NSW GOVERNMENT

Transport Access Program

Pymble Station Upgrade

Determination Report

Artist's impression of the proposed Pymble Station Upgrade, subject to detailed design

March 2021

Pymble Station Upgrade – Determination Report

Transport Access Program

Ref – 6566397

Contents

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Figures

Tables

Glossary and abbreviations

Term	Meaning
BC Act	*Biodiversity Conservation Act 2016* (NSW)
BDAR	Biodiversity Development Assessment Report
CBD	Central Business District
CEMP	Construction Environmental Management Plan
CLMP	Community Liaison Management Plan
Construction Contractor	The Construction Contractor for the Proposed Activity would be appointed by TfNSW to undertake the detailed design and construction of the Proposed Activity.
CPTED	Crime Prevention Through Environmental Design
DDA	*Disability Discrimination Act 1992* (Cwlth)
Detailed design	Detailed design broadly refers to the process that the Construction Contractor undertakes (should the Proposed Activity proceed) to refine the concept design to a design suitable for construction (subject to TfNSW acceptance).
Determination Report	This document – a report prepared by TfNSW to assess and address certain matters to allow for a determination of the Proposed Activity under, and in accordance with Division 5.1 of the EP&A Act.
DSAPT	*Disability Standards for Accessible Public Transport (2002)*
EIS	Environmental Impact Statement
EP&A Act	*Environmental Planning and Assessment Act 1979* (NSW)
EP&A Regulation	*Environmental Planning and Assessment Regulation 2000* (NSW)
EPBC Act	*Environment Protection and Biodiversity Conservation Act 1999* (Cwlth)
ISCA	Infrastructure Sustainability Council of Australia
Infrastructure SEPP	*State Environmental Planning Policy (Infrastructure) 2007* (NSW)
LEP	Local Environmental Plan
LGA	Local Government Area
NES	Matters of 'National Environmental Significance' under the EPBC Act
NSW	New South Wales
Proponent	A person or body proposing to carry out an activity under Division 5.1 of the EP&A Act – in this instance, TfNSW.
Proposed Activity	The construction and operation of the Pymble Station Upgrade
REF	Review of Environmental Factors
SIS	Species Impact Statement
TfNSW	Transport for NSW (the Proponent)

Executive summary

Overview of Proposed Activity

The Transport Access Program is a NSW Government initiative to provide a better experience for public transport customers by delivering accessible, modern, secure and integrated transport infrastructure. The program aims to provide:

- stations that are accessible to those with disabilities, those who are less mobile and parents/carers with prams and customers with luggage
- modern buildings and facilities that meet the needs of a growing population
- modern interchanges that support an integrated network and allow seamless transfers for all customers
- safety improvements including extra lighting, lift alarms, fences and security measures at stations.

Pymble Station has been identified for an accessibility upgrade as it does not currently meet key requirements of the *Disability Standards for Accessible Public Transport* (DSAPT) or the Commonwealth *Disability Discrimination Act 1992* (DDA). The proposed upgrade work would aim to provide:

- three new lifts connecting the existing footbridge to the Grandview Street Station entrance, the Pacific Highway station entrance and the station platform
- upgrades to the Grandview Street station entrance, including a widened footpath to allow for a new lift landing with a canopy
- modifications to the existing taxi zone and no parking zone to accommodate the widened footpath on Grandview Street
- two new accessible parking spaces and one accessible kiss and ride space at the Pacific Highway station entrance car park
- upgrades to the Pacific Highway station entrance, including:
    - a three stop lift connecting the car park / accessible parking, the bus stop at street level and the footbridge
    - a new accessible path to the lift landing with a new canopy at car park level
    - a new lift landing at street level with footpath upgrades
    - a new widened stair entrance with canopy upgrades.
- upgrades to the existing footbridge, including canopy extensions and anti-throw screens, and the conversion of the vacant kiosk to allow for a new lift landing
- canopy extension at platform level from the lift to the Platform 1 boarding assistance zone
- a new family accessible toilet and unisex ambulant toilet within the station building
- upgrade work to the existing stairs including replacement of treads and handrails
- improvements to station lighting and CCTV to improve safety and security
- improvements to customer information and communication systems, including wayfinding modifications, public address (PA) system upgrade and new hearing induction loops
- modifications to the rail corridor fencing at the Grandview Street and Pacific Highway station entrances

- electrical upgrades for the new infrastructure, including a new padmount substation.

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

Modifications to the Proposed Activity

Since the preparation and public display of the REF, the following design changes have been made to the Proposed Activity:

- the design of the lifts would be refined to suit the existing character of the station
- the existing entry stairs at the Pacific Highway station entrance would be fully retained
- the new accessible toilets would reuse the existing toilet layout and would no longer have a new entry installed
- the location of the lift to the footbridge from the Pacific Highway would be moved to the west to better align with the footbridge
- the existing shelters on Grandview Street would be upgraded to improve accessibility
- two kiss and ride spaces would be provided on Grandview Street.

The impacts associated with the design changes have been considered in accordance with clause 228 of the EP&A Regulation (refer to Chapter 3).

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

Purpose of this report

The purpose of this Determination Report is for TfNSW, as the Proponent of the Pymble Station Upgrade, to comply with its obligations under Division 5.1 of the EP&A Act and determine whether or not to proceed with the carrying out of the Proposed Activity. TfNSW must make a determination in accordance with the provisions of Division 5.1 of the EP&A Act.

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

Conclusion

Based on the assessments in the REF, consideration of the submissions received and the design changes subsequent to the public display of the REF, it is recommended that the Proposed Activity be approved, subject to the mitigation measures included in the REF and the proposed Conditions of Approval (refer Appendix B). TfNSW would continue to liaise with the community and other stakeholders as the Proposed Activity progresses through detailed design and into the construction phase.

1. Introduction

1.1. Background

The Transport Access Program is a NSW Government initiative to provide a better experience for public transport customers by delivering accessible, modern, secure and integrated transport infrastructure. The program aims to provide:

- stations that are accessible to those with disabilities, those who are less mobile and parents/carers with prams and customers with luggage
- modern buildings and facilities that meet the needs of a growing population
- modern interchanges that support an integrated network and allow seamless transfers for all customers
- safety improvements including extra lighting, lift alarms, fences and security measures at stations.

Pymble Station has been identified for an accessibility upgrade as it does not currently meet key requirements of the *Disability Standards for Accessible Public Transport* (DSAPT) or the Commonwealth *Disability Discrimination Act 1992* (DDA). The non-compliant station entrances and stairs to the footbridge and platforms do not facilitate access for people with reduced mobility, parents/carers with prams or customers with luggage. There are no accessible parking spaces, no accessible toilets, no lift facilities and inadequate Tactile Ground Surface Indicators (TGSI) to stairs, platforms and interchange facilities.

Transport for NSW (TfNSW) is the Proponent for the Pymble Station Upgrade (referred to as the 'Proposed Activity' for the purposes of this document). A description of the Proposed Activity is included in Section 1.4.

1.2. Review of Environmental Factors

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

The Pymble Station Upgrade REF was placed on public display from 2 December to 16 December 2020, with 35 submissions received. Feedback provided in these submissions is addressed in Section 2.3 of this report.

1.3. Determination Report

Prior to proceeding with the Proposed Activity, the Secretary for TfNSW must make a determination in accordance with Division 5.1 of the EP&A Act (refer Figure 1).

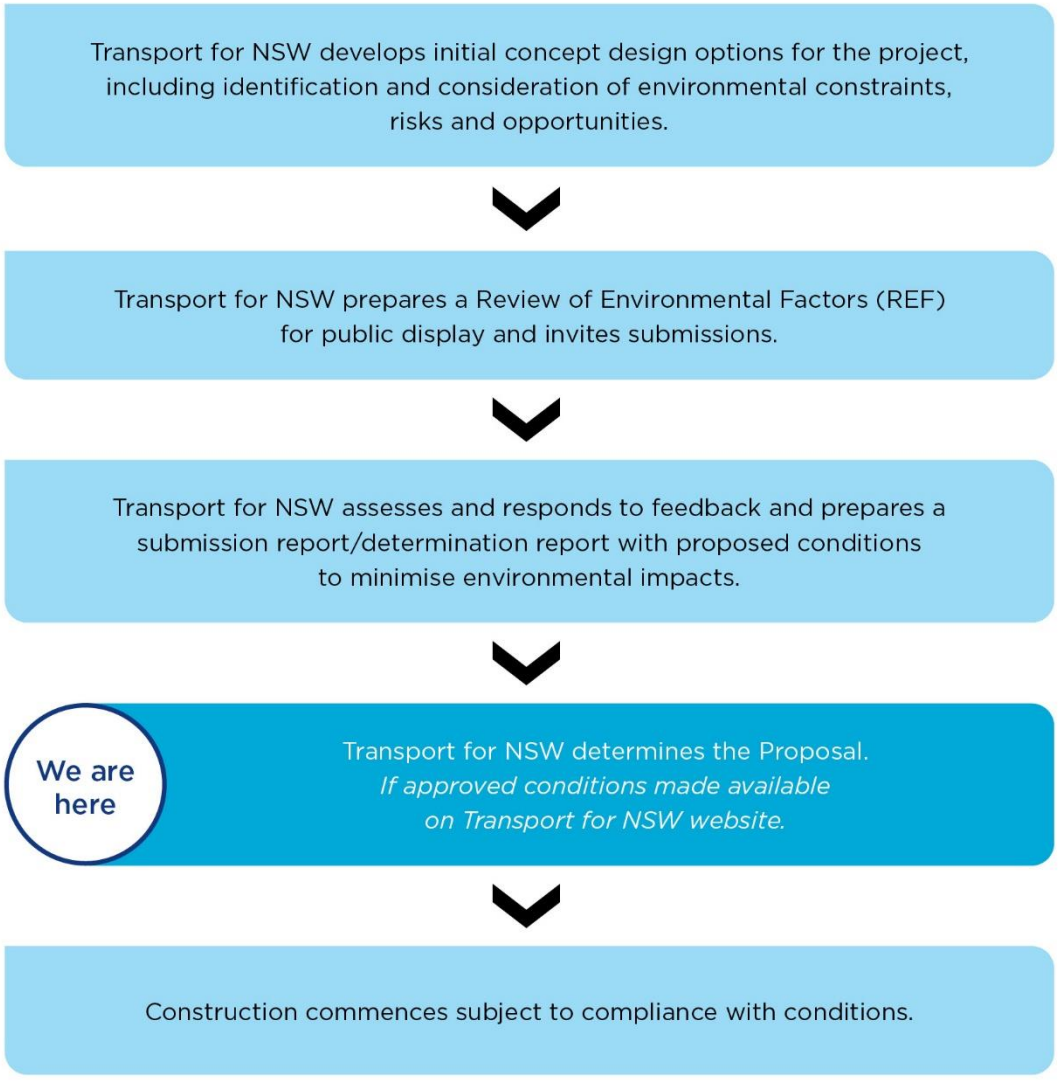


Figure 1 Planning approval process

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

- present a summary of the submissions received during the public display of the REF and TfNSW's response to feedback raised in these submissions
- assess the potential environmental impacts of the Proposed Activity, which are detailed in the environmental impact assessment (and any proposed modifications, as detailed and assessed in this Determination Report)
- identify mitigation measures to minimise potential environmental impacts
- determine whether potential impacts are likely to significantly affect the environment in accordance with the provisions of the EP&A Act
- address whether the provisions of the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) apply to the Proposed Activity.

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

a) to provide an efficient and accountable framework for the governance of the delivery of transport services

b) to promote the integration of the transport system

c) to enable effective planning and delivery of transport infrastructure and services

d) to facilitate the mobilisation and prioritisation of key resources across the transport sector

e) to co-ordinate the activities of those engaged in the delivery of transport services

f) to maintain independent regulatory arrangements for securing the safety of transport services.

1.4. Description of the Proposed Activity in the REF

The Proposed Activity would include work at Pymble Station, situated in the Ku-ring-gai Council Local Government Area. The station is located in the suburb of Pymble, about 15 kilometres north-west of the Sydney Central Business District (CBD). Pymble Station is also listed on the Section 170 Heritage and Conservation Register.

The Proposed Activity would provide safe and equitable access to the platforms and to the pedestrian network surrounding the station. Customer facilities and amenities would also be improved. The upgrade would also assist in supporting growth in public transport use and would provide an improved customer experience for existing and future users of the station.

A detailed description of the Proposed Activity is provided in Chapter 3 of the Pymble Station Upgrade REF, and would provide:

- three new lifts connecting the existing footbridge to the Grandview Street Station entrance, the Pacific Highway station entrance and the station platform
- upgrades to the Grandview Street station entrance, including a widened footpath to allow for a new lift landing with a canopy
- modifications to the existing taxi rank and no parking zone to accommodate the widened footpath on Grandview Street
- two new accessible parking spaces and one accessible kiss and ride space at the Pacific Highway station entrance car park
- upgrades to the Pacific Highway station entrance including:
    - a three stop lift connecting the car park / accessible parking, the bus stop at street level and the footbridge
    - a new accessible path to the lift landing with a new canopy at car park level
    - a new lift landing at street level with footpath upgrades
    - a new widened stair entrance with canopy upgrades.
- upgrades to the existing footbridge, including canopy extensions and anti-throw screens, and the conversion of the vacant kiosk to allow for a new lift landing
- canopy extension at platform level from the lift to the boarding assistance zone
- a new family accessible toilet and unisex ambulant toilet within the station building
- upgrade work to the existing stairs including replacement of treads and handrails
- improvements to station lighting and CCTV to improve safety and security

- improvements to customer information and communication systems including wayfinding modifications, public address (PA) system upgrade and new hearing induction loops
- modifications to the rail corridor fencing at the Grandview Street and Pacific Highway station entrances
- electrical upgrades for the new infrastructure, including a new padmount substation.

A schematic outlining the key features of the Proposed Activity is provided in Figure 2.

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

Construction is expected to commence in mid 2021 and take around 24 months to complete.

