used the trail, far exceeding expectations.

With the success of the trail some minor changes are now required to respond to the increased usage and also activate the former station buildings with new commercial tenancies.

This letter has been prepared in accordance with the NSW DPE Guideline and the Statement of Heritage Impact Guideline.

HERITAGE LISTING

The Murwillumbah Railway Station is located along the former North Coast Railway Line east of the Murwillumbah CBD and the Tweed Valley Way. The physical curtilage for the subject site under the State listing is defined by Bray St to the west (Pacific Highway), Railway St to the east, the road crossing to the north, and a line crossing the tracks opposite the end of Orme St connecting to the end of Railway St at the south end of the site. The listing incorporates Lot 100 DP 865105.

The subject site contains the main station building (1922), a goods shed and jib crane (1894), a platform (1922 brick platform face with c1985 extension), a cast-iron water tower on a round brick base (1894), barracks (1909 and c1949), banana loading siding (1919), goods shed and siding (1894), motorail siding (1985), and Collins Street Rail Bridge (mid 20th century).

Overall, the following heritage listings apply to the site:

- Murwillumbah Railway Station and Yard Group – NSW State Heritage Register;
- Murwillumbah Railway Station and Yard Group – Tweed Shire Council Local Environmental Plan Heritage Schedule; and
- Murwillumbah Railway Precinct – s170 NSW State Agency Heritage Register.

PROPOSED WORKS

The following works are proposed for the subject site:

Item 1 – New access ramp

Item 2 – Extension to existing concrete staging area

Item 3 – Restroom refurbishment

Item 4 – Works to demountable building including concrete path

Item 5 – Solar energy integration to commercial buildings

Item 6 – Interpretive and other signage

Item 7 – Commercial fitouts

The locations of the proposed works is shown on the site plan at Figure 1.

- LEGEND

1. Murwillumbah Train Station
2. Demountable building, refurbishments and concrete works on platform/entry side
3. Existing train station amenities - proposed refurbishment
4. Existing Staging area inc. shelter, picnic table, bin, bike racks, bike pump and fix it stand.
5. Existing stairway access from rail trail to platform
6. Proposed extension to staging area inc. relocation of bike pump and fix it stand, bike wash station, misting/ cooling station, drinking fountain, sunscreen station, additional bike racks. Materials and finishes to match existing elements already installed.
7. Proposed accessible ramp to AS1428.1, constructed of similar materials and palette of existing stairs.
8. Proposed solar photovoltaic system. PV panels installed on roof in locations shown. Inverter installed on external demountable wall.
9. Proposed signage installations, refer to Rail Trail - Signage Project Scope document for details
10. Proposed commercial fitout
11. Potential future alterations - subject to future s60 application

6 Proposed extension to staging area, materials and finishes to match existing staging area

13/16. Materials for proposed ramp to match existing stairs

PRELIMINARY
NOT FOR CONSTRUCTION

ISSUE	AMENDMENT DETAILS	DRAWN	CHECK	DATE
B	RAMP RELOCATION, ADDITIONAL IMAGERY	M.C.	?.?.?	04.11.24
A	ORIGINAL ISSUE	M.C.	?.?.?	04.11.23

SCALE: A1 SHEET 1:375, A3 SHEET 1:750
0 7.5 15 22.5 30 37.5m

USE FIGURED DIMENSIONS ONLY. DO NOT SCALE.

DESIGN UNIT
COUNCIL OFFICES
TUMBULGUM ROAD,
MURWILLUMBAH NSW 2484.

PHONE 02 66702400
EMAIL tsc@tweed.nsw.gov.au
WEBSITE www.tweed.nsw.gov.au

TWEED SHIRE COUNCIL

DESIGN ENGINEER ..... DATE .....

DESIGNED	M.C.	04.11.23	COORDS ADOPTED	PM ?????
DRAWN	M.C.	04.11.23	EASTING	55?????.???
CHECKED			NORTHING	687????.???
HORIZONTAL DATUM	GDA		R.L.	?.???
			VERTICAL DATUM	AHD

PROJECT:
NORTHERN RIVERS RAIL TRAIL
TRAIN STATION, MURWILLUMBAH

PLAN TITLE:
OVERALL SITE PLAN

ROAD SEGMENT: -
JOB NUMBER: A4371
PROJECT NUMBER: INF10
DRAWING NUMBER: INF10-102
ISSUE: B

ACAD FILE No: G:_AAA DESIGN PROJECTS\INF\INF10-2_NRRT-PILOT-MURWILLUMBAH TO REGIONAL ART GALLERY_ALL MC FILES DEMOUNTABLE_STAGING AREA\Drawings\A_SKETCH - TENDER DRAWINGS\INF10_BASE_MASTER PLAN.dwg

ITEM 1 – NEW ACCESS RAMP

Proposed works:

A new accessible ramp including handrail, kickrail, and tactile indicators is proposed to connect to the platform at a suitable gradient with the rail trail near the primary access to the complex which is between the 1920s and 1990s station buildings (**Error! Reference source not found.**), the platform (**Error! Reference source not found.**).

Picture 1 Location of proposed ramp

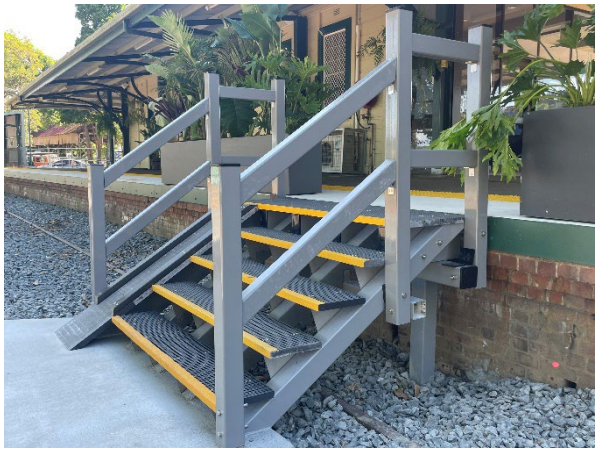
Source: Urbis 2024

Picture 2 Looking south to proposed ramp with existing stairs in background

Source: Urbis 2024

The new ramp is proposed to be constructed to match the stairs at the south-western end of the platform previously approved in 2022 (HMS ID 1724).