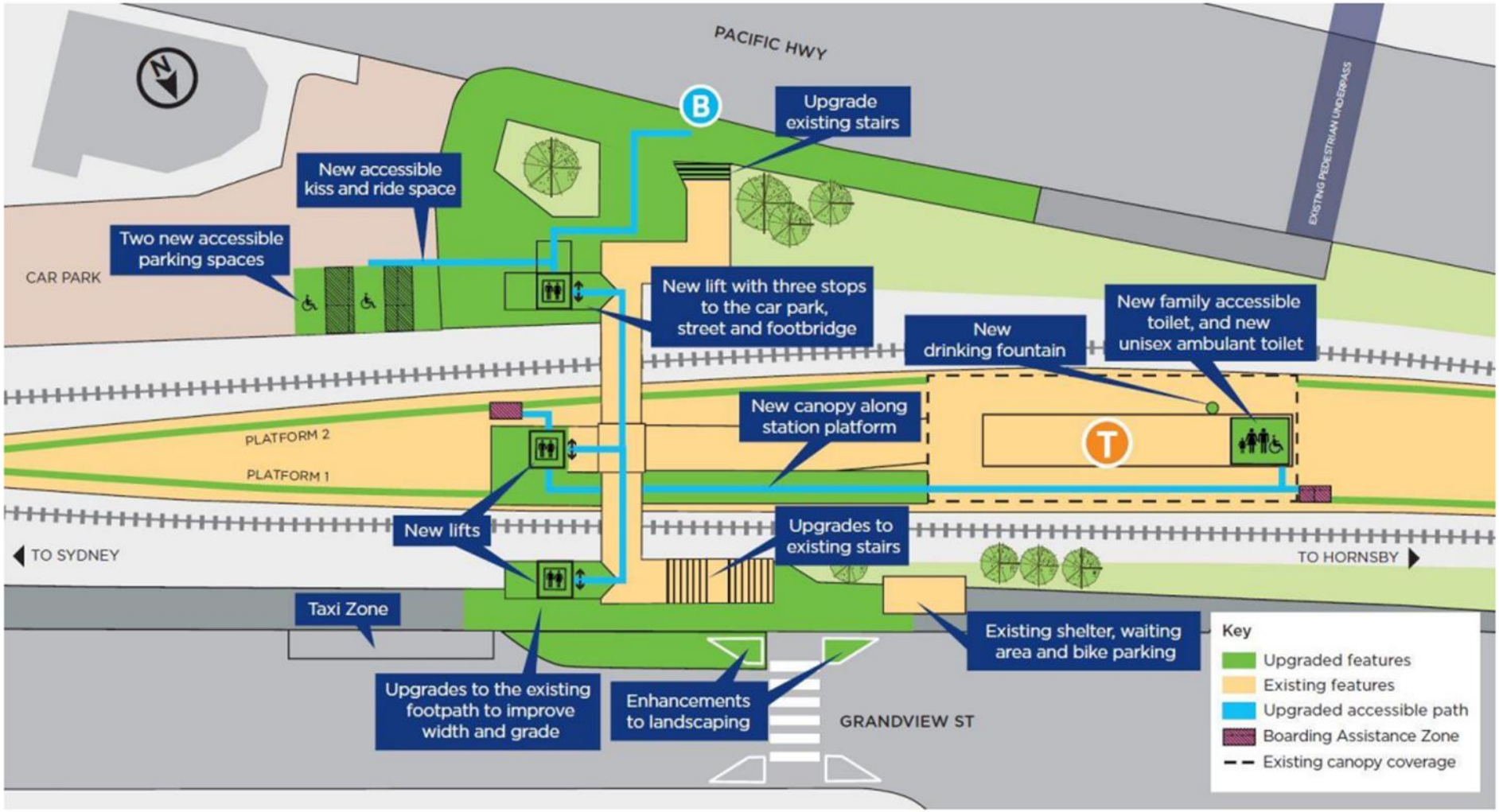


Figure 2 Key features of the Proposed Activity (indicative only, subject to detailed design)

2. Consultation and assessment of submissions

2.1. REF public display

The Pymble Station Upgrade REF was placed on public display from 2 December to 16 December 2020 on the TfNSW corporate website[1]. Due to COVID-19 social distancing measures, community information sessions were not held at the station. However, the project team was available by phone and email to answer questions and collect feedback from the community.

Community consultation activities undertaken for the public display included:

- distribution of 1300 flyers letterbox dropped within the suburb of Pymble on 1 December 2020. Additionally, 200 flyers were made available for self-collection at Pymble Station for community members
- installation of project signage at Pymble Station at the Pacific Highway and Grandview Street station entrances and on the station platform
- placement of an advertisement in the North Shore Times on Tuesday 8 December 2020 outlining the scope of the Proposed Activity, information on where to view the REF and specialist studies on the TfNSW website, along with details on how to make a submission
- geographically targeted social media advertising via Facebook from 2-16 December 2020 to inform locals of the Proposed Activity and invite their feedback online
- creation of a dedicated project webpage on the TfNSW corporate website, including an online feedback form for submissions
- a letter outlining the scope of the Proposed Activity, information on where to view the REF and specialist studies on the TfNSW website, along with details on how to make a submission was sent to Ku-ring-gai Council as per the consultation requirements under clause 13 of the Infrastructure SEPP
- briefings with Ku-ring-gai Council and Sydney Trains.

2.2. REF submissions

A total of 35 submissions were received by TfNSW, including one from Ku-ring-gai Council. These were received via email and online submissions. Submissions included feedback on a range of issues in relation to the Proposed Activity. The key themes raised in submissions were:

- support for improving accessibility at Pymble Station
- requests that the design be more sympathetic to the heritage and character of the station
- requests for a formalised kiss and ride zone on Grandview Street
- concerns about the difficulties in navigating and exiting the Pacific Highway car park.

[1] https://www.transport.nsw.gov.au/projects/current-projects/pymble-station-upgrade

2.3. Consideration and response to submissions

Community submissions

Issues raised in community submissions and responses are summarised in Table 1.

Table 1 Response to community submissions received

No.	Submission no.	Issue/s raised	Transport for NSW response
1	**General**		
1.1	PYM001, PYM002, PYM004, PYM005, PYM006, PYM008, PYM010, PYM012, PYM018 PYM020, PYM021, PYM023, PYM027, PYM028, PYM030, PYM034	Support for the Proposed Activity, and/or for improving accessibility at the station.	Support for the Proposed Activity is noted.
1.2	PYM016, PYM033	Recommended an improvement in train timetables so more train services stop at Pymble Station, to reduce wait times.	The Proposed Activity involves a station upgrade to provide equitable access in accordance with key requirements of the DDA and DSAPT, and changes to train services are not proposed, however are regularly reviewed by Sydney Trains and TfNSW. This feedback has been passed on to the relevant teams within TfNSW and Sydney Trains for consideration.
1.3	PYM001, PYM008, PYM018	Suggested that the station upgrade be used as an opportunity to improve and refresh the surrounding area.	The focus of the Proposed Activity is to provide equitable access in accordance with key requirements of the DDA and DSAPT. While the Proposed Activity also aims to refresh the public domain immediately surrounding the station, areas beyond the station are outside the scope of the Proposed Activity and are the responsibility of Ku-ring-gai Council. This feedback will be provided to the appropriate department in Ku-ring-gai Council for consideration.
1.4	PYM024	Requested a similar upgrade at Killara Station to make the station accessible.	Killara Station will be upgraded as part of the Transport Access Program. Project information for the Killara Station Upgrade can be found at the Project webpage: https://www.transport.nsw.gov.au/projects/current-projects/killara-station-upgrade
1.5	PYM030	Hopes that the upgrade is completed	Subject to approval, construction is expected to commence in 2021 and take around 24 months to complete.

No.	Submission no.	Issue/s raised	Transport for NSW response
		in a timely manner, prior to 2023.	For the safety of the community and workers, and to minimise disruptions to train services, major construction activities are completed during scheduled rail shutdowns when trains are not running. As a result, station upgrades generally take longer to build than other construction projects outside the rail corridor.
1.6	PYM031	Recommended a roundabout be installed on Telegraph Road to allow people to safely change direction for the Pacific Highway and access the shops on Grandview Street, rather than performing a U-turn.	The focus of the Proposed Activity is to provide equitable access to Pymble Station in accordance with key requirements of the DDA and DSAPT. The installation of a roundabout on Telegraph Road is outside the scope of the Proposed Activity and is the responsibility of Ku-ring-gai Council. This feedback will be provided to the appropriate department in Ku-ring-gai Council for consideration.
1.7	PYM032	Requested that improved coordination occurs between train and bus timetables to increase efficiency.	The Proposed Activity involves a station upgrade to provide equitable access to Pymble Station in accordance with key requirements of the DDA and DSAPT, and changes to train and bus services are not proposed. However, these are regularly reviewed by Sydney Trains and TfNSW, and this feedback has been passed on to the relevant teams within TfNSW and Sydney Trains for consideration.
1.8	PYM033	Suggested that Transport for NSW replace the existing North Shore train line from Hornsby to Chatswood with Metro services.	The focus of the Proposed Activity is to provide equitable access to Pymble Station in accordance with key requirements of the DDA and DSAPT. The upgrade of the North Shore train line between Hornsby and Chatswood is outside the scope of the Proposed Activity.
2	**Design**		
2.1	PYM001, PYM002, PYM003, PYM005, PYM006, PYM007, PYM008, PYM009, PYM010, PYM011, PYM012, PYM013, PYM014, PYM017, PYM018, PYM025, PYM034	Concerned about the proposed design (particularly the lifts) and requested that it be more sympathetic to the heritage and character of the station.	A key consideration of the Proposed Activity is to ensure that the design of the new elements minimises impacts to the heritage features of the station and surrounds, by respecting the heritage elements of the existing structures whilst improving the station access on both sides. The design for the station has been refined since the public display of the REF and would continue to be developed through the detailed design process. This would improve the look and feel of the station, with other examples on the T1 North Shore Line taken into consideration for context. The footbridge structure was chosen as the key heritage and design reference due to its immediate proximity to the new work. The design of the lifts responds to the key characteristics of the existing footbridge, roof and canopy above. It is acknowledged that

No.	Submission no.	Issue/s raised	Transport for NSW response
			while the lift shafts would add a new element to the station, the steel frame and glazed enclosure design of the lifts, in addition to the pyramid roof shape and concrete base, is sympathetic to the form, fabric and character of the station. The approach is not dissimilar to nearby stations. Ongoing refinement of the concrete, steel and glazing details to reference datum lines in the footbridge would further articulate the lift shafts and associate the new work directly with the footbridge. The use of glass in the lift shafts is also beneficial for crime prevention, passive surveillance, enhancing the appearance of the station and providing natural light to the areas around the lift shaft. Refer to Chapter 3 for further information on the proposed design changes.
2.2	PYM001, PYM010	Recommended using a different material for the cladding, such as wood, to help retain character of the station.	Heritage conservation and retention of the character of the station has been considered throughout the design process. Materials and finishes have been selected based on the criteria of durability, low maintenance and cost effectiveness, to accord with heritage requirements, to minimise visual impacts, and to be aesthetically pleasing. The design of the lifts responds to the key characteristics of the existing footbridge, roof and canopy above, due to their immediate proximity. The design approach has been to relate the lifts to the materiality of the footbridge (through the use of steel), rather than the station building.
2.3	PYM002	Suggested that lift on Pacific Highway side be relocated to the end of the footbridge to enable easier access to people entering the station from the Pacific Highway.	Since the public display of the REF, TfNSW has changed the location of the lift on the Pacific Highway side to better align with the footbridge and provide improved access for customers entering the station from the Pacific Highway. Refer to Chapter 3 for further information on the proposed design changes.
2.4	PYM006	Requested a wider footbridge.	Widening of the footbridge is not required to meet key requirements of the DDA and DSAPT, and the current width of the footbridge has been identified as sufficient for current and forecasted future patronage. In addition, the footbridge has been identified as being of high heritage significance as part of the heritage listing for Pymble Station. The footbridge has been prioritised for conservation and efforts have been made to minimise impacts to the heritage fabric.

No.	Submission no.	Issue/s raised	Transport for NSW response
2.5	PYM017, PYM033	Concerned about why multiple lifts are required, as Pymble Station has low train frequency. Suggested that one lift on the Pacific Highway side would be sufficient.	In order to comply with the key requirements of DDA and DSAPT and provide customers with equitable access to all areas of Pymble Station, three lifts are required to connect the existing footbridge to the Grandview Street Station entrance, the Pacific Highway station entrance and the station platform.
2.6	PYM019	Requested upgrade and modernisation of pedestrian underpass under the Pacific Highway from Avon Road to Pymble Station, to improve aesthetic.	The focus of the Proposed Activity is to provide equitable access to Pymble Station in accordance with key requirements of the DDA and DSAPT. While additional consideration was made for improvements to areas surrounding the station, including this underpass, it was not considered the primary area influenced by the Proposed Activity and as such improvements to this underpass are outside the scope of the Proposed Activity.
2.7	PYM034	Noted that they were unable to find the community consultation feedback report or heritage report online with information on how the proposed design would impact the station and community.	The Statement of Heritage Impact report is available on the Project webpage: https://www.transport.nsw.gov.au/pymble under the 'Planning documents' menu. This report assesses the impact of the Proposed Activity on Pymble Station. Early engagement was undertaken during September and October 2020 to provide the community with an opportunity to have their say on the early designs. Community feedback from this process is summarised in Chapter 5 of the REF.
3	**Traffic, transport and access**		
	Parking		
3.1	PYM008	Concerned about the difficulties in navigating the Pacific Highway car park, due to problematic turning angles and obstructed views of approaching traffic on Pacific Highway. Noted that this issue has been furthered with increased traffic congestion in the area and could pose challenges for users of accessible parking spaces.	The focus of the Proposed Activity is to provide equitable access to Pymble Station in accordance with key requirements of the DDA and DSAPT. Upgrades to the Pacific Highway car park are outside the scope of the Proposed Activity. A road safety audit would be completed as part of the detailed design process. This would ensure that the Proposed Activity would not negatively impact the current operation of the Pacific Highway car park.
3.2	PYM016, PYM018, PYM022	Requested improved car parking.	Commuter parking requirements are regularly assessed by TfNSW on a network-wide basis based on existing and future demand,

No.	Submission no.	Issue/s raised	Transport for NSW response
			proximity to other car parking spaces and the feasibility of providing parking. However, the objective of the Proposed Activity is to provide equitable access to the station in accordance with key requirements of the DDA and DSAPT, and providing additional parking is outside the scope of the Proposed Activity.
3.3	PYM022	Suggested that accessible car parking spaces would be beneficial near the retail area.	The focus of the Proposed Activity is to provide equitable access to Pymble Station in accordance with key requirements of the DDA and DSAPT. The proposed location of the new accessible parking spaces has been selected due to its proximity to the station. The provision of accessible car parking spaces near the retail area is outside the scope of the Proposed Activity.
	Active transport		
3.4	PYM015	Requested an Opal bike shed at the station.	There are currently bicycle parking facilities at both station entrances, providing capacity for 12 bicycles. Bicycle parking requirements are being investigated by TfNSW as part of a separate active transport strategy, and this includes consideration of bike sheds.
3.5	PYM026	Requested bicycle push ramps on station stairs so cyclists can minimise usage of the lifts.	The focus of the Proposed Activity is to provide equitable access to Pymble Station in accordance with key requirements of the DDA and DSAPT. Installation of bicycle push ramps is outside the scope of the Proposed Activity. Given the relatively infrequent occurrences of customers who carry a bicycle to/from the station platforms, the use of the lifts by cyclists is not expected to be in conflict with other lift users.
	Public transport and interchange facilities		
3.6	PYM006, PYM029	Recommended that provision is made for a kiss and ride zone on Grandview Street.	Since the public display of the REF, TfNSW has amended the Proposed Activity to include the addition of two kiss and ride spaces on Grandview Street in front of the taxi zone. Refer to Chapter 3 for further information on the proposed design changes. The Proposed Activity would also provide two accessible parking spaces and one new accessible kiss and ride space with an accessible path of travel to the station platform via the new lifts from the Pacific Highway station entrance car park.

No.	Submission no.	Issue/s raised	Transport for NSW response
3.7	PYM018	Concerned about existing kiss and ride zone in side street, as it obstructs vehicle flow due to its location and the width of the road.	It is assumed that this comment is referring to the kiss and ride zone on Alma Street. Since the public display of the REF, TfNSW has changed the Proposed Activity to include the addition of two regular kiss and ride spaces on Grandview Street in front of the taxi zone. Refer to Chapter 3 for further information on the proposed design changes. The additional kiss and ride spaces on Grandview Street would help to reduce the need for customers to use the kiss and ride zone on Alma Street. The Proposed Activity would also provide two accessible parking spaces and one new accessible kiss and ride space in the Pacific Highway station entrance car park.
3.8	PYM019	Requested provision for accessible access to the station from Avon Road.	The focus of the Proposed Activity is to provide equitable access to Pymble Station in accordance with key requirements of the DDA and DSAPT. While additional consideration was made for improvements to areas surrounding the station, including this underpass, it was not considered the primary area influenced by the Proposed Activity and as such improvements to this underpass are outside the scope of the Proposed Activity. However, the Proposed Activity includes two accessible entries in close proximity to the station, on the Pacific Highway side and Grandview Street side.
3.9	PYM030	Requested clarification about whether the upgrade means customers would be able to access the platform without having to use any steps.	The Proposed Activity provides three new lifts connecting the existing footbridge to the Grandview Street Station entrance, the Pacific Highway station entrance and the station platform, making the station fully accessible. This means that customers would not be required to use stairs to access the platform.
4	**Amenities, safety and security**		
4.1	PYM001, PYM002, PYM018	Requested a coffee kiosk or newsagent, potentially on the footbridge if adequate space was made.	The focus of the Proposed Activity is to provide equitable access to Pymble Station in accordance with key requirements of the DDA and DSAPT. There is currently a kiosk located on the footbridge at Pymble Station. This kiosk has been vacant for some time and would be removed as part of the Proposed Activity, to allow for provision of a lift. The lift is required to be in that location due to the structural integrity of the footbridge and access constraints, meaning the retainment of the existing kiosk at this location is not feasible.

Other stakeholder submissions

Table 2 outlines issues raised by Ku-ring-gai Council (PYM035) in their submission, along with Transport for NSW's response.

Table 2 Response to other stakeholder submissions received

Issue no.	Stakeholder	Issue/s raised	Transport for NSW response
1	**General**		
1.1	Ku-ring-gai Council	Request for further details about the Proposed Activity in drawing form, including information about: • the proposed relationship between the new and existing elements, including the connection of the proposed lifts to the historic footbridge • overall upgrades to the platform • alterations to the station building • colours, finishes and materials palette • details of any proposed excavation and associated archaeological investigation • ground materials including paving • action plan for identified moveable heritage • proposed plan for any vegetation and landscaped elements.	Consultation with Ku-ring-gai Council would be ongoing during design development, including presentation of relevant material. The moveable heritage identified in the listing for the site would not be impacted by the Proposed Activity. However, moveable heritage would be managed in accordance with the following: • Sydney Trains 2016, *Movable Heritage Disposal Policy* • Sydney Trains 2015, *Moveable Heritage Management Strategy* As noted in the SOHI and previous archaeological assessment by Extent (2018), archaeological potential at Pymble Station is not considered to meet HNSW significance criteria. Therefore, no archaeological investigation is proposed. A suitably qualified and experienced archaeologist would be consulted to provide advice in the event of any unexpected heritage finds in accordance with TfNSW Policies and Procedures.

Issue no.	Stakeholder	Issue/s raised	Transport for NSW response
2	**Design**		
2.1	Ku-ring-gai Council	Concerned that retention of planter walls at the pedestrian crossing on Grandview Street will disrupt movement along the footpath extension. Recommended that the footpath widening continue through the pedestrian crossing and the raised planter walls be removed from both sides of the intersection, creating an opportunity for a small plaza at the Grandview Street entry to the station. Recommendation that the plaza is paved with quality unit paving, consistent with the Ku-ring-gai Public Domain Plan. Suggestion that the northern most planter be transformed into a tree pit to provide shade to the plaza, while still maintaining reasonable movement.	TfNSW takes this recommendation on board and would explore it further during the detailed design process in consultation with Ku-ring-gai Council.
3	**Traffic, transport and access**		
3.1	Ku-ring-gai Council	Recommended that the study area in the Traffic, Transport and Access Assessment also includes the existing pedestrian underpass connecting the station with Avon Road, due to the substantial pick-up and drop-off activity occurring there. Noted that this will allow consideration of improvements to pedestrian safety and amenity, as well as the potential to extend CCTV into the underpass.	The Traffic, Transport and Access Assessment acknowledges the pedestrian underpass and its role in connecting pedestrians with both sides of the Pacific Highway. While additional consideration was made for the area surrounding the study area, including this underpass, it is noted that the underpass is not used exclusively by rail customers and its primary purpose is to provide safer access for pedestrians across the Pacific Highway. It should also be noted that the underpass is under Council control and Council would be responsible for any upgrade. The Proposed Activity would provide kiss and ride facilities on Grandview Street and in the Pacific Highway car park to allow pick up and drop off activities closer to the station.
3.2	Ku-ring-gai Council	Noted that there are constraints in the movement network, in terms of the footpath width along Pacific Highway, which narrows down at the railway overpass. Suggestion that including the	The Traffic, Transport and Access Assessment acknowledges the pedestrian underpass and its role in connecting pedestrians with both sides of the Pacific Highway.

Issue no.	Stakeholder	Issue/s raised	Transport for NSW response
		existing pedestrian underpass in the Traffic, Transport and Access Assessment study area would reduce the travel path to the station for customers from the south of Pacific Highway who want to avoid walking on the narrow path.	While additional consideration was made for the area surrounding the study area, including this underpass, it is noted that the underpass is not used exclusively by rail customers and its primary purpose is to provide safer access for pedestrians across the Pacific Highway. It should also be noted that the underpass is under Council control and Council would be responsible for any upgrade. The objective of the Proposed Activity is to provide equitable access to Pymble Station in accordance with key requirements of the DDA and DSAPT. Improvements to the public domain and travel paths beyond the station are outside the scope of the Proposed Activity.
3.3	Ku-ring-gai Council	Requested clarification on whether the pedestrian demand study in the Traffic, Transport and Access Assessment included students from Pymble Ladies' College, as their numbers would be significant from the Pacific Highway entrance to the station.	The pedestrian demand study in the Traffic, Transport and Access Assessment includes students from Pymble Ladies' College. Study users of the station are captured though the station patronage data used in the Assessment.
3.4	Ku-ring-gai Council	Noted that patronage data in the Traffic, Transport and Access Assessment was obtained between 6am and 7am for a weekday in 2017, however the peak school period for Pymble Ladies' College may show higher numbers of passengers. Recommended that this be checked to determine existing and future demand.	Weekday patronage data used in the Traffic, Transport and Access Assessment was obtained between 7am and 8am, as stated in Section 2.4.1.2. The five key bus routes that drop students off at Pymble Ladies' College in the mornings arrive at the school between 7:30am and 7:45am, meaning that they would have been included in the Opal data collected from Pymble Station during the patronage study period.
3.5	Ku-ring-gai Council	Recommended that provision is made for the replacement of bus stop 207311 on Pacific Highway, as the shelter was recently removed due to damage.	The Proposed Activity includes an upgraded station entrance on the Pacific Highway side, which has been designed to double as a bus waiting area to eliminate the need for an additional structure. The area would include seats, lighting, a wheelchair waiting area and views to the bus stop.
3.6	Ku-ring-gai Council	Noted that there is mention of Bus Stop ID: 207311 on Pacific Highway in the Traffic, Transport and Access Assessment, but it is unclear which stop this is	Bus Stop ID: 207311 refers to the bus stop located on the Pacific Highway outside the station entrance.

Issue no.	Stakeholder	Issue/s raised	Transport for NSW response
		referring to. Requested clarification.	
3.7	Ku-ring-gai Council	Expressed in-principle support for the proposed modifications to the existing Taxi Zone and No Parking zone to accommodate a widened footpath on Grandview Street. Recommended that consideration be given to extending the footpath widening further west on Grandview Street to the end of the existing No Stopping Zone, so as to incorporate the concrete kerb blisters either side of the crossing and provide better access around the existing bike rails and to the waiting shelter.	TfNSW notes this recommendation and would explore this aspect further during the detailed design process in consultation with Ku-ring-gai Council. Transport for NSW notes the in-principle support of Ku-ring-gai Council for the modifications on Grandview Street. An associated Condition of Approval has been included (refer to Condition of Approval 40).
4	**Amenities, safety and security**		
4.1	Ku-ring-gai Council	Requested a raised continuous footpath with unit paving be installed across the entrance of the car park on the Pacific Highway side of the station so that drivers exiting the car park are aware of pedestrians. Noted that the crash ID no.1063306 identified in Table 5 of the Traffic, Transport and Access Assessment appears to have occurred at the entrance to this car park, involving a vehicle leaving the car park, and a pedestrian on the footpath Suggested that the existing continuous road pavement implies vehicles have right of way, and a raised continuous footpath will assist in protecting and prioritising pedestrians.	TfNSW notes this recommendation and would explore this aspect further during the detailed design process in consultation with Ku-ring-gai Council. An associated Condition of Approval has been included (refer to Condition of Approval 41).
5	**Biodiversity**		
5.1	Ku-ring-gai Council	Noted that trees are not likely to be adversely impacted by the Proposed Activity, however the Arboricultural Impact Assessment states that electrical service installation may affect the trees. Requested clarification by the consulting arborist around the potential effects of electrical service installation on trees.	Identification of potential impacts on trees resulting from electrical installation is a conservative assessment and relates to potential minor impacts on tree roots and branches during installation of electrical infrastructure. The potential impacts would be managed via standard recommended mitigation measures to minimise the risk of adverse impacts affecting these trees.

Issue no.	Stakeholder	Issue/s raised	Transport for NSW response
5.2	Ku-ring-gai Council	Noted that no objection is raised if removal and replacement planting of trees no. 1-13 and tree no. 28 is necessary, due to their low significance according to Council's criteria.	Noted.
5.3	Ku-ring-gai Council	Recommended that tree protection work methodology for installation of electrical infrastructure under trees 4-13 is provided by the consulting arborist.	These trees no longer need to be removed, as design development has resulted in this electrical infrastructure no longer being required to be installed underground. Appropriate methodology would be developed to ensure that trees are protected during electrical installation.
5.4	Ku-ring-gai Council	Noted that tree no. 29 (Wallangarra White Gum) is tree of moderate landscape significance and the Arboricultural Impact Assessment recommends Level 3 diagnostic testing and aerial assessment to determine the viability of the tree. Noted that Council's Tree Management Team agrees with this recommendation.	Noted.
5.5	Ku-ring-gai Council	Noted that tree no. 30 (Bottle Brush) was assigned moderate amenity value in the Arboricultural Impact Assessment and long-term viability is unclear. Recommended that the consulting arborist is provided with finalised designs so they can determine the potential for retention and protection of this tree. Noted that no objection is raised if removal and replacement planting of the tree is necessary.	Noted.
5.6	Ku-ring-gai Council	Noted that Council's Tree Management Team agrees with points 9.3 and 9.4 of the Arboricultural Impact Assessment in relation to subsurface utility installation and tree protection measures.	Noted.
5.7	Ku-ring-gai Council	Recommended that the Project include provision of replacement planting to offset any of the required tree removals as addressed in the Arboricultural Impact Assessment.	Noted. Offsetting would be provided in accordance with *Transport for NSW Vegetation Offset Policy*.

Issue no.	Stakeholder	Issue/s raised	Transport for NSW response
		Recommended that replacement planting should include at least six months post-planting maintenance, and be guided by the consulting arborist in liaison with Council's Tree Management Team.	

2.4. Future consultation

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

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

The TfNSW email address[2] and TfNSW Infoline (1800 684 490) would continue to be available during the construction phase. The TfNSW website3 would also include updates on the progress of construction. Targeted consultation methods, such as the use of letters, notifications, signage and verbal communications, would continue to occur. Also, interested stakeholders would be invited to subscribe to a project specific distribution list where they would receive all written communications direct to their inbox.

[2] projects@transport.nsw.gov.au

[3] https://www.transport.nsw.gov.au/projects/current-projects/pymble-station-upgrade

3. Changes to the Proposed Activity

Further design development has resulted in changes to the design of the Proposed Activity since the Pymble Station Upgrade REF was prepared and placed on public display. The Revised key features of the Proposed Activity are shown in Figure 3.