The proposed ramp will be steel framed with Webforge fibre reinforced plastic grating decking and will be a stand-alone structure, 11m in length and 4m wide. Handrails, balustrade and kickrails will also be stainless steel. At the ground level the structure will be fixed to a new concrete landing connected to the rail trail and finished to match existing, while at the platform level there will be a 10-20mm gap between the stair structure and the historic platform. This proposed addition is shown at *Attachment A.*



Picture 3 Existing stair

Source: Urbis 2024

Picture 4 Stair abutting platform

Source: Urbis 2024

Reason for works:

The existing ramp at the northern end of the platform (Picture 5, Picture 6) doesn't meet the requirements for grade and turning.

The works will provide rail trail users direct access from the rail trail to the platform and the northern entry/ access ramp to enter/ exit the site conveniently and safely, and will also be compliant with Australian Standards AS1428.1.

Picture 5 Existing non-compliant ramp viewed from the carpark

Source: Urbis 2023

Picture 6 The existing northern access ramp to the platform

Source: Urbis 2023

Heritage Impacts:

The proposed ramp will have a minor visual impact on railway corridor. However to mitigate this impact the ramp has been designed in accordance with Burra Charter principles and will be a clearly new addition, lightweight, and easily reversible in future. It will not be fixed to any historic fabric, instead will abut the platform without physical connection.

ITEM 2 – EXTENSION TO EXISTING CONCRETE STAGING AREA

Proposed works:

An extension to the existing concrete staging area is proposed with materials and finishes to match existing. The concrete will be extended between the existing trail and staging area west towards the platform. It will accommodate installation of bike racks, drinking fountain, misting station and bike wash. Plans for to proposed works are at *Attachment B.*

Reason for works:

The proposed works are needed to improve amenity and access, and has been sited in this located to consolidate facilities in the northern end where the carpark is located.

Picture 7 The rail trail arrival/ departure point at the northern end of the station looking south towards Item 2 location

Source: Urbis 2023

Picture 8 Location of proposed staging area extension from north

Source: Urbis 2023

Picture 9 Existing staging area

Source: Urbis 2023

Picture 10 Location of proposed staging area extension looking towards platform

Source: Urbis 2023

Heritage Impacts:

The consolidation of seating and rider's amenities in this location will have less of a visual impact than establishing a separate staging area elsewhere at the station.

The concrete extension will not be laid directly against the heritage platform, and instead will extend the westernmost rail, with ballast between the rail and platform remaining to ensure appropriate drainage. This will minimise and conservation issues in the future.

ITEM 3 – RESTROOM REFURBISHMENT

Proposed works:

The existing restroom is locate within the 1920s station building which is of high significance. The proposed refurbishment works is all minor work involving modern and non-significant items, and if there was a CMP with a fabric schedule would be able to be undertaken as a Standard Exemption. The proposed works include:

- Repainting in new colour scheme (Picture 11);
- Removal of existing non-original toilets and cisterns (Picture 12);
- Removal of existing non-original basins, bench tops, mirrors and hand dryers (Picture 13);
- Repainting of painted blue restroom elements to match exterior green colour in new colour palette. All existing cream elements will remain the same (Picture 14);
- Removal of existing non-original tiling and replacement with new (Picture 14, Picture 15); and
- Installation of new toilets and basins, benchtops mirrors and hand dryers.

Picture 11 Proposed colour palette

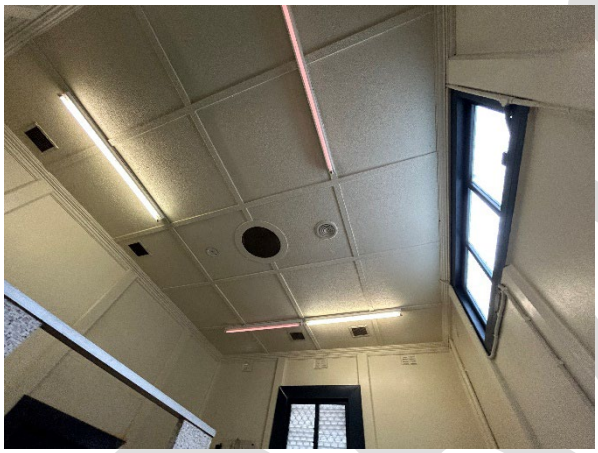
Source: Tweed Shire Council

Picture 12 Existing non-original toilets and cisterns

Source: Urbis 2023

Picture 13 Existing non original basins and benchtops

Source: Urbis 2023



Picture 14 Existing colour scheme

Source Urbis 2023

Picture 15 Existing layout

Source: Urbis 2023

Reason for works:

Existing facilities have been vandalised and damaged, and do not meet current accessibility standards. The success of the rail trail has seen an influx in patrons, and the new commercial tenancies also requires new, upgraded facilities.

A new accessible bathroom is proposed within the northern end of the demountable building, and the existing men's and women's restrooms on the platform are proposed to be refreshed as part of these works.

Heritage Impacts:

Much of the work complies with the standard exemption, with much of the work involving replacement of non-significant items with new including toilets, basins and benches.

The existing blue internal colour scheme and finishes are associated with the 1980s and 1990s refurbishment of the station, and repainting and new finishes to the interior aim to interpret the era that the building was constructed.

ITEM 4 – DEMOUNTABLE BUILDING REFURBISHMENT WORKS

Proposed works:

The demountable building was established in the 1980s as the Station Master's Office, and prior to closure of the line in 2004 was used as sleeping quarters. It was assessed in the 2018 CMP as being of little heritage significance.

Proposed works throughout the interior of the demountable include repairsto flooring, ceilings, painting to match existing and addition of window security screens or grilles. Proposed demolition works include removal of existing signage, existing modern bathroom fitouts and one window is proposed for demolition to facilitate installation of larger, accessible door. In summary the proposed works to the building will include:

- **Room 1**: Multi purpose / First Aid room for tenants including repainting and general refurbishment (Picture 17);
- **Room 2:** Removal of existing signage to walls and doors and allow for new office fitout and make good;
- **Room 3**: Removal of existing internal door to bathroom and demolition of existing bathroom fitout and refurbishment for new office fitout (Picture 18).
- **Room 4**: Demolition of existing bathroom fitout and installation of new. Room to be converted to office use (Picture 19).

Plans for to proposed works are at *Attachment C.*

Reason for works:

The works to the demountable building are required due to increased patronage of the rail trail, and a first aid room and office tenancies for personnel is now required. A station masters quarters is no longer required due to the change in use.