3.1. Assessment of design changes

Further design development, along with consultation with the community and stakeholders, has resulted in a number of changes since the Pymble Station Upgrade REF was prepared. These changes are outlined in Table 3, along with a discussion of the impacts (and unless explicitly stated otherwise in the table below, it is considered that impacts related to other aspects are considered to be consistent with the findings of the REF including with respect to clause 228 of the EP&A Regulation and impacts to matters of NES). An addendum visual impact assessment (refer to Appendix C) and Addendum Statement of Heritage Impacts (refer to Appendix D) have been prepared to assess the proposed changes. Where additional mitigation measures are required, these have been included as Conditions of Approval in Appendix B.

Table 3 Assessment of design changes

Aspect of the Proposed Activity	Design change	Discussion of impacts
Pacific Highway station entrance	The entry stairs would be fully retained.	The extent of demolition at the station and impact to existing entry stairs would be reduced. As a result, the potential impact on the heritage significance of the station would be reduced. Potential visual impacts would also be reduced. In relation to potential heritage impact, the impact of upgrading the existing stairs and adding an awning at the Pacific Highway entrance would be **minor adverse**. Existing stair fabric would be retained, with minor alterations required to meet safety requirements While the new awning would add a new built form and an additional visual element to the entrance, this has been mitigated to some degree through the retention of the existing stair. Refer to Appendices C and D for detailed consideration for the visual and heritage impacts of these design changes.
Toilet facilities	The new accessible toilets would reuse the existing toilet layout and would no longer have a new entry installed.	The extent of demolition at the station would be reduced. As a result, the potential impact on the heritage significance of the station would be reduced. Potential visual impacts would also be reduced. In relation to potential heritage impact, the proposed toiled facilities

Aspect of the Proposed Activity	Design change	Discussion of impacts
		would have little to no impact on the significance of the station building. The station building is a significant component of Pymble Station. The exterior of the building is of high significance; the interior of the building is of moderate significance. However, the existing male and female toilets have previously been heavily modified. Refer to Appendices C and D for detailed consideration for the visual and heritage impacts of these design changes.
Lift to station footbridge from Pacific Highway	The location of Lift 3 at the Pacific Highway station entrance has been moved to better align with the footbridge.	The proposed new lift location would not introduce additional environmental impacts to what has been assessed in the REF. The altered location means that there would no longer be a lift canopy required at the carpark level, as cover would be provided by the footbridge. The visual impacts of the new lift location are considered to be consistent with those identified in the Landscape Character and Visual Impact Assessment (RPS, 2020c). The heritage impacts of the new lift location are considered to be consistent with those identified in the SOHI (RPS, 220b). Relocating Lift 3 to align with the southern end of the footbridge at Pacific Highway, would visually impact the heritage significant footbridge. Physical impact to significant heritage fabric will remain the same as previously assessed, in that the lift landing structure would be independent from the bridge, minimising the impact to significant fabric. The design change to the location of Lift 3 is required to avoid a high pressure gas main underground at the previous location. The proposed new lift location would also enable easier access for customers entering the station from the Pacific Highway. Refer to Appendices C and D for detailed consideration for the visual

Aspect of the Proposed Activity	Design change	Discussion of impacts
		and heritage impacts of these design changes.
Lifts	The design for the lifts is continuing to be refined, to minimise visual and heritage impacts to the existing character of the station.	The refined lift design would not introduce additional environmental impacts to what has been assessed in the REF. The form, materials and finishes of the lifts have been designed to tie in with existing architectural elements of the station. Changes have also attempted to address community feedback regarding relationship of the new lifts to the historic character of the station through detailing of the lift shafts. Concrete has been chosen for the lift bases as a reference to the form and character of the footbridge rather than the brick character of the platform building. Transport for NSW has successfully implemented this approach at other stations, including Mittagong, through the use of steel detailing and shadow lines in concrete to reference key datum lines in the footbridge and further articulate the lift bases. Refer to Appendices C and D for detailed consideration for the visual and heritage impacts of these design changes.
Grandview Street Shelter	The existing shelters on Grandview Street would be upgraded to improve accessibility.	The upgrade of existing shelters on Grandview Street would have little to no impact on the station, as there would be no direct impact to significant fabric, or areas of archaeological potential, and little to no impact on the setting of the station. The existing road side shelter structure is contemporary and does not contribute to the significance of the station. The shelter would be demolished and replaced with a new lightweight painted steel and glass shelter to provide all weather protection to the new bicycle hoops and an angled bench with DDA compliant armrests and back rest. The structure is intended to reflect the character of the architectural proposal for the station.

Aspect of the Proposed Activity	Design change	Discussion of impacts
		Refer to Appendices C and D for detailed consideration for the visual and heritage impacts of these design changes.
Kiss and ride facilities	Two regular kiss and ride spaces would be implemented on Grandview Street in front of the taxi zone.	The proposed additional kiss and ride spaces would not introduce additional environmental impacts to what has been assessed in the REF. There would be no direct impact to significant fabric, or areas of archaeological potential, and little to no impact on the setting of the station. The existing taxi zone on Grandview Street would be pushed back to allow for the new kiss and ride spaces to be located in front, providing easy access to the station for customers being picked up or dropped off. Refer to Appendices C and D for detailed consideration for the visual and heritage impacts of these design changes.
Grandview Street overhead wiring	Design development has removed the need for the overhead electrical wiring in Grandview Street to be reinstalled underground.	Removing the need for undergrounding the electrical supply in Grandview Street would mean that the trees would no longer be impacted. Other impacts associated with these works, such as noise, dust, traffic and visual amenity would also be avoided as a result.

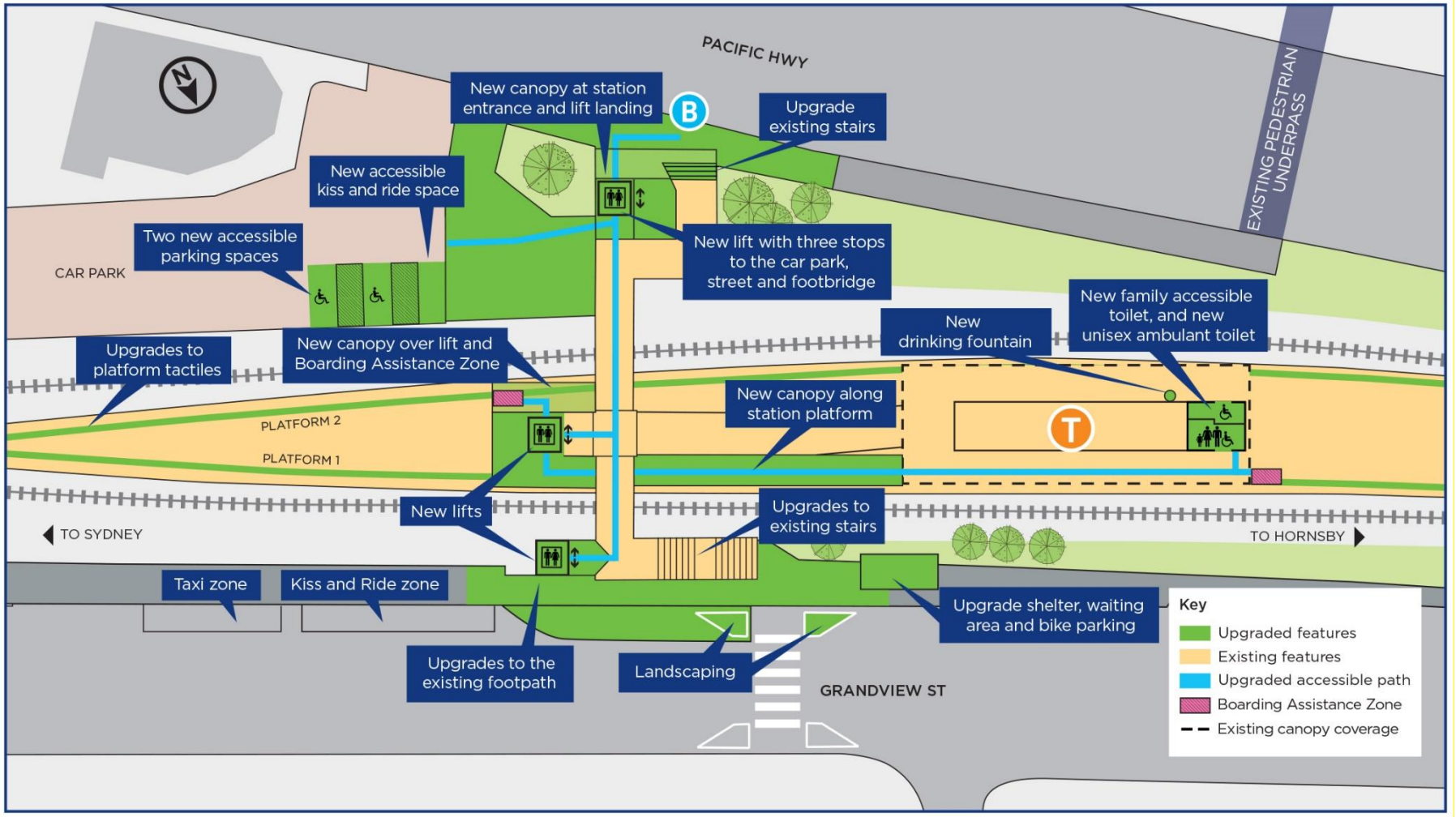


Figure 3 Revised key features of the Proposed Activity (indicative only, subject to detailed design)

4. Consideration of the environmental impacts

4.1. NSW Environmental Planning and Assessment Act 1979

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

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

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

The likely significance of the environmental impacts of the Proposed Activity has been assessed in accordance with the then NSW Department of Planning's 1995 best practice guideline *Is an EIS Required?*[4] It is concluded that the Proposed Activity is not likely to significantly affect the environment (including critical habitat) or threatened species, populations of ecological communities, or their habitats. Accordingly, an environmental impact statement under Division 5.2 of the EP&A Act is not required.

4.2. NSW Heritage Act 1977

The Proposed Activity will be undertaken within the curtilage of the Pymble Station heritage item, which is listed on the RailCorp Section 170 Heritage and Conservation Register as an item of local significance.

The potential heritage impacts of the Proposed Activity have been assessed in Section 6.5 of the REF, Chapter 3 of this Determination Report, a Statement of Heritage Impact (RPS, 2020) and addendum to that Statement of Heritage Impact included in Appendix C.

4.3. Commonwealth Environment Protection and Biodiversity Conservation Act 1999

As part of the consideration of the Proposed Activity, all matters of national environmental significance (NES) and any impacts on Commonwealth land for the purposes of the EPBC Act have been assessed. In relation to NES matters, this evaluation has been undertaken in accordance with Commonwealth Administrative Guidelines on determining whether an action has, will have, or is likely to have a significant impact. A summary of the evaluation is provided in Chapter 6 and Appendix A of the REF and Chapter 3 of this Determination Report.

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

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

5. Conditions of Approval

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

6. Conclusion

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

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

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

Determination

PYMBLE STATION UPGRADE

APPROVAL

I, Sally Durham as delegate of the Secretary, Transport for NSW:

1. Have examined and considered the Proposed Activity in the *Pymble Station Review of Environmental Factors* (December 2020) and the *Pymble Station Determination Report* (March 2021) in accordance with Section 5.5 of the NSW *Environmental Planning and Assessment Act 1979.*

2. Determine on behalf of Transport for NSW (the Proponent) that the Proposed Activity may be carried out in accordance with the Conditions of Approval in this Determination Report (March 2021), consistent with the Proposed Activity described in the *Pymble Station Review of Environmental Factors* (December 2020).

Sally Durham
Director Planning, Environment and Sustainability
Environment and Sustainability Branch
Safety, Environment and Regulation Division
Transport for NSW

Date: 02 March 2021

References

Allied Tree Consultancy, 2020, Arboricultural Impact Assessment Report, Wollongong

DesignInc Sydney, 2020, Pymble Station – Architecture Design Report, Sydney

RPS, 2020a, Pymble Station Upgrade Review of Environmental Factors, Sydney

RPS, 2020b, Pymble Station Upgrade – Statement of Heritage Impact, Sydney

RPS, 2020c, Pymble Station Upgrade – Landscape Character and Visual Impact Assessment

SLR Consulting Australia, 2020, Pymble Station – Traffic, Transport and Access Assessment, Sydney

SLR Consulting Australia, 2020, Pymble Station Upgrade – Noise and Vibration Impact Assessment, Sydney

Appendix A Review of Environmental Factors

Please refer to the Transport for NSW website to access the Pymble Station Upgrade REF:

https://www.transport.nsw.gov.au/pymble

Appendix B Conditions of Approval

CONDITIONS OF APPROVAL

Pymble Station Upgrade

Note: these Conditions of Approval must be read in conjunction with the final mitigation measures in the Pymble Station Upgrade Review of Environmental Factors.