Heritage Impacts:

The building was assessed as having little significance in the 2018 CMP, and existing fitouts are modern and requiring upgrades. The proposed work will not have a detrimental impact on the significance of the place.

Picture 16 Exterior of demountable building

Source: Urbis 2023

Picture 17 Interior of Room 1

Source: Urbis 2023

Picture 18 Interior of Room 3

Source: Urbis 2023

Picture 19 Interior of Room 4

Source: Urbis 2023

ITEM 5 – SOLAR ENERGY INTEGRATION TO COMMERCIAL BUILDINGS

Proposed works:

The proposed works will involve installation of mounted solar panels on commercial buildings to enable self-sufficiency of buildings within the State heritage listed complex. Specifically, solar panels are proposed to be installed on the eastern elevations of the roof of the 1920s passenger station building and the 1990s booking office buildings. Capacity will range from 12-15kW and the inverter is to be installed on the adjacent demountable building, the former 1980s Station Master's Office.

The 1990s building was assessed in the 2018 CMP as being intrusive, and not contributing to the cultural heritage significance of the station complex. The 1920s building was assessed as being of high significance, and while it has undergone change in the 980s and 1990s, its original form and layout remain legible. The roof of the 1990s building is modern and was replaced as part of the late 20th century upgrades to the station.

Further detail on the proposed works is at *Attachment D*.

Reason for works:

The works are required to assist with providing a clean and renewable energy source to commercial tenancies in the precinct.

Heritage Impacts:

A heritage evaluation of the roof and gutter was undertaken by Urbis in 2023 (*Attachment E*), which concluded the best location for installation for installation would be on the 1990s former booking office roof. However the size required by Council means that further panels will be required to be installed on the 1920s station building roof. The roof is not original, and while there will be some visual impacts to the station complex, this impact has been minimised by proposing installation on the platform side, and not visible from the street. The level of the trail below the platform also means that visibility of the panels from the roof will be minimal. Siting of the inverter on the 1980s demountable building is also considered appropriate as it avoids further intervention to the 1920s high significance building.

Picture 20 Proposed location on 1920s station building

Source: Urbis 2023

Picture 21 Proposed location on 1990s building

Source: Urbis 2023

ITEM 6 – INTERPRETIVE AND OTHER SIGNAGE

Proposed works:

Advertising signage is proposed in the following eight locations:

Signage 1 – along the chain wire fence of the 1985 platform extension (little significance) comprising three advertising signs fixed to the fencing, or local artwork spelling out the name Murwillumbah (Picture 22, Picture 23).

Signage 2 – comprising three freestanding signs at the northern carpark that advertise each of the three commercial tenancies (Picture 24 and Picture 25).

Signage 3 – At the southern end of the platform – fixed to the existing awning (Picture 26). The sign is proposed to comprise maximum of 15% cover of the existing elevation.

Signage 4 – comprising four signs fixed to existing modern louvres on the western elevation of the 199s former booking office (Picture 25).

Signage 5 – signage along the lower level of the 1920s platform in front of the 1980s and 1990s station buildings comprising two directional signs as shown at Picture 27.

Signage 6 – along the interior of the northern platform awning, signage will comprise two signs in between awnings columns. (Picture 28). They are proposed to be lightweight signs that will cli onto the 1980s transversal steel beam to be easily replaced as required.

Signage 7 – signage along the lower level of the platform comprising three signs/screens (Picture 29). The southernmost will screen the 1920s brick platform ramp (high significance), and the two proposed north of this will screen the void below the 1985 platform (little significance).

Signage 8 – five detachable shop signs are proposed outside of the commercial tenancies of the 1920s building, with two proposed on the street side, and three on the platform side (Picture 30, Picture 31).

Further detail on the proposed works is at *Attachment F.*

Reason for works:

Advertising signage is proposed in order to bring additional income into the station. This will assist to bring further business to commercial business within Murwillumbah by people visiting the region.

Additional signage is required to direct users to commercial tenancies at the station, such as Signage 5 and Signage 8.

Signage at the southern end of the platform to cover the existing opening under the platform is also proposed to assist in deterring rough sleeping in this area.

Picture 22 Fencing viewed from carpark and facing Tweed Valley Way

Source: Urbis 2023

Picture 23 1985 platform extension and location of proposed signage

Source: Urbis 2023

Picture 24 Indicative location of proposed freestanding signage

Source: Urbis 2023

Picture 25 Indicative location of freestanding signage (Signage 1) and proposed signage on awnings (Signage 4)

Source: Urbis 2023

Picture 26 Proposed signage location on awning (Signage 3)

Source: Urbis 2023

Picture 27 Proposed location for two directional signs below platform (Signage 5)

Source: Urbis 2023

Picture 28 Location of two proposed signs at northern platform awning (Signage 6)

Source: Urbis 2023

Picture 29 Location of three proposed signs/screens below platform at northern end (Signage 7)

Source: Urbis 2023

Picture 30 Indicative locations for three hanging signs to commercial tenancies on platform side of station

Source: Urbis 2023

Picture 31 Indicative locations for two hanging signs to commercial tenancies on road side of station

Source: Urbis 2023

Heritage Impacts:

Proposed signage is considered to have a minimal impact on the heritage values of the place. The number of signs proposed is limited, and works have been designed to be readily reversible and with minimal fixings. Fixing to items of high significance has been avoided completely, with tenancy signage to the 1920s building comprised of signing which will be hung or clamped to existing brackets, and similarly signage advertising the tenancies which is proposed in the carpark area will be freestanding and not connected to any heritage fabric, and sited to avoid visual impacts to the heritage place.

ITEM 7 – COMMERCIAL FITOUT

Proposed works:

A café is proposed in Shop 2 in the 1920s station building, south of the existing toilets. While most of the new fitout is in accordance with Standard Exemptions, some minor works are required to facilitate this new use including:

- New waste water pipe which will require cutting through the existing slab and running sub-surface along the platform to a new grease trap;
- New penetration int eh western elevation to connect sink to existing services; and
- New 1000l grease trap to be located at the southern end of the 1920s building and adjacent to the platform.

The existing tenancy is shown at Picture 32 to Picture 35.

Plans for to proposed works are at Attachment G.

Reason for works:

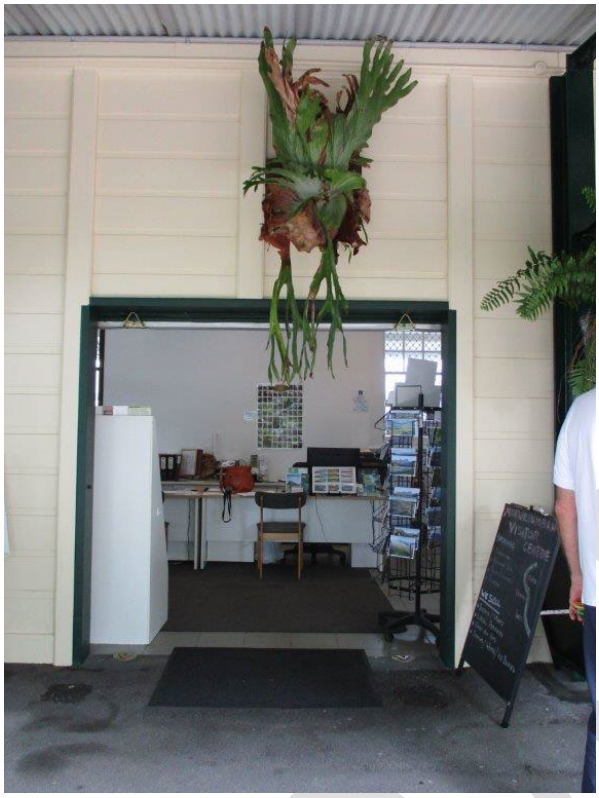
Further amenities are required at the station due to the success of the rail trail. Currently there is no food and beverage offering at the station, and users have to cross Tweed Valley Way.

Picture 32 Existing tenancy from the south-east

Source: Tweed Shire Council

Picture 33 Existing tenancy from the south

Source: Tweed Shire Council



Picture 34 Roller door entrance to tenancy from the platform

Source: *Tweed Shire Council*

Picture 35 Interior of existing tenancy

Source: *Tweed Shire Council*

Heritage Impacts:

The works are proposed to the 1920s station building which is assessed as having high significance. During the 1980s and 1990s significant internal alterations were made to the 1920s building for establishment of commercial tenancies, and in recent years these areas have accommodated information centre, site office and storage for the adjacent bike shop.

The proposed works have been designed to have a minimal impact on remaining original and early fabric, and works are designed to avoid changes to the form and layout of the building, with minimal excavation and fixing into fabric proposed. In particular the waste water and grease trap has been carefully designed to ensure services are consolidated, and grease trap sited away from the primary elevation of the 1920s station building with minimal impact on the early platform. Works have been designed to ensure pipework is underground to minimise visual impacts, with boring proposed under the platform to minimise the amount of disturbance.

URBIS

STATEMENT OF HERITAGE IMPACT

The Murwillumbah Railway Station and Yard Group is of State level of significance. Its Statement of Significance (SHR#01206)is as follows:

> *Murwillumbah is a good example of a station constructed in the 1920's from pre cast concrete, the predominant material of the period of which relatively little has survived. The building is a substantial structure which has maintained the form of the earlier building with the change of material. It forms part of a group that contains a very good goods shed example and a rare water tank on a round brick base, only three of these were built, all on the north coast line.*
>
> *The station building has had some recent additions of poor quality which detract from significance.*
>
> *The site is also significant because of its connection with the carrying of vehicles on the Motorail service (no longer operating) and the facilities connected with that activity.*

The heritage impact of individual items has been discussed above and assessed as being minimal.

Changes to the 1920s pre-cast concrete station building aim to bring the building up to modern standards and is largely confined to internal works to modern and non-significant fabric, and areas which are identified int eh statement of significance as recent additions which detract from the significance. The refurbishment of the toilets (Item 3) and new commercial fitout (Item 7) will have a positive impact on the cultural heritage significance of the 1920s station building, ensuring the building continues to be used and maintained.

The connection with the former Motorail service will not be impacted by the proposed works.

Cumulatively the proposed works are also considered to be minor in nature with minimal impact to the Murwillumbah Railway Station and Yard Group. The works are considered to maintain and even enhance the heritage values of the line by ensuring the ongoing use of the heritage place, which will in turn improve the long-term stability and condition of the Station buildings through their maintenance and conservation, and promoting and allowing for a greater public appreciation of the history and significance of the place.

The proposed works have been made designed in consultation with heritage professionals with principles of the Burra Charter in mind, specifically:

- Ensuring the complex continues to be used by upgrading existing amenities and promoting is use which will ensure the ongoing maintenance and conservation of the place;
- Doing as much as necessary, but as little as possible;
- Ensuring new work does not mimic historic details, but is clearly new, with new materials being introduced that are clearly modern and sympathetic to the surrounding character;
- Ensuring changes to the place are highly reversible, with ramps and signing minimising connections into original fabric.

the proposed changes will contribute to the useability of the rail trail and ensure this historic asset continues to be used and maintained into the future.

URBIS

CONCLUSION

Please don't hesitate to contact me on [redacted] should you have any questions relating to the proposed works.

Yours sincerely,

[redacted]

Enc: Attachment A - Plan of Proposed Ramp Area
Attachment B – Plan of Proposed Staging Area Extension
Attachment C – Plan of Proposed Demountable Reconfiguration
Attachment D - Tweed Shire Council, 2024, Solar Energy Integration Murwillumbah railway station
Attachment E – Urbis, 2023, Roof and Gutter Evaluation Murwillumbah Railway Station
Attachment F – Proposed Signage Locations, Tweed Shire Council
Attachment G – Plan of Proposed Commercial Fitout

Appendix F Section 60 Heritage Act application approval

HMS Application ID: 6001

[redacted]
Urbis Pty Ltd, Level 32 300 George Street
BRISBANE CITY QLD 4000

By email: [redacted]

Dear [redacted]

APPLICATION UNDER SECTION 60 OF THE *HERITAGE ACT 1977*

Murwillumbah Railway Station and yard group
State Heritage Register No. 01206

Address: Casino-Murwillumbah railway, MURWILLUMBAH NSW 2484

Proposal:
Item 1 – New access ramp
Item 2 – Extension to existing staging area
Item 3 – Works to demountable building
Item 4 – Solar energy integration
Item 5 – Interpretive and other signage
Item 6 – Commercial fitouts

Section 60 application no: HMS ID 6001, received 10/05/2024

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

APPROVED DEVELOPMENT

1. All work shall comply with the information contained within:
   a) Architectural drawings, prepared by Design Unit Tweed Shire Council as listed below:

Dwg No	Dwg Title	Date	Rev
Project Name: NORTHERN RIVERS RAIL TRAIL TRAIN STATION, MURWILLUMBAH			
INF10-103	EXISTING ARRANGEMENT	18.03.2024	C

INF10-104	DEMOLITION PLAN	18.03.2024	C
INF10-105	PROPOSED FLOOR PLAN	18.03.2024	C
INF10-106	PLAN OF PROPOSED RAMP AREA OPTION TWO	04.11.2023	A
INF10-107	PROPOSED CONCRETE SLAB	04.11.2023	A
INF10-110	SHOP 2 - CAFE FITOUT PENETRATION & GREASE TRAP DETAILS	19.03.2024	B
INF10-111	SHOP 2 - CAFE FITOUT PROPOSED ELECTRICALS	19.03.2024	B
INF10-112	SHOP 2 - CAFE FITOUT PROPOSED DEMOLITION	19.03.2024	B
INF10-113	SHOP 2 - CAFE FITOUT PROPOSED FLOOR COVERINGS	30.01.2024	B
INF10-4-114	SHOP 4 – SHOP FITOUT PENETRATION	19.03.2024	A

b) Statement of Heritage Impact letter, prepared by URBIS, dated 10 May 2024, updated version received on 03 July 2024;
c) Signage Details received from URBIS on 03 July 2024;
d) Solar energy integration Murwillumbah railway station, prepared by Tweed Shire Council, undated.

EXCEPT AS AMENDED by the conditions of this approval:

EXISTING RAILS

2. The existing rails at the proposed staging area extension must be visible on the surface and adequately protected.

Reason: To provide accurate interpretation of the rails and to prevent impact to them.

HERITAGE CONSULTANT

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

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

SPECIALIST TRADESPERSONS

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

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

SITE PROTECTION

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

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

PHOTOGRAPHIC ARCHIVAL RECORDING

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

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

UNEXPECTED FINDS

7. The Applicant must ensure that if substantial intact archaeological deposits and/or State significant relics or any other buried fabric are discovered, work must cease in the affected area(s) and the Heritage Council of NSW must be notified. Additional assessment and approval may be required prior to works continuing in the affected area(s) based on the nature of the discovery.

Reason: All significant fabric within a State Heritage Register curtilage should be managed according to its significance. This is a standard condition to identify to the applicant how to proceed if historical archaeological relics, or other unexpected buried discoveries such as works are identified during the approved project.

ABORIGINAL OBJECTS

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

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

COMPLIANCE

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

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

DURATION OF APPROVAL

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

Reason: To ensure the timely completion of works.

Advice

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

Right of appeal

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

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

Stamped documents

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

If you have any questions about this correspondence, please contact [redacted] Senior Assessments Officer at Heritage NSW on [redacted] heritagemailbox@environment.nsw.gov.au

Yours sincerely

[redacted]

Manager, Assessments
Heritage NSW
Department of Climate Change, Energy, the Environment and Water
As Delegate of the Heritage Council of NSW
11 July 2024

cc: Tweed Council, tsc@tweed.nsw.gov.au

Appendix G Preliminary Aboriginal Cultural Heritage Assessment

TWEED SHIRE COUNCIL

Preliminary Aboriginal Cultural Heritage Assessment (PACHA)

NRRT002 – Murwillumbah Station refurbishment – Tweed Valley Way, South Murwillumbah

September 2024

Version control

Version	Title	Date
1.0	Preliminary Aboriginal Cultural Heritage Assessment (PACHA)	2/9/2024

Table of contents

Definitions

AAC:	**Aboriginal Advisory Committee**
ACH:	**Aboriginal cultural heritage**
ACHA:	**Aboriginal Cultural Heritage Assessment**
ACHAR:	**Aboriginal Cultural Heritage Assessment Report**
ACHMP:	**Tweed Shire Aboriginal Cultural Heritage Management Plan 2017**
AHIP:	**Aboriginal Heritage Impact Permit** The statutory instrument that OEH issues under section 90 of the NPW Act to manage harm or potential harm to Aboriginal objects and places.
AHIMS:	**Aboriginal Heritage Management Information System** AHIMS is a part of OEH and maintain the NSW records database of Aboriginal objects/sites, declared Aboriginal Places and archaeological reports submitted either voluntarily or as part of compliance-related submissions.
Disturbed land:	Land is disturbed if it has been the subject of a human activity that has changed the land's surface, being changes that remain clear and observable. Examples include ploughing, construction of rural infrastructure (such as dams and fences), construction of roads, trails and tracks (including fire trails and tracks and walking tracks), clearing vegetation, construction of buildings and the erection of other structures, construction or installation of utilities and other similar services (such as above or below ground electrical infrastructure, water or sewerage pipelines, stormwater drainage and other similar infrastructure) and construction of earthworks. Refer also to Clause 58 of the NPW Reg.
Due Diligence code:	Due Diligence Code of Practice for the Protection of Aboriginal Objects in New South Wales (DECC&W, 2010)
EIS:	**Environmental Impact Statement**
PACHA:	**Preliminary Aboriginal Cultural Heritage Assessment** Process to assess whether Aboriginal objects will or are likely to be harmed, and whether further investigation and impact assessment is required. Determines whether an ACHA is required and, subsequently, whether an AHIP is required.
DPE:	**Department of Planning and Environment, NSW Government**
EP&A Act:	**Environmental Planning and Assessment Act, 1979**
NPW Act:	**National Parks and Wildlife Act, 1974**
NPW Reg:	**National Parks and Wildlife Regulation, 2019**
OEH:	**Office of Environment and Heritage, NSW Government**
Study area:	For the purpose of this PACHA, the study area is the spatial extent in which the proposed works could potentially directly and indirectly impacts on the ACH values of the site. For this particular assessment, the study area is defined as the lands and waters within 200 m of the subject site.
TBLALC:	**Tweed Byron Local Aboriginal Land Council**
TSC:	**Tweed Shire Council**

1.0 Introduction

The aim of this Preliminary Aboriginal Cultural Heritage Assessment (PACHA) is to ensure Council infrastructure projects minimise the risk of harm to Aboriginal places and objects of cultural heritage significance.

The objective is to identify those projects with a significant risk of harm to Aboriginal cultural heritage (ACH) and those projects for which the risk is low.