Schedule of acronyms and definitions used:

Acronym	Definition
ADEIA	Transport for NSW Associate Director Environmental Impact Assessment (or nominated delegate)
ADEM	Transport for NSW Associate Director Environmental Management (or nominated delegate)
ADSPD	Transport for NSW Associate Director Sustainability, Planning and Development (or nominated delegate)
AFC	Approved For Construction
CECR	Construction Environmental Compliance Report
CEMP	Construction Environmental Management Plan
CIR	Contamination Investigation Report
CLMP	Community Liaison Management Plan
CMP	Contamination Management Plan
CoA	Condition of Approval
dBA	Decibels (A-weighted scale)
ECM	Environmental Controls Map
EIA	Environmental Impact Assessment
EPA	NSW Environment Protection Authority
EP&A Act	*Environmental Planning and Assessment Act 1979*
EPL	Environment Protection Licence issued by the Environmental Protection Authority under the *Protection of the Environment Operations Act 1997*.
EMR	Environmental Management Representative
EMS	Environmental Management System
HIS	Heritage Interpretation Strategy
ISCA	Infrastructure Sustainability Council of Australia
ISO	International Standards Organisation
OEH	Former NSW Office of Environment and Heritage
ONVMP	Operational Noise and Vibration Management Plan
OOHWP	Out of Hours Work Protocol
PECM	Pre-Construction Environmental Compliance Matrix
POCR	Pre-Operational Compliance Report
RBL	Rating Background Level
REF	Review of Environmental Factors
SMP	Sustainability Management Plan

Acronym	Definition
TfNSW	Transport for NSW
TMP	Traffic Management Plan
UDLP	Urban Design and Landscaping Plan

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

CoA	Condition
	General
1.	**Terms of Approval** The Project shall be carried out generally in accordance with the environmental impact assessment (EIA) for this Project, which comprises the following documents: a) *Pymble Station Upgrade – Review of Environmental Factors* (RPS, November 2020) b) *Pymble Station Upgrade – Determination Report* (RPS, March 2021). In the event of an inconsistency between these conditions and the EIA, these conditions will prevail to the extent of the inconsistency.
2.	**Project Modifications** Any modification to the Project as approved in the EIA will be subject to further assessment. This assessment will need to demonstrate that any environmental impacts resulting from the modifications have been minimised. The assessment shall be subject to approval under delegated authority by TfNSW, and any additional requirements from the assessment of the Project modification must be complied with.
3.	**Statutory Requirements** These conditions do not remove any obligation to obtain all other licences, permits, approvals and land owner consents from all relevant authorities and land owners as required under any other legislation for the Project. The terms and conditions of such licences, permits, approvals and permissions must be complied with at all times.
	Communications
4.	**Community Liaison Management Plan** A Community Liaison Management Plan (CLMP) shall be prepared and implemented to engage with government agencies, relevant councils, landowners, community members and other relevant stakeholders (such as utility and service providers, bus companies, Taxi Council and businesses). The CLMP shall comply with the obligations of these conditions and should include, but not necessarily be limited to: a) a comprehensive, project-specific analysis of issues and proposed strategies to manage issues through the duration of the Project b) details of the communication tools (traditional and digital) and activities that will be used to inform and engage the community and stakeholders c) a program for the implementation of community liaison activities relating to key construction tasks with strategies for minimising impacts and informing the community d) policies and procedures for handling community complaints and enquiries, including the Contractor's nominated 24 hour contact for management of complaints and enquiries e) analysis of other major projects/influences in the area with the potential to result in cumulative impacts to the community and strategies for managing these. The CLMP shall be prepared to the satisfaction of the Director Community Engagement (or nominated delegate) prior to the commencement of construction and implemented, reviewed and revised as appropriate during the construction of the Project.
5.	**Community Notification and Liaison** The local community shall be advised of any activities related to the Project with the potential to impact upon them. Prior to any site activities commencing and throughout the Project duration, the community is to be notified of works to be undertaken, the estimated hours of construction and details of how further information can be obtained (i.e. contact telephone number/email, website, newsletters etc.) including the 24 hour construction response line number. Construction-specific impacts including information on traffic changes, access changes, detours, services disruptions, public transport changes, high noise generating work activities and work

CoA	Condition
	required outside the nominated working hours shall be advised to the local community at least seven days prior to such works being undertaken or other period as agreed to by the Director Community Engagement or as required by the Environment Protection Authority (EPA) (where an Environment Protection Licence (EPL) is in effect).
6.	**Website** Project information shall be made available to members of the public, either on dedicated pages on the TfNSW/Project website or details provided as to where hard copies of this information may be accessed. Project information to be provided includes: a) a copy of the documents referred to under Condition 1 of this approval b) a list of environmental management reports that are publicly available c) 24 hour contact telephone number for information and complaints. All documents uploaded to the website must be compliant with the *Web Content Accessibility Guidelines Version 2.0*.
7.	**Complaints Management** A 24 hour construction response line number shall be established and maintained for the duration of construction. Details of all complaints received during construction are to be recorded on a complaints register. A verbal response to phone enquiries on what action is proposed to be undertaken is to be provided to the complainant within two hours during all times construction is being undertaken and within 24 hours during non-construction times (unless the complainant agrees otherwise). A verbal response to written complaints (email/letter) should be provided within 48 hours of receipt of the communication. A detailed written response is to be provided to the complainant within seven calendar days for verbal and/or written complaints. Information on all complaints received during the previous 24 hours shall be forwarded to the Environmental Management Representative (EMR) each working day.
	Environmental Management
8.	**Construction Environmental Management Plan** A Construction Environmental Management Plan (CEMP) shall be prepared prior to the commencement of construction which addresses the following matters, as a minimum: a) traffic and pedestrian management (in consultation with the relevant roads authority) b) noise and vibration management c) water and soil management d) air quality management (including dust suppression) e) Aboriginal and non-Aboriginal heritage management f) biodiversity management g) storage and use of hazardous materials h) contaminated land management (including acid sulphate soils) i) weed management j) waste management k) bushfire risk l) environmental incident reporting and management procedures m) non-compliance and corrective/preventative action procedures n) details of approvals, licences and permits required to be obtained under any other legislation for the Project. The CEMP shall:

CoA	Condition
	i. comply with the Conditions of Approval, conditions of any licences, permits or other approvals issued by government authorities for the Project, all relevant legislation and regulations, and accepted best practice management ii. comply with the relevant requirements of *Environmental Management Plan Guideline – Guideline for Infrastructure Projects* (NSW Department of Planning Industry and Environment, 2020) iii. include a pre-construction environmental compliance matrix for the Project (or such stages of the Project as agreed to by the EMR) that details compliance with all relevant conditions and mitigation measures iv. include an Environmental Policy. In preparing the CEMP the following shall be undertaken: 1. consultation with government agencies and relevant service/utility providers (as required) 2. a copy of the CEMP submitted to the EMR for review 3. a copy of the CEMP submitted to the Associate Director Environmental Management (ADEM) for approval upon completion of the EMR review period 4. review and update the CEMP at regular intervals, and in response to any actions identified as part of the EMR's audit of the document 5. ensure updates to the CEMP are be made within seven days of the completion of the review or receipt of actions identified by any EMR audit of the document, and be submitted to the EMR for approval. The CEMP must be approved by the ADEM prior to the commencement of construction work associated with the Project.
9.	**Environment Personnel** Suitably qualified and experienced environmental management personnel shall be available and be responsible for implementing the environmental objectives for the Project, including undertaking regular site inspections, preparation of environmental documentation and ensuring the Project meets the requirements of the Environmental Management System (EMS). Details of the environmental personnel, including relevant experience, defined responsibilities and resource allocation throughout the project (including time to be spent on-site/off-site) are to be submitted for the approval of the ADEM, at least 21 days prior to commencement of construction of the Project (or such time as otherwise agreed by the ADEM). Any adjustments to environmental resource allocations (on-site or off-site) are to be approved by the ADEM.
10.	**Environmental Management Representative** Prior to the commencement of construction, the ADEM shall appoint an EMR for the duration of the construction period for the Project. The EMR shall provide advice to the ADEM in relation to the environmental compliance and performance of the Project. The EMR shall have responsibility for: a) considering and advising TfNSW on matters specified in these conditions and compliance with such b) reviewing and where required by the ADEM, providing advice on the Project's induction and training program for all persons involved in the construction activities and monitoring implementation c) periodically auditing the Project's environmental activities to evaluate the implementation, effectiveness and level of compliance of on-site construction activities with authority approvals and licences, the CEMP and associated plans and procedures, including carrying out site inspections weekly, or as required by the ADEM d) reporting weekly to TfNSW, or as required by the ADEM

CoA	Condition
	e) issuing a recommendation for work to stop immediately, if in the view of the EMR circumstances so require. The stop work recommendation may be limited to specific activities if the EMR can easily identify those activities f) requiring reasonable steps to be taken to avoid or minimise unintended or adverse environmental impacts g) reviewing corrective and preventative actions to ensure the implementation of recommendations made from the audits and site inspections h) providing reports to TfNSW on matters relevant to the carrying out of the EMR role as necessary i) where required by the ADEM, providing advice on the content and implementation of the CEMP and Environmental Controls Map (ECM) in accordance with the conditions j) reviewing and approving updates to the CEMP. The EMR shall be available during construction activities to inspect the site(s) and be present on-site as required.
11.	**Environmental Controls Map** An Environmental Controls Map (ECM) shall be prepared and implemented in accordance with TfNSW's *Guide to Environmental Controls Map* (SD-015) prior to the commencement of construction for implementation for the duration of construction. The ECM is to be endorsed by the EMR and may be prepared in stages, as set out in the CEMP. A copy of the ECM shall be submitted to the EMR for review and endorsement. The EMR is to be given a minimum period of seven days to review and endorse the ECM. Following receipt of the EMR's endorsement, the ECM shall be submitted to the ADEM for approval, at least 14 days prior to commencement of construction (or such time as is otherwise agreed by the ADEM). The ECM shall be prepared as a map – suitably enlarged (e.g. A3 size or larger) for mounting on the wall of a site office and included in site inductions, supported by relevant written information. Updates to the ECM shall be made within seven days of the completion of the review or receipt of actions identified by any EMR audit of the document and submitted to the EMR for approval.
	Hours of Work
12.	**Standard Construction Hours** Construction activities shall be restricted to the hours of 7:00 am to 6:00 pm (Monday to Friday); 8:00 am to 1:00 pm (Saturday) and at no time on Sundays and public holidays except for the following works which are permitted outside these standard hours: a) any works which do not cause noise emissions to be more than 5dBA higher than the rating background level (RBL) at any nearby residential property and/or other noise sensitive receivers b) out of hours work identified and assessed in the EIA or the approved Out of Hours Work Protocol (OOHWP) c) the delivery of plant, equipment and materials which is required outside these hours as requested by police or other authorities for safety reasons and with suitable notification to the community as agreed by the ADEM d) Emergency Work to avoid the loss of lives, property and/or to prevent environmental harm e) any other work as agreed by the ADEM and considered essential to the Project, or as approved by EPA (where an EPL is in effect).
13.	**High Noise Generating Activities** Rock breaking or hammering, jack hammering, pile driving, vibratory rolling, cutting of pavement, concrete or steel and any other activities which result in impulsive or tonal noise

CoA	Condition
	generation shall not be undertaken for more than three hours, without a minimum one hour respite period unless otherwise agreed to by the ADEM, or as approved by EPA (where relevant to the issuing of an EPL).
14.	**Construction Environmental Compliance Report** A Construction Environmental Compliance Report (CECR) for the Project shall be prepared which addresses the following matters: a) compliance with the Construction Environmental Management Plan (CEMP) and these conditions b) compliance with any approvals or licences issued by relevant authorities for the construction of the Project c) implementation and effectiveness of environmental controls (the assessment of effectiveness should be based on a comparison of actual impacts against performance criteria identified in the CEMP) d) environmental monitoring results, presented as a results summary and analysis e) details of the percentage of waste diverted from landfill and the percentage of spoil beneficially reused f) number and details of any complaints, including summary of main areas of complaint, actions taken, responses given and intended strategies to reduce recurring complaints (subject to privacy protection) g) details of any review and amendments to the CEMP resulting from construction during the reporting period h) any other matter as requested by the ADEM. The CECR shall: (i) be submitted to the EMR for review. The EMR is to be given a minimum period of seven days to review and provide any comments to TfNSW in relation to the CECR (ii) be submitted to the ADEM for approval upon completion of the EMR review period. The first CECR shall report on the first six months of construction and be submitted within six weeks of expiry of that period (or at any other time interval agreed to by the ADEM). CECRs shall be submitted no later than six months after the date of submission of the preceding CECR (or at other such periods as requested by the ADEM) for the duration of construction. **The final CECR shall detail compliance with all Conditions of Approval, licences and permits required to be obtained under any other legislation for the Project.**
15.	**Graffiti and Advertising** Hoardings, site sheds, fencing, acoustic walls around the perimeter of the site, and any structures built as part of the Project shall be maintained free of graffiti and advertising not authorised by TfNSW during the construction period. Graffiti and unauthorised advertising shall be removed or covered within the following timeframes: a) offensive graffiti will be removed or concealed within 24 hours b) highly visible (yet inoffensive) graffiti will be removed or concealed within a week c) graffiti that is neither offensive or highly visible will be removed or concealed within a month d) any unauthorised advertising material will be removed or concealed within 24 hours.
	Noise and Vibration
16.	**Construction Noise and Vibration** Construction noise and vibration mitigation measures shall be implemented through the CEMP, in accordance with TfNSW's *Construction Noise and Vibration Strategy* (ST-157) and the EPA's

CoA	Condition
	Interim Construction Noise Guideline (Department of Environment and Climate Change, 2009). The mitigation measures shall include, but not limited to: a) details of construction activities and an indicative schedule for construction works b) identification of construction activities that have the potential to generate noise and/or vibration impacts on surrounding land uses, particularly sensitive noise receivers c) detail what reasonable and feasible actions and measures shall be implemented to minimise noise impacts (including those identified in the EIA) d) procedures for notifying sensitive receivers of construction activities that are likely to affect their noise and vibration amenity, as well as procedures for dealing with and responding to noise and vibration complaints e) an Out of Hours Work Protocol (OOHWP) for the assessment, management and approval of works outside the standard construction hours identified in Condition 122 of this approval, including a risk assessment process which deems the out of hours activities to be of low, medium or high environmental risk, is to be developed. All out of hours works are subject to approval by the EMR and/or ADEM or as approved by EPA (where relevant to the issuing of an EPL). The OOHWP should be consistent with the TfNSW *Construction Noise and Vibration Strategy* (ST-157) f) a description of how the effectiveness of actions and measures shall be monitored during the proposed works, identification of the frequency of monitoring, the locations at which monitoring shall take place, recording and reporting of monitoring results and if any exceedance is detected, the manner in which any non-compliance shall be rectified.
17.	**Vibration Criteria** Vibration (other than from blasting) resulting from construction and received at any structure outside of the Project shall be limited to: a. for structural damage vibration –British Standard BS 7385-2:1993 *Evaluation and measurement for vibration in buildings Part 2* and German Standard DIN 4150:Part 3 – 1999*: Structural Vibration in Buildings: Effects on Structures* b. for human exposure to vibration – the acceptable vibration values set out in the *Environmental Noise Management Assessing Vibration: A Technical Guideline* (Department of Environment and Conservation, 2006) which includes British Standard BS 6472-2:1992 *Guide to Evaluation of Human Exposure to Vibration in Buildings (1 Hz to 80 Hz).* These limits apply unless otherwise approved by the ADEM through the CEMP.
18.	**Non-Tonal Reversing Beepers** Non-tonal reversing beepers (or an equivalent mechanism) shall be fitted and used on all construction vehicles and mobile plant regularly used on-site (i.e. greater than one day) and for any out of hours work.
19.	**Piling** Wherever practical, piling activities shall be completed using non-percussive piles. If percussive piles are proposed to be used, approval of the ADEM shall be obtained prior to commencement of piling activities.
20.	**Noise Impacts on Educational Facilities** Potentially affected pre-schools, schools, universities and any other affected permanent educational institutions shall be consulted in relation to noise mitigation measures to identify any noise sensitive periods (e.g. exam periods). As much as reasonably practicable noise intensive construction works in the vicinity of affected educational buildings are to be minimised.
	Contamination and Hazardous Materials

CoA	Condition
21.	**Unidentified Contamination (Other Than Asbestos)** If previously unidentified contamination (excluding asbestos) is discovered during construction, work in the affected area must cease immediately, and an investigation must be undertaken and report prepared to determine the nature, extent and degree of any contamination. The level of reporting must be appropriate for the identified contamination in accordance with relevant EPA guidelines, including the *Guidelines for Consultants Reporting on Contaminated Sites* (Office of Environment and Heritage, 2011). A copy of any contamination report shall be submitted to the EMR for review. The EMR is to be given a minimum period of seven days to review. A revised copy of the report shall be submitted to the ADEM for consideration upon completion of the EMR review period. The ADEM shall determine whether consultation with the relevant council and/or EPA is required prior to continuation of construction works within the affected area. ***Note:*** *In circumstances where both previously unidentified asbestos contamination and other contamination are discovered within a common area, nothing in these conditions shall prevent the preparation of a single investigation report to satisfy the requirements of both Condition 21 and Condition 22.*
22.	**Asbestos Management** If previously unidentified asbestos contamination is discovered during construction, work in the affected area must cease immediately, and an investigation must be undertaken and a report prepared to determine the nature, extent and degree of the asbestos contamination. The level of reporting must be appropriate for the identified contamination in accordance with relevant EPA, Safe Work Australia and SafeWork NSW guidelines and include the proposed methodology for the remediation of the asbestos contamination. Remediation activities must not take place until receipt of the investigation report. Works may only recommence upon receipt of a validation report from a suitably qualified contamination specialist that the remediation activities have been undertaken in accordance with the investigation report and remediation methodology. ***Note:*** *In circumstances where both previously unidentified asbestos contamination and other contamination are discovered within a common area, nothing in these conditions shall prevent the preparation of a single investigation report to satisfy the requirements of both Condition 21 and Condition 22.*
23.	**Storage and Use of Hazardous Materials** Construction hazard and risk issues associated with the use and storage of hazardous materials shall be addressed through risk management measures, which shall be developed prior to construction as part of the overall CEMP, in accordance with relevant EPA guidelines, TfNSW's *Chemical Storage and Spill Response Guidelines* (SD-066) and Australian and ISO standards. These measures shall include: a) the storage of hazardous materials, and refuelling/maintenance of construction plant and equipment are to be undertaken in clearly marked designated areas designed to contain spills and leaks b) spill kits, appropriate for the type and volume of hazardous materials stored or in use, to be readily available and accessible to construction workers. Kits are to be kept at hazardous materials storage locations, in site compounds and on specific construction vehicles. Where a spill to a watercourse is identified as a risk, spill kits are to be kept in close proximity to potential discharge points in support of preventative controls c) all hazardous materials spills and leaks to be reported to site managers and actions to be immediately taken to remedy spills and leaks d) training in the use of spill kits to be given to all personnel involved in the storage, distribution or use of hazardous materials.

CoA	Condition
	Erosion and Sediment Control
24.	**Erosion and Sediment Control** Soil and water management measures shall be prepared, implemented and maintained as part of the CEMP for the mitigation of water quality impacts during construction of the Project. The management measures shall be prepared in accordance with *Managing Urban Stormwater: Soils and Construction Volume 1 4th Edition* (Landcom, 2004).
	Heritage Management
25.	**Aboriginal and Non-Aboriginal Heritage** If previously unidentified Aboriginal or non-Aboriginal heritage/archaeological items are uncovered during construction works, the procedures contained in the TfNSW *Unexpected Heritage Finds Guideline* (SD-115) shall be followed and all works in the vicinity of the find shall cease. The EMR shall be immediately notified to co-ordinate a response, which may include seeking appropriate advice from a suitably qualified and experienced Heritage Advisor (in consultation with Heritage NSW, and/or the Energy, Environment and Science Group of the Department of Planning, Industry and Environment, as applicable). Works in the vicinity of the find shall not re-commence until clearance has been received from TfNSW and/or the Heritage Advisor.
26.	**Protection of heritage items listed on the RailCorp Section 170 Conservation Register** Design and construction of the Project within the curtilage of the Section 170 listed Pymble Station must be undertaken in accordance with the recommendations made in the Statement of Heritage Impact (RPS, 2020) and Addendum Statement of Heritage Impact (RPS 2021).

27.	**Heritage Advisor**
	The suitably qualitied and experience Heritage Advisor who is independent of the design and construction team's personnel shall be engaged to the satisfaction of the ADEIA. The Heritage Advisor shall provide ongoing heritage, design and conservation advice throughout detailed design and any subsequent relevant design modifications to ensure that the final design adheres to the recommendations of the heritage assessments provided in the EIA.
	The Heritage Advisor involvement and reporting shall include, but not be limited to:
	• Attendance at design meetings and/or heritage meetings to provide iterative heritage advice to actively inform design development
	• Targeted historical research to inform the iterative advice as required (to be documented as part of the below summary)
	• Summary of the iterative heritage advice provided which should capture (as a minimum):
	  ○ the optioneering process undertaken as part of the design development, including heritage pros & cons
	  ○ discussion on why particular heritage sensitive solutions might be discounted
	  ○ discussion of the relevant detailed design stage
	  ○ recommendations for next steps to further mitigate heritage impacts
	A progress draft of the above is to be provided at each detailed design stage. A final copy of the summary report is to be provided to TfNSW no later than 1 week after final submission. The summary report is to also include:
	a) confirmation of the extent of involvement of the Heritage Advisor in the detailed design process at the completion of Approved for Construction (AFC) design stage
	b) identification and assessment of any changes to, and/or additional to the scope of work from those identified in the EIA which would affect heritage significance
	c) a description of the impacts, and recommended mitigation measures relating to any new or amended scope of work identified in (b) above including the requirement for additional heritage approvals for consultation
	d) confirmation that the detailed design is compliant with the requirements of the EIA.

CoA	Condition
28.	**Heritage Interpretation Plan** If required by the recommendations of the SoHI (RPS, 2020) and Addendum SOHI (RPS, 2021) heritage interpretation shall be planned and integrated into the detailed design of the Project. The heritage interpretation planning shall be prepared by the Heritage Advisor (and sub-consultants as required i.e. graphics) with reference to *Sydney Trains Heritage Interpretation Guidelines*. The heritage interpretation planning shall be captured in a Heritage Interpretation Plan (HIP) that is to be issued as a progress report at each stage of detailed design. **The HIP is to be submitted to the ADEM for approval at least 14 days prior to the commencement of construction of the Project (or such time as is otherwise agreed by the ADEM).**
29.	**Photographic Archival Recording** Archival recording of Pymble Station shall be undertaken in accordance with the Heritage NSW guidelines prior to works commencing. The archival recording shall be reviewed and endorsed by the EMR prior to submission to Heritage NSW or other government body. **Copies of the archival recording are to be provided to Sydney Trains Heritage Team for future reference.**
	Traffic, Transport and Access
30.	**Traffic Management Plan** A construction Traffic Management Plan (TMP) shall be prepared as part of the CEMP which addresses, as a minimum, the following matters: a) ensuring adequate road signage at construction work sites to inform motorists and pedestrians of the work site ahead to ensure that the risk of road accidents and disruption to surrounding land uses is minimised b) maximising safety and accessibility for pedestrians and cyclists c) ensuring adequate sight lines to allow for safe entry and exit from the site d) ensuring access to railway stations, businesses, entertainment premises and residential properties (unless affected property owners have been consulted and appropriate alternative arrangements made) e) managing impacts and changes to on and off street parking and requirements for any temporary replacement provision f) parking locations for construction workers away from stations and busy residential areas and details of how this will be monitored for compliance g) routes to be used by heavy construction-related vehicles to minimise impacts on sensitive land uses and businesses h) details for relocating kiss-and-ride, taxi ranks and rail replacement bus stops if required, including appropriate signage to direct customers, in consultation with the relevant bus operator. Particular provisions should also be considered for the accessibility impaired i) measures to manage traffic flows around the area affected by the Project, including as required regulatory and direction signposting, line marking and variable message signs and all other traffic control devices necessary for the implementation of the TMP. Consultation with the relevant roads authority must be undertaken during the preparation of the TMP, as required. The performance of all Project traffic arrangements must be monitored during construction.
31.	**Road Condition Reports** Prior to construction commencement, road condition surveys and reports on the condition of roads and footpaths to be affected by construction shall be prepared. Any damage resulting

CoA	Condition
	from the construction of the Project, aside from that resulting from normal wear and tear, shall be repaired at the Proponent's expense.
32.	**Road Safety Audit** A Road Safety Audit shall be undertaken as part of the detailed design process and on completion of construction. The Road Safety Audit shall include but not be limited to detailed assessment of sight distances for vehicles exiting or entering the car park and mitigation measures proposed. **The Road Safety Audit is to be submitted to and accepted by TfNSW. The findings of the Road Safety Audit shall be provided to Ku-ring-Gai Council for information.**
	Lighting
33.	**Lighting Scheme** A lighting scheme for the construction and operation of the Project is to be developed by a suitably qualified lighting designer and prepared in accordance with *AS 1158 Lighting for Roads and Public Spaces* and *AS 4282 Control of the Obtrusive Effects of Outdoor Lighting*. The lighting scheme shall address the following as relevant: a) consideration of lighting demands of different areas b) strategic placement of lighting fixtures to maximise ground coverage c) use of LED lighting d) minimising light spill by directing lighting into the station e) control systems for lighting that dim or switch-off lights settings according to the amount of daylight the zone is receiving f) motion sensors to control low traffic areas g) allowing the lighting system to use low light or switch off light settings while meeting relevant lighting Standards requirements, and h) ensuring security and warning lighting is not directed at neighbouring properties. The proposed lighting scheme is to be submitted to TfNSW's technical (design) team for acceptance.
	Property
34.	**Property Condition Surveys** Subject to landowner agreement, property condition surveys shall be completed prior to piling, excavation or bulk fill or any vibratory impact works including jack hammering and compaction (Designated Works) in the vicinity of the following buildings/structures: a) all buildings/structures/roads within a plan distance of 50 metres from the edge of the Designated Works b) all heritage listed buildings and other sensitive structures within 150 metres from the edge of the Designated Works. Property condition surveys need not be undertaken if a risk assessment indicates that selected buildings/structures/roads identified in (a) and (b) will not be affected as determined by a qualified geotechnical and construction engineering expert with appropriate registration on the National Professional Engineers Register prior to commencement of Designated Works. Selected potentially sensitive buildings and/or structures shall first be surveyed prior to the commencement of the Designated Works and again immediately upon completion of the Designated Works. All owners of assets to be surveyed, as defined above, are to be advised (at least 14 days prior to the first survey) of the scope and methodology of the survey, and the process for making a claim regarding property damage. A copy of the survey(s) shall be given to each affected owner. A register of all properties surveyed shall be maintained.

CoA	Condition
	Any damage to buildings, structures, lawns, trees, sheds, gardens, etc. as a result of construction activity direct and indirect (i.e. including vibration and groundwater changes) shall be rectified at no cost to the owner(s).
	Sustainability
35.	**Sustainability Officer** A suitably qualified and experienced Sustainability Officer shall be appointed who is responsible for implementing the sustainability objectives for the Project, in line with the Program's overarching Sustainability Strategic Management Plan. Details of the Sustainability Officer including defined responsibilities, duration and resource allocation throughout the appointment are to be submitted to the satisfaction of the Associate Director Sustainability, Planning & Development (ADSPD) prior to the preparation of the Sustainability Management Plan.
36.	**Sustainability Management Plan** A Sustainability Management Plan (SMP) which details the approach to managing sustainability requirements and opportunities during design and construction shall be prepared. The SMP shall include the following as a minimum: a) a completed electronic checklist demonstrating compliance with the TfNSW Sustainable Design Guidelines Version 4.0 (ST-114) OR the Infrastructure Sustainability Council of Australia (ISCA) scorecard demonstrating credits targeted to meet an Infrastructure Sustainability Rating Scheme (v1.2/2.0) of xxx b) a statement outlining the Construction Contactor's own corporate sustainability policies, obligations, goals, targets and commitments c) a description of the processes and methodologies for encouraging and identifying innovative sustainability outcomes on the Project, and the areas targeted for innovative sustainable solutions to be explored and/or implemented on the Project d) the approach to the identification of opportunities to reduce carbon emissions, energy use and embodied lifecycle impacts of the Project. This should include a summary of initiatives proposed for implementation to meet energy and carbon management objectives and targets e) the approach to sustainable procurement including how procurement processes have taken in to account the principles of ISO 20400: 2017 – Sustainable Procurement in the selection of all materials, products and services f) a description of the processes, standards and procedures for undertaking climate change risk assessments and strategies for mitigation of risks associated with climate change and extreme weather events. **A copy of the SMP shall be submitted to the ADSPD at least 30 days prior to the commencement of construction, for approval (or such time as is otherwise agreed by the ADSPD.**
37.	**Infrastructure Sustainability Council of Australia (ISCA) Ratings** The Project shall be registered with the Infrastructure Sustainability Council of Australia (ISCA), and shall aim to achieve a minimum 'Infrastructure Sustainability Rating Tool' (v1.2/) 'Excellent' rating for the 'Design'and 'As-Built' components of the Project.
	Urban Design and Landscaping
38.	**Urban Design and Landscaping Plan** An Urban Design and Landscaping Plan (UDLP) for the Project shall be prepared and submitted to TfNSW for endorsement by the Precincts and Urban Design Team. The UDLP is to address the fundamental design principles as outlined in '*Around the Tracks' – urban design for heavy and light rail* (TfNSW, Interim 2016). At a minimum, the UDLP shall:

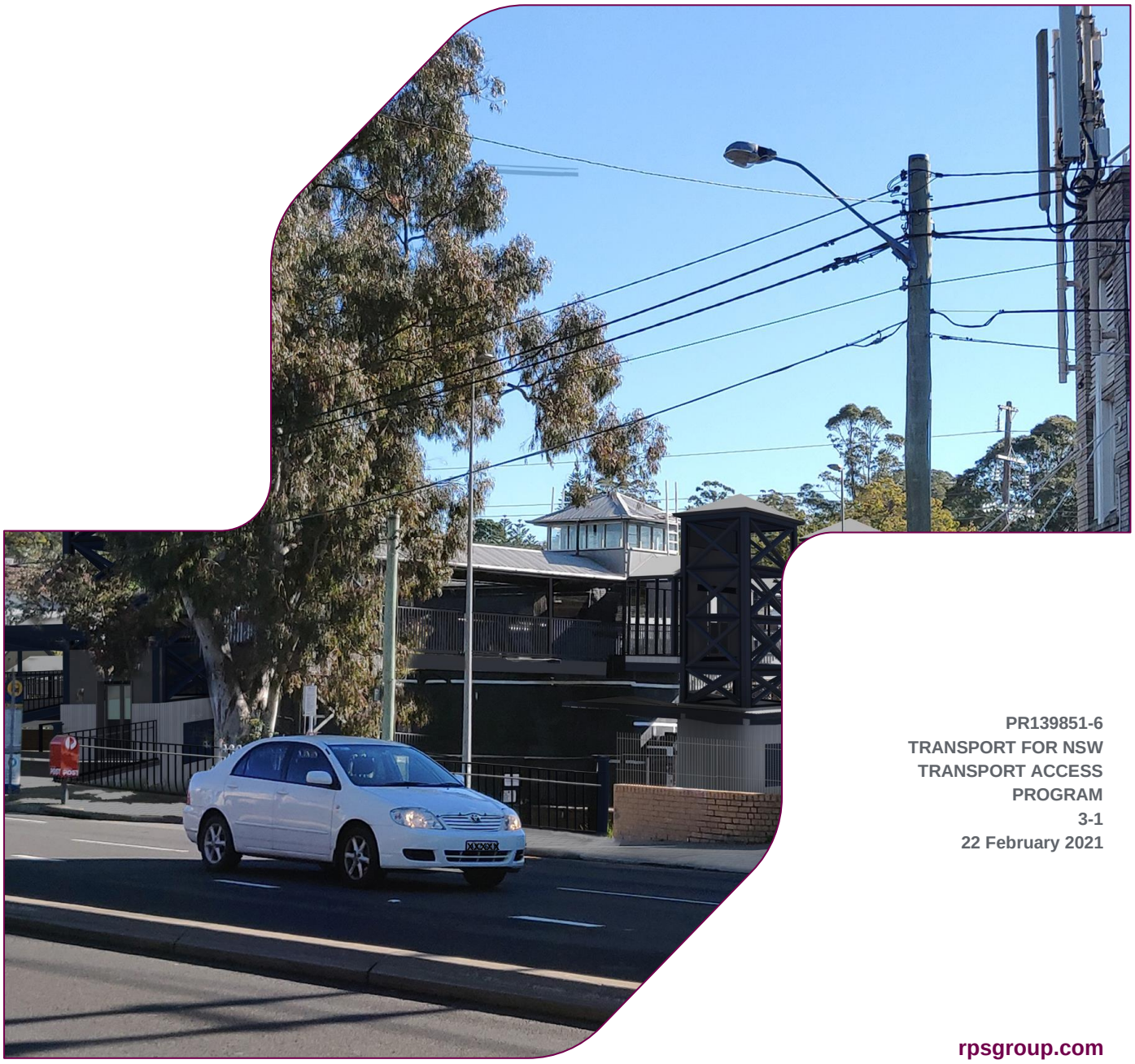
CoA	Condition
	a) demonstrate a robust understanding of the Project site through a comprehensive site analysis to inform the design direction, demonstrate connectivity with street networks, transport modes, active transport options, and pedestrian distances b) identify opportunities and challenges c) establish site-specific principles to guide and test design options d) demonstrate how the preferred design option responds to the design principles established in Around the Tracks, including consideration of Crime Prevention through Environmental Design Principles. The UDLP is to include the Public Domain Plan for the chosen option and shall provide analysis of the: (i) landscape design approach including design of pedestrian and bicycle pathways, street furniture, interchange facilities, new planting and opportunities for public art (ii) materials schedule including materials and finishes for proposed built works, colour schemes, paving and lighting types for public domain, fencing and landscaping (iii) an Artist's Impression or Photomontage to communicate the proposed changes to the precinct. The following design guidelines are available to assist and inform the UDLP for the Project: • *TAP Urban Design Plan Guidelines* (TfNSW, Draft 2018) • *Commuter Car Parks Urban Design Guidelines* (TfNSW, Interim 2017) • *Managing Heritage Issues in Rail Projects Guidelines* (TfNSW, Interim 2016) • *Creativity Guidelines for Transport Systems* (TfNSW, Interim 2016) • *Water Sensitive Urban Design Guideline SD-106* (TfNSW, 2017). The UDLP shall be: 1. prepared in consultation with councils and relevant stakeholders 2. prepared by a registered architect and/or landscape architect 3. prepared to inform/support the concept design and submitted to TfNSW for review at this design milestone 4. finalised and submitted to TfNSW at the completion of design documentation.
39.	TfNSW will explore the potential for further public domain work, including the creation of a plaza and installation of paving at the Grandview Street station entrance, during the detailed design process in consultation with Ku-ring-gai Council.
40.	TfNSW will explore the potential for installation of a raised continuous footpath with unit paving across the entrance to the carpark on the Pacific Highway in consultation with Ku-ring-gai Council.
	Flora and Fauna
41.	**Removal of Trees or Vegetation** Separate approval, in accordance with TfNSW's *Removal or Trimming of Vegetation Application* (FT-078), is required for the trimming, cutting, pruning or removal of trees or vegetation where the impact has not already been identified in the EIA for the Project. The trimming, cutting, pruning or removal of trees or vegetation shall be undertaken in accordance with the conditions of that approval.
42.	**Replanting Program** All cleared vegetation shall be offset in accordance with TfNSW's *Vegetation Offset Guide* (ST-149). All vegetation planted on-site is to consist of locally native species, unless otherwise

CoA	Condition
	agreed by the ADEM, following consultation with the relevant council, where relevant, and/or the owner of the land upon which the vegetation is to be planted.
43.	A suitably qualified Arborist will determine aboricultural impacts of construction and the potential for retention and protection of trees on the site, in addition to future tree management.
44.	For protection of native vegetation a suitably qualified Ecologist would demarcate the area to be used as laydown and clearly identify 'no go' areas to avoid and protect adjoining patches of Blue Gum High Forest located around the laydown area, prior to and during construction.

Appendix C Addendum Visual Impact Assessment

PYMBLE STATION UPGRADE

Landscape Character and Visual Impact Assessment



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Document status

Version	Purpose of document	Authored by	Reviewed by	Approved by	Review date
0-1	Draft Issue	JM/TFC	JS/TFC	TFC	1/10/2020
0-2	Updated Draft	TFC	JS/TFC	TFC	6/10/2020
0-3	Updated Figures	TFC		TFC	8/10/2020
1-0	Updated issue (Transport for NSW review)	TFC	JS/TFC	TFC	29/10/2020
2-0	Updated issue	TFC	JS/TFC	TFC	12/11/2020
2-1	Updated issue	TFC	JS/TFC	TFC	16/11/2020
3-0	Revised Design	TFC	AB/TFC	TFC	12/02/2021
3-1	Minor Amendments	TFC	AB/TFC	TFC	22/02/2021

Approval for issue

Timothy Connor  22 February 2021

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Contents

Tables

Figures

TERMS AND ACRONYMS

Table 1: Terms

Term	Description
Ku-ring-gai Council	Local Government Area (LGA) for the Proposal area.
Inbound	South bound trains and stops (heading to Sydney).
Landscape Character	"The combined quality of built, natural and cultural aspects which make up an area and provide its unique sense of place." (Transport for NSW, 2020)
Landscape Character Zone	"An area of landscape with similar properties or strongly defined spatial qualities, distinct from areas immediately adjacent." (Transport for NSW, 2020)
Magnitude	"The measurement of the scale, form and character of a development Proposal when compared to the existing condition. In the case of visual assessment this also relates to how far the Proposal is from the viewer. Combined with sensitivity, magnitude provides a measurement of impact" (Transport for NSW, 2020)
Proposal	Construction and operation of the Pymble Station Upgrade.
Proposal area	The extent to which the Station upgrade would occur, including work to the platform, stairs, the Station building and other ancillary items.
Road reserve	Public roads that are controlled by a local authority/ government or other State authority.
Roads and Maritime Services	Former NSW road agency now incorporated as part of Transport for NSW. References to previous publications issued by Roads and Maritime are made in this report.
RPS	The author of this Landscape Character and Visual Impact Assessment.
Scenic amenity	The overall pleasantness of the views people enjoys of their surroundings, which provides an attractive visual setting or backdrop for the enjoyment of activities of the people living, working, recreating, visiting or travelling through an area.
Sensitivity	"The sensitivity of a landscape character zone or view and its capacity to absorb change of the nature of the Proposal. In the case of visual impact this also relates to the type of viewer and number of viewers. Combined with magnitude, sensitivity provides a measurement of impact." (Transport for NSW, 2020)
Viewpoint	"The specific location of a view, typically used for assessment purposes." (Australian Institute of Landscape Architects, 2018)
Visual amenity	The attractiveness of a scene or view." (Australian Institute of Landscape Architects, 2018)
Visual catchment	The Australian Institute of Landscape Architects describes visual catchment as "Areas visible from a combination of locations within a defined setting (may be modelled or field-validated)." (Australian Institute of Landscape Architects, 2018)
Visual prominence	Is determined by the size, height and colour of proposed infrastructure elements and the degree to which the landscape within which they sit can assist in reducing their visual prominence (e.g. screening vegetation, landform, etc.).
Visual receptor	Individuals and/or defined groups of people who have the potential to be affected by a Proposal. These are sensitive visual receptors such as houses, roads and other infrastructure that is used frequently.

Table 2: Acronyms

Abbreviation	Title
DDA	Commonwealth *Disability Discrimination Act 1992*
DSAPT	Disability Standards for Accessible Public Transport
EP&A Act	NSW *Environmental Planning and Assessment Act 1979*
Infrastructure SEPP	*State Environmental Planning Policy (Infrastructure) 2007*
LCZ	Landscape Character Zone
LEP	Local Environment Plan
LGA	Local Government Area
REF	Review of Environmental Factors
SHR	State Heritage Register
TAP	Transport Access Program

1 INTRODUCTION

1.1 Purpose

RPS has been commissioned by Transport for NSW to undertake a Landscape Character and Visual Impact Assessment for proposed modifications to Pymble Station located on Grandview Street, Pymble, NSW.

The Proposal is part of the Transport Access Program (TAP) which is an NSW Government initiative to ensure that stations meet legislative requirements stipulated within the Commonwealth *Disability Discrimination Act 1992* and the *Disability Standards for Accessible Public Transport 2002* (DSAPT).

This Landscape Character and Visual Amenity Impact Assessment delivers an objective assessment of the probable impacts on the visual environment resulting from the construction of the Proposal. This report outlines results from site assessment and describes the present landscape character. It documents the assessment of visual impact resulting from the Proposal and provides recommendations for suitable mitigation measures.

This Landscape Character and Visual Amenity Impact Assessment supports the Review of Environmental Factors (REF), which has been developed concurrently with this report.

1.2 Study limitations

This assessment is intended to be an objective report based on professional analysis of the scoping design. It seeks to establish the anticipated visual impacts of the Proposal on a wide range of receivers. The assessment has been undertaken based on conceptual level information and therefore is generally broad in its approach.

Landscape character and visual impact assessment requires qualitative (subjective) judgements to be made. The assessment process aims to be objective and describe any changes factually. Potential changes because of the Proposal have been defined, however the significance of these changes requires qualitative (subjective) judgements to be made. The conclusions of this assessment therefore combine objective measurement and subjective professional interpretation.

The opinions, conclusions and any recommendations in this report are based on assumptions made by RPS described in this report.

1.3 Methodology

This report adopts the industry standard in its approach to visual impact assessment that is process-driven, consistent, and based on professional, value judgement of commonly accepted and adopted criteria in the industry.

The methodology adopted for this report is guided by policy and guidelines outlined in *Beyond the Pavement* (Transport for NSW, 2020) and the *Guideline for Landscape character and visual impact Environmental Impact Assessment Practice Note assessment EIA-N04* (Transport for NSW, 2020).

The methodology for this visual impact assessment involves the following activities:

- desktop study using aerial photography to identify the potential visual catchments and possible visual receptors
- ground-truthing of assumptions reached through initial desktop studies
- visiting the Proposal area on 13 August 2020 and reviewing the surrounding vantage points from publicly accessible areas
- describing and evaluating the existing landscape character and visual environment to establish a baseline for the visual assessment

- mapping the visual envelope based on field studies and data while identifying sensitive visual receptors. Sensitive visual receptors are people who would experience a visual impact
- undertaking a visual impact assessment using the grading matrix, considering visual sensitivity (of the visual amenity or viewpoints) and the magnitude of the visual change, to arrive at an overall level of effect or impact
- views from habitable room windows and private outdoor areas of residences are treated as sensitive receptors. Views from residual land beyond the primary outdoor area (such as driveways, agricultural lands, easements) are treated as less sensitive receptors
- this assessment adopts the standard methodology of sensitivity relating to proximity - the greater the distance between the visual receptor and the Proposal, the lesser the visual sensitivity of that visual receptor.

Key information reviewed as part of this report included:

- Transport Access Program Scoping Design Report – Pymble Station (Stantec, 2019)
- Urban Design Report – Pymble Station dated 08/12/2020 (DesignInc, 2020))
- Architecture Design Report – TAP 3 – Pymble Station dated 20/11/2020 (DesignInc, 2020a)
- Pymble Station Upgrade – Statement of Heritage Impact (RPS, 2020).