Those projects determined to have a high risk of harm to ACH require a more detailed assessment in the form of an Aboriginal Cultural Heritage Assessment Report (ACHAR) and potentially an Aboriginal Heritage Impact Permit (AHIP).

Those determined to have a low risk of harm to ACH may proceed with caution without an ACHAR or AHIP.

The PACHA is suitable for incorporation into TSC environmental planning assessments for works deemed:

- permissible with consent
- permissible without consent
- exempt activities under the EP&A Act, with the exception of projects requiring an Environmental Impact Statement (EIS) for which the assessment requirements are directed by the Secretary's Environmental Assessment Requirements (SEARs).

2.0 Planning considerations under the NPW Act/Reg

The following clauses were considered to determine whether any of the exemptions or defences identified under the NPW Act/Reg apply.

Planning consideration	Response
Are the works exempt under s87A of the NPW Act (e.g. specified emergency or conservation activities)	☐ Yes ☒ No
Are the works exempt under s87B of the NPW Act (e.g. traditional Aboriginal cultural activities)	☐ Yes ☒ No
Is the activity a low impact one for which there is a defence under Clause 58 of the NPW Reg? (e.g. maintenance of existing infrastructure on disturbed land; 'disturbed land' is defined in the definitions section) **N.B.** If yes, there is still a responsibility to not harm or desecrate an object that a person knows is an Aboriginal object; stop works procedures still apply to any unexpected finds.	☐ Yes ☒ No

3.0 Scope of work

The following questions were addressed to clarify the type and scale of works proposed.

Scope/scale of works	Response
Is the work trivial or negligible? (e.g. picking up and replacing a small stone artefact, breaking a small Aboriginal object below the surface when you are gardening, crushing a small Aboriginal object when you walk on or off a track, picnicking, camping or other similar recreational activities)	☐ Yes ☒ No
Will the works involve ground disturbance?	☒ Yes ☐ No
What is the scale of excavation works? (refer to ACHMP page 105 for definitions of minimal, moderate and major)	☒ Minimal ☐ Moderate ☐ Major
Will the works impact upon any known or suspected culturally modified trees? (e.g. scar trees)	☐ Yes ☒ No

4.0 Assessment methodology

The following desktop and site assessments were performed and used to determine the level of community consultation required, if any.

Assessment type	Response
Desktop assessment	☒ Review ACHMP mapping GIS layer ☒ Search AHIMS database Review site cards relevant to the study area: ☐ Y ☒ N/A ☒ Search NSW Heritage database for Aboriginal Places ☒ Review topographic GIS layers (e.g. contours) Review previous ACHARs relevant to the study area: ☐ Y ☒ N/A
Site assessment	☒ Walkover by TSC Environmental Scientist

5.0 Desktop results

The results of the desktop assessment are detailed below.

Desktop resource reviewed	Response
Does an Aboriginal Place (as declared under the NPW Act) apply to the study area?	☐ Yes ☒ No
What ACHMP mapping designations apply to the study area? (refer to TSC GIS layer under Planning Strategies and Policies)	☐ Known ☐ Predictive ☒ Not mapped
Are there any registered AHIMS site records identified within the study area?	☐ Yes (specify AHIMS reference numbers) _____ _____ _____ ☒ No
What ACH values apply or potentially apply to the study area? (refer to site cards, previous ACHARs and ACHMP mapping attribute data)	☐ Artefacts ☐ Midden ☐ Camp sites ☐ Pathways ☐ Ceremonial site ☐ Burial ☐ Story place ☐ Scar tree ☐ Grinding grooves ☐ Fish traps ☐ Charcoal deposit ☐ Other (specify) _____ ☐ Unknown ☒ None known
Do any of the following landscape features apply to the study area?	☐ Ridgelines ☐ Coastal headland ☐ Sand dunes ☐ Rock shelters (within 20 m) ☒ Waterways (within 200 m) ☐ Other (specify) _____
Are the works proposed on disturbed land? ('disturbed land' is defined in the definitions section)	☒ Yes ☐ No

Desktop resource reviewed	Response
Is the site in proximity to the Holocene high stand shore line? (refer to contours and AHD 1.5 m for indication)	☐ Yes ☒ No

6.0 Site inspection findings

The results of the site inspection are detailed below.

Site inspection conditions/findings	Response
How was the ground surface visibility?	☐ Good ☐ Moderate ☒ Poor
Were any Aboriginal objects/values identified during the site assessment?	☐ Yes ☒ No
Were any potential ACH objects/values identified/recorded during the site visit? (e.g. artefacts, scar trees, midden material, burials, grinding grooves, charcoal deposits) Note: attach photos to plates section where appropriate – seek permission from the TBLALC for potentially sensitive matters.	☐ Yes (please specify) _____ _____ _____ _____ ☒ No
What evidence of previous ground disturbance was observed within the proposed works area?	☐ Built road ☐ Fence construction ☐ Imported fill ☒ Construction of buildings/structures ☒ Construction/installation of utilities ☐ Earthworks/reformed land ☒ Other (please specify) Murwillumbah Railway Station and railway line

7.0 Consultation outcomes

The desktop assessments and site inspections which indicate potential for harm, or a high degree of uncertainty regarding potential for harm, to ACH are required to seek further information and expertise through consultation with community members/cultural heritage experts.

Consultation outcomes	Response
Do the results of the desktop assessment and site inspection indicate potential for harm, or a high degree of uncertainty regarding potential for harm?	☐ Yes (stakeholder consultation is required, see below) ☒ No (specify why and then proceed to Section 8) Justification: Earthworks (landshaping) was required to construct the railway line and associated station area. The proposed earthworks are located in the existing station built area and within the railway line area. Given the extent of earthworks previously undertaken at the site, and the minor scope of ground disturbance proposed, the likelihood of encountering ACH objects is considered low.
Stakeholders consulted	☐ TBLALC ☐ AAC ☐ OEH Archaeologist ☐ Consultant Archaeologist ☒ N/A
Did any stakeholders request additional site inspections?	☐ Yes ☐ No ☒ N/A
Did representatives request to have site monitors present during construction?	☐ Yes ☐ No ☒ N/A
Did representatives recommend an Archaeologist inspect the site?	☐ Yes ☐ No ☒ N/A
Did representatives recommend an ACHAR be prepared and an AHIP be applied for?	☐ Yes ☐ No ☒ N/A
Did representatives request any project-specific mitigation measures?	☐ Yes (list recommendations) _____ _____ _____ _____ _____ ☐ No ☒ N/A

8.0 Recommendations and conclusion

Recommendations and conclusion	Response
Does a desktop and site assessment confirm that there are Aboriginal objects or that they are likely?	☐ Yes ☒ No ☐ Uncertain
Does consultation confirm that there are Aboriginal objects or that they are likely?	☐ Yes ☐ No ☐ Uncertain ☒ N/A
Can harm to Aboriginal places and objects be avoided?	☒ Yes ☐ No ☐ Uncertain
Are site monitors required during construction?	☐ Yes ☒ No
Is an ACHAR and AHIP required?	☐ Yes. Engage a consultant Archaeologist to undertake ACHA and, if deemed necessary, apply for an AHIP. Refer to OEH Guidelines. ☒ No. The project is to proceed with caution. If any potential Aboriginal objects are found, work is to stop and the stop works procedure provided in the ACHMP – Appendix 7 is to be applied. N.B. If human remains are found, work is to stop, the site secured and the NSW Police notified. All staff and contractors on site are to be notified that it is an offence under the Coroners Act to interfere with the materials/remains.

9.0 Figures and plates

Figure 1: Aerial photograph showing study area (green polygon)

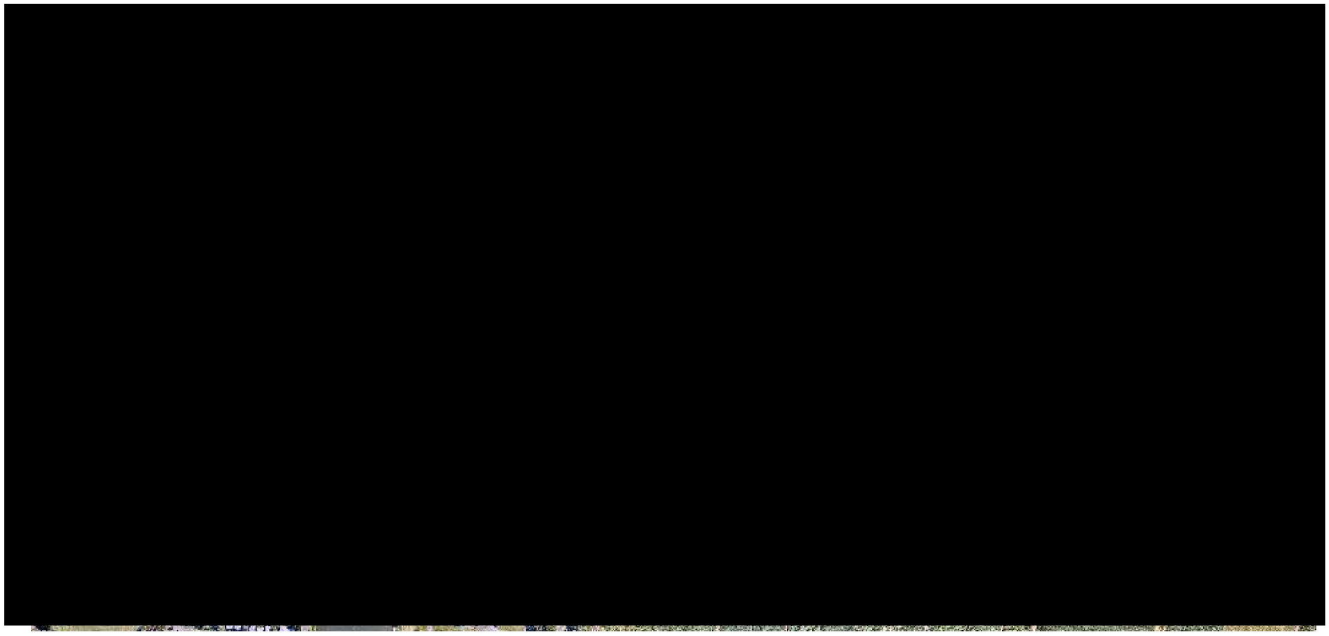


Figure 2: ACHMP mapping within the study area (yellow polygons represent known ACH sites)

Appendix A – ACHMP Stop works procedure

7. Stop Work Procedure

It is an offence to harm an Aboriginal object or place under the NPW Act. Immediate Stop Work procedures are to be implemented when an activity or works reveal any Aboriginal object or remains so as to avoid harm (see definition of harm in Section 7). The following outlines the Stop Work Procedures:

Inadvertent discovery of an object

On discovery of any surface or buried sub-surface cultural material (other than human remains, which is addressed following) the following actions should occur as soon as practicable:

- All work should cease at the location and if necessary, an appropriately qualified Aboriginal sites officer or experienced archaeologist, with expertise in Aboriginal cultural heritage is to be notified, if not already present at the location. The area is to be made safe and cordoned off to prevent access and to protect the object. Construction workers and operational personnel will comply with the instructions of the qualified Aboriginal Sites Officer and/or experienced cultural professional (archaeologist).
- The TBLALC and OEH North East Region Planning Unit are to be notified.
- An Aboriginal cultural heritage assessment of the object and surrounding locality is to be undertaken. A written report of the archaeologist's findings and recommendations is to be provided to registered Aboriginal parties and the OEH for their consideration.
- No further works or development may be undertaken at the location until the required investigations have been completed and permits or approvals obtained as required by the NPW Act and receipt of written authorisation by the OEH North East Region Planning Unit. Upon further advice, construction may be able to continue at an agreed distance away from the site.
- Aboriginal cultural heritage objects are to be registered to the AHIMS.

Inadvertent discovery of a burial or human remains

Burials or human remains are controlled by the following legislation:

- Coroners Act 2009 (NSW)
- Crimes Act 1900 (NSW) and Federal Crimes Act 1914
- National Parks and Wildlife Act 1974 (NSW) covers Aboriginal human remains
- Due Diligence Code of Practice for the Protection of Aboriginal Objects in NSW, 2010 by OEH

Should human remains be found during the activity or works, the following procedure should be followed. On discovery of the remains the following actions should occur as soon as practicable:

- All work should cease at the location. The Police must be notified, and all personnel and contractors on site should be advised that it is an offence under the Coroners Act to interfere with the material/remains.
- If necessary, an appropriately qualified Aboriginal or experienced archaeologist, with expertise in Aboriginal cultural heritage is to be notified, if not already present at the location. The area is to be cordoned off to access and to protect the remains. Construction workers and operational personnel will comply with the instructions of the qualified Aboriginal sites officer or archaeologist.
- The TBLALC and the OEH North East Region Planning Unit are to be notified.
- No further works or development may be undertaken until the required investigations have been completed and permits or approvals obtained where required in accordance with the NPW Act. Upon further advice, construction may be able to continue at an agreed distance away from the site.
- Burial remains are to be registered to the AHIMS if found to be Aboriginal cultural remains.

Note: A Stop Work Order or Interim Protection Order may also be directed by the Chief Executive under S91AA of the NPW Act.

Contact and connect

02 6670 2400

tweed.nsw.gov.au
tsc@tweed.nsw.gov.au
PO Box 819 Murwillumbah NSW 2486

Appendix H Waste Management Plan

TWEED SHIRE COUNCIL

Waste Management Plan

NRRT002 – Murwillumbah Station refurbishment – Tweed Valley Way, South Murwillumbah

September 2024

Version control

Version	Title	Date
1.0	Waste Management Plan	2/9/2024

Introduction

The following pre-classification of waste streams to be generated during the refurbishment works of the Murwillumbah Railway Station are based on the following:

- review of the preliminary site contamination investigation
- communication with Council Design Unit Engineering and Drafting personnel
- waste classification of waste streams in accordance with the NSW Waste Classification Guidelines and relevant current NSW EPA resource recovery exemptions
- review of the Stott's Creek Resource Recovery Centre 2023/2024 commercial fees and charges.

Waste streams and associated disposal options are presented in Table 1 below.

Red imported fire ants (*Solenopsis invicta*) biosecurity

Restrictions apply on the movement of fire ant carrier material. Anyone bringing organic mulch, compost, growing media, manure, soil, hay, straw, chaff, silage, potted plants, turf, agricultural equipment, earth moving equipment, sand, gravel, chitters, coal fines, coal stone, overburden and decomposed granite into NSW from Queensland must comply with the current NSW Biosecurity (Fire Ant) Emergency Order. Noting that fire ant infested areas include both Queensland and New South Wales locations.

Moving material out of the fire ant control area in South Murwillumbah also must comply with the current Emergency Order.

Table 1: Waste streams and associated disposal options

Waste stream	Likely sources within the subject site	Pre-classification	Re-use/disposal options without license	Disposal cost (Stott's waste facility)/tonne
Concrete	Discarded stormwater pipes, kerb and channel, driveways, discarded slurry, concrete off-cuts, culverts.	General solid waste (non-putrescible) - Building and demolition waste	• Re-use within the subject site • Re-use on private property (less than 200 tonnes) • Dispose	$60.00
Excavated soil material (imported soil)	Excavated material from trenching works: • is naturally occurring rock and soil • contains at least 98% (by weight) natural material • does not meet the VENM definition	Excavated Natural Material (ENM)	• Re-use within the project • Re-use as ENM in accordance with resource recovery exemption (e.g. ENM, 2014) • Dispose to licensed landfill validation testing	$263.00

Waste stream	Likely sources within the subject site	Pre-classification	Re-use/disposal options without license	Disposal cost (Stott's waste facility)/tonne
Excavated soil material (imported soil within road reserve e.g. road base)	Excavated material from trenching works: • being rock, soil, sand, bitumen, reclaimed asphalt pavement, gravel, slag from iron and steel manufacturing, fly and bottom ash, concrete, brick, ceramics and materials that hold a resource recovery order for use in road making activities • that have been excavated during the construction and maintenance of council and RMS public roads and public road infrastructure facilities	Excavated Public Road Material (EPRM)	• Re-use within the project • Re-use as EPRM in accordance with resource recovery exemption (e.g. EPRM, 2014) • Dispose to licensed landfill no validation testing	$263.00
Excavated native soil	Excavated material from trenching works (natural material in situ): • that are not contaminated with manufactured or process residues as a result of industrial, commercial, mining or agricultural • does not contain sulphidic ores or soils	• Material is identified as Virgin Excavated Natural Material (VENM)	• Re-use on council land or private property subject to approval • Dispose to licensed landfill	$164.00

Waste stream	Likely sources within the subject site	Pre-classification	Re-use/disposal options without license	Disposal cost (Stott's waste facility)/tonne
Treated and validated acid sulfate soils (ASS)	Excavated material from trenching works (identified as Potential ASS or Actual ASS)	ASS Material as per the Waste Classification Guidelines, 2014	• Re-use within the trench (backfill) • Undergo neutralisation/treatment and validated by laboratory analysis, then dispose to licensed landfill	Stotts Creek Landfill $263.00
			• Alternatively, dispose to licensed facility that accepts ASS (e.g. by arrangement to Eco Earth Resources, 1732 Stapylton Jacobs Well Road, Jacobs Well, QLD, 4208)	Eco Earth Resources (confirm with site)
General construction waste	Discarded pipe fittings, offcuts, geofabric material, sediment fencing etc.	General solid waste (non-putrescible) - Building and demolition waste	• Re-use within the subject site • Re-use on private property (less than 200 tonnes) • Dispose to licensed landfill	$263.00
General rubbish litter	Food scraps, paper, cardboard, plastics etc.	General solid waste (putrescible and non-putrescible)	Dispose	$263.00

NB: Disposal costs are current at the time of publication. Disposal costs need to be confirmed at the time of construction.

Note the following conditions applicable to Table 1:

Re-use on private property (soil material and concrete):

- Land holder may require development consent for filling.
- Section 143 forms required to be completed.

Building and demolition waste

Building and demolition waste means unsegregated material (other than material containing asbestos waste or liquid waste) that results from:

- the demolition, erection, construction, refurbishment or alteration of buildings other than
    - chemical works
    - mineral processing works
    - container reconditioning works
    - waste treatment facilities
- the construction, replacement, repair or alteration of infrastructure development such as roads, tunnels, sewage, water, electricity, telecommunications and airports

and includes materials such as:

- bricks, concrete, paper, plastics, glass and metal
- timber, including unsegregated timber, that may contain timber treated with chemicals such as copper chrome arsenate (CCA), high temperature creosote (HTC), pigmented emulsified creosote (PEC) and light organic solvent preservative (LOSP)

but does not include excavated soil (for example, soil excavated to level off a site prior to construction or to enable foundations to be laid or infrastructure to be constructed).

Contact and connect

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