2 PROPOSAL OUTLINE

2.1 Site description

Pymble Station first opened in 1890 and is located at Grandview Street in Pymble within the Ku-ring-gai local government area (LGA) in the Sydney region of NSW. The Station is serviced by the T1 North Shore Line, providing services to Central Station and Hornsby Station; and is approximately 15 kilometres northeast of Sydney's Central Business District (refer Figure 1).

Pymble Station is situated between commercial properties on Grandview Street to the north of the Station and the Pacific Highway to the south of the Station, and residential properties on the southern side of the Pacific Highway (refer Figure 2).

Pymble Station is accessed by a singular set of stairs off the pedestrian footbridge connecting Grandview Street and the Pacific Highway, providing a link to the platform level. Platform 1 provides services to Central Station and Platform 2 provides services to Hornsby. A small vacant kiosk is located directly above the Station on the footbridge.

A bus stop is located at the Pacific Highway Station entrance which is accessed via the footbridge. There is a taxi rank located on Grandview Street which is also accessed from the footbridge. The car park located at the Pacific Highway Station entrance is leased to Ku-ring-gai Council and is primarily used by the commercial businesses on the Pacific Highway. There are two car parks located within the Pymble shopping village to the north of the Station, however the commuter car parking is mostly in the local streets, particularly further east along Grandview Street. There are bicycle parking facilities at both Station entrances, providing capacity for 12 bicycles in total.

The Pacific Highway has a road bridge and footpath which crosses the rail corridor over the north-western end of the platform. There is a pedestrian underpass under the Pacific Highway which connects the Station to the medium to high density residential areas and Pymble Ladies' College on Avon Road.

Pymble Station Group is listed on RailCorp's Section 170 Heritage and Conservation Register (s170). Pymble Station is considered to have local significance as the opening of the railway in 1890 was instrumental in encouraging rapid subdivision and development of the area. The footbridge, Station building, and the platform remain in good condition and retain heritage significance in terms of integrity and aesthetics. Topographically, the Station is located in a landscape gently sloping north through suburban Pymble as shown in Figure 3. The Station is located below grade of the adjacent Pacific Highway running along the southern side of the site. The Station sits at grade with the adjacent shopping strip on Grandview Street.

Table 3: Proposal area particulars

Aspect	Details
Station name	Pymble Station
Address	Grandview Street, Pymble, NSW 2073
LGA	Ku-ring-gai Council
Coordinates (approx.)	Lat: -33.74479 Long: 151.14222
Site total area (approx.)	3.521 ha
Lot and Plan	Lot 2073 on DP1132828
Land zoning (site)	SP2 Infrastructure – Railway Infrastructure
Adjacent land zoning	SP2 Infrastructure, B2 Local Centre, B5 Business Development R4 High Density Residential

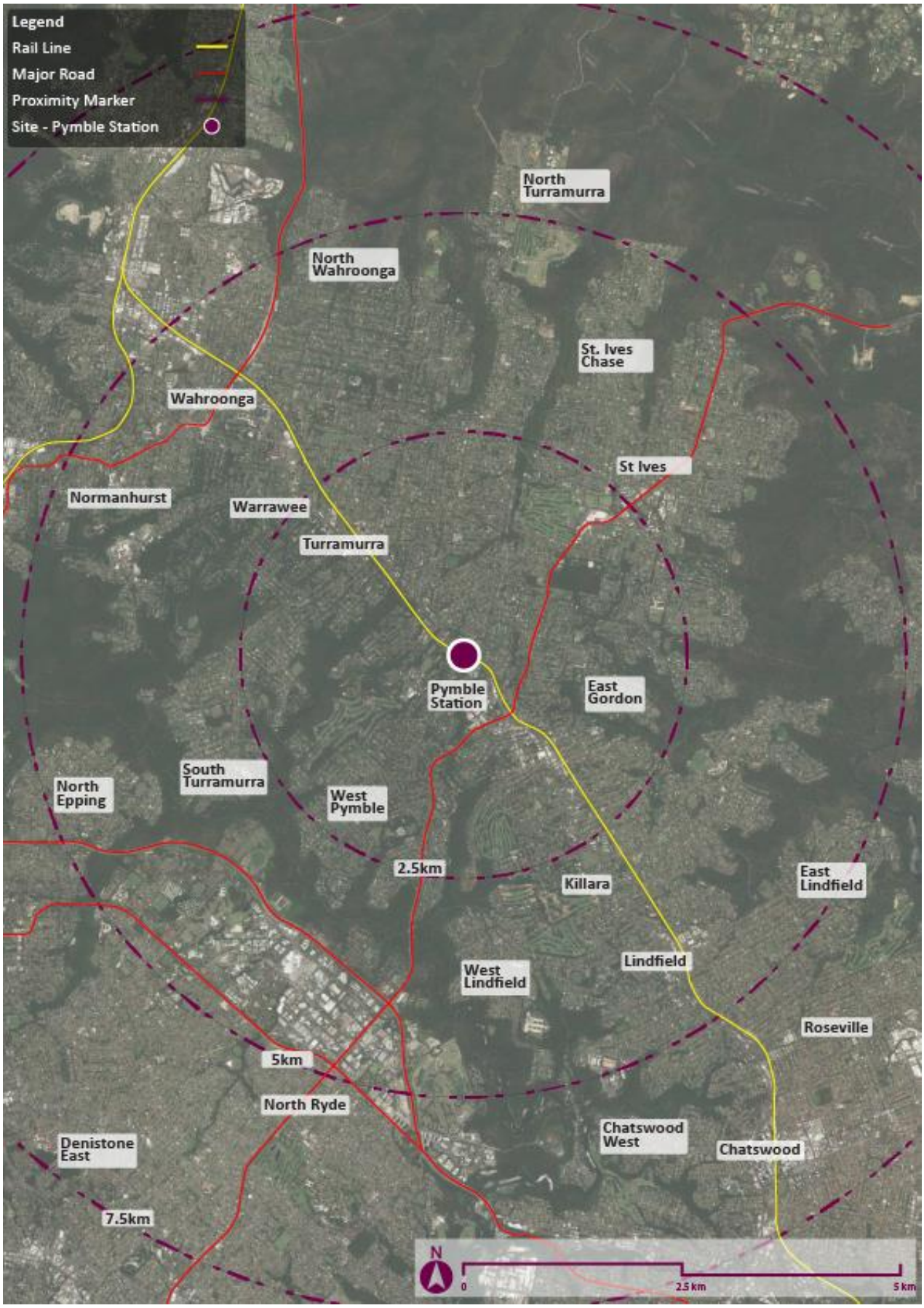

Figure 1: Pymble Station: Regional context

Figure 2: Pymble Station: Local context

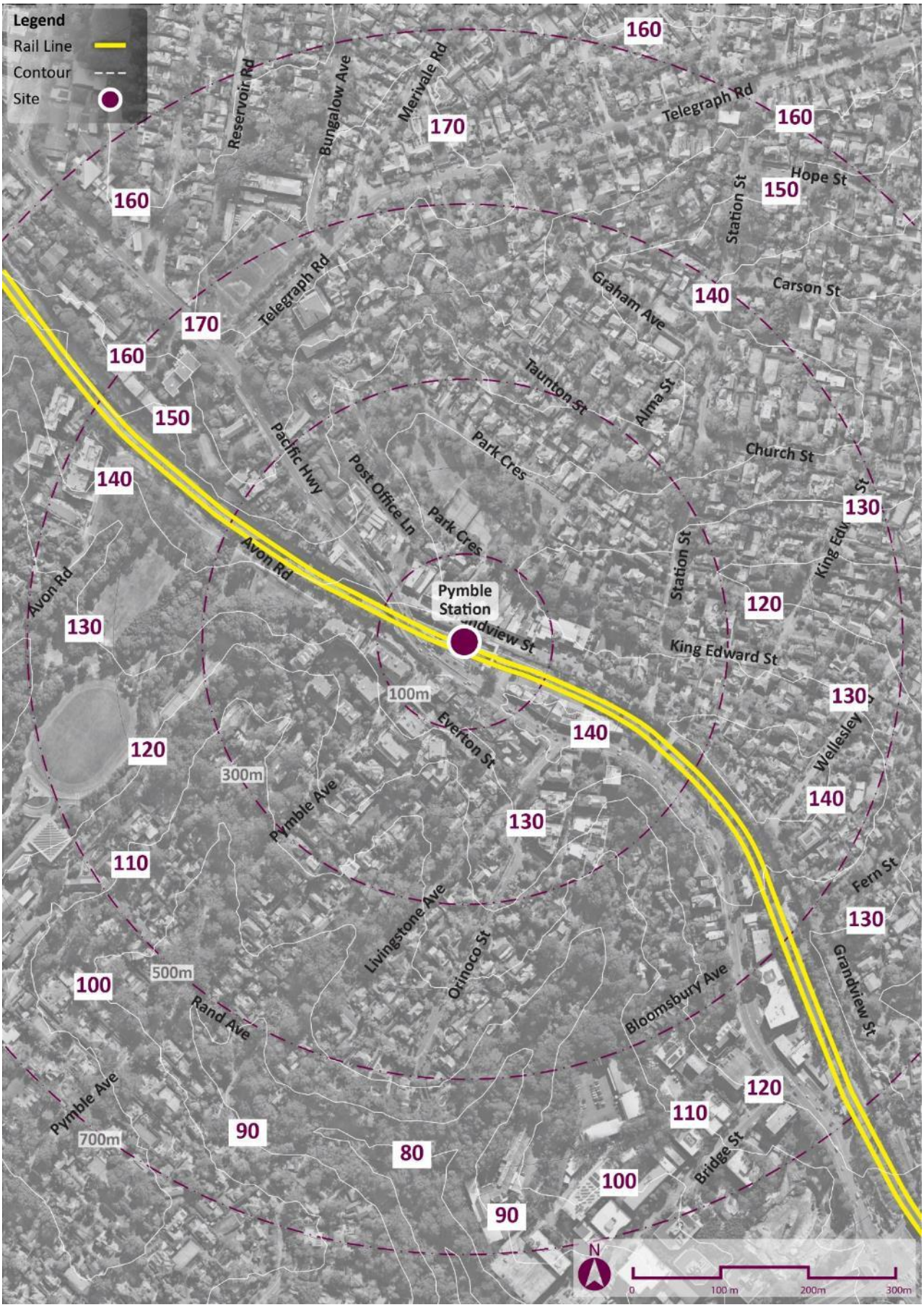

Figure 3: Pymble topography

2.2 Urban and landscape design objectives and principles

The following urban design objectives and principles have been developed for the Proposal. These are focussed towards maintaining the existing landscape and heritage character where possible, through strategic and practical measures.

2.2.1 Design guidelines

The design outcomes for the Proposal have also been developed from the following guidelines and reference documents:

- Around the Tracks - urban design for heavy and light rail (Interim Issue) (Transport for NSW, 2016)
- Ku-ring-gai Local Environmental Plan (Ku-ring-gai Council, 2020a)
- Ku-ring-gai DCP (Ku-ring-gai Council, 2020b)

2.2.2 Urban Design and Landscape design principles

The overarching urban design and landscape design principles for the project are drawn from *Around the tracks - urban design for heavy and light rail* (Transport for NSW, 2016) which provides the following core principles:

1. draw on a comprehensive site and context analysis to inform the design direction
2. provide value-for-money design solutions that achieve high quality low maintenance architectural and urban design outcomes that have longevity
3. provide connectivity and permeability for pedestrians
4. integrate the project with the surrounding area
5. maximise the amenity of the public domain
6. protect and enhance heritage features and significant trees
7. maximise positive view opportunities
8. design an efficient and functional transport solution which enhances and contributes to local amenity and prosperity

2.3 Proposal overview

Upgrades under the Transport Access Program are designed to provide a better experience for public transport customers by delivering accessible, modern, secure and integrated transport infrastructure. The Proposal would improve accessibility of the Station in line with the requirements of the Commonwealth *Disability Discrimination Act 1992* (DDA) and the *Disability Standards for Accessible Public Transport 2002* (DSAPT).

The key features of the Proposal after the initial design phase were:

- three new lifts connecting the existing footbridge to the Grandview Street Station entrance, the Pacific Highway Station entrance and the Station platform
- upgrades to the Grandview Street Station entrance including a widened footpath to allow for a new lift landing with a canopy
- modifications to the existing taxi zone and no parking zone to accommodate the widened footpath on Grandview Street

- two new accessible parking spaces and one accessible kiss and ride space at the Pacific Highway Station entrance car park
- upgrades to the Pacific Highway Station entrance including:
  - a three stop lift connecting the car park / accessible parking, the bus stop at street level and the footbridge
  - a new accessible path to the lift landing with a new canopy at car park level with a new canopy
  - a new lift landing at street level with footpath upgrades
  - a new widened stair entrance with canopy upgrades.
- upgrades to the existing footbridge including canopy extensions and anti-throw screens, and the conversion of the vacant kiosk to allow for a new lift and lift landing
- canopy extension at platform level from the lift to the boarding assistance zone
- a new family accessible toilet and unisex ambulant toilet within the Station building upgrade work to the existing stairs including replacement of treads and handrails
- improvements to Station lighting and CCTV to increase improve safety and security
- improvements to customer information and communication systems including wayfinding modifications, public address (PA) system upgrade and new hearing induction loops
- modifications to the rail corridor fencing at the Grandview Street and Pacific Highway Station entrances
- electrical upgrades for the new infrastructure, including a new padmount substation
- localised platform regrading and the replacement of tactiles.

Since the preparation and public display of the REF, the following design changes have been made to the Proposal:

- the entry stairs at the Pacific Highway station entrance will be fully retained
- the new accessible toilets will reuse the existing toilet layout and will no longer have a new entry installed the location of the lift to the footbridge from the Pacific Highway has been moved to the west to better align with the footbridge
- the design of the lifts is continuing to be refined to suit the existing character of the station
- the existing shelters on Grandview Street will be upgraded to improve accessibility
- overhead power on Grandview Street is being retained – subsequently the trees on Grandview Street frontage will be retained
- two regular kiss and ride spaces will be provided on Grandview Street.

The key elements are as show in Figure 4.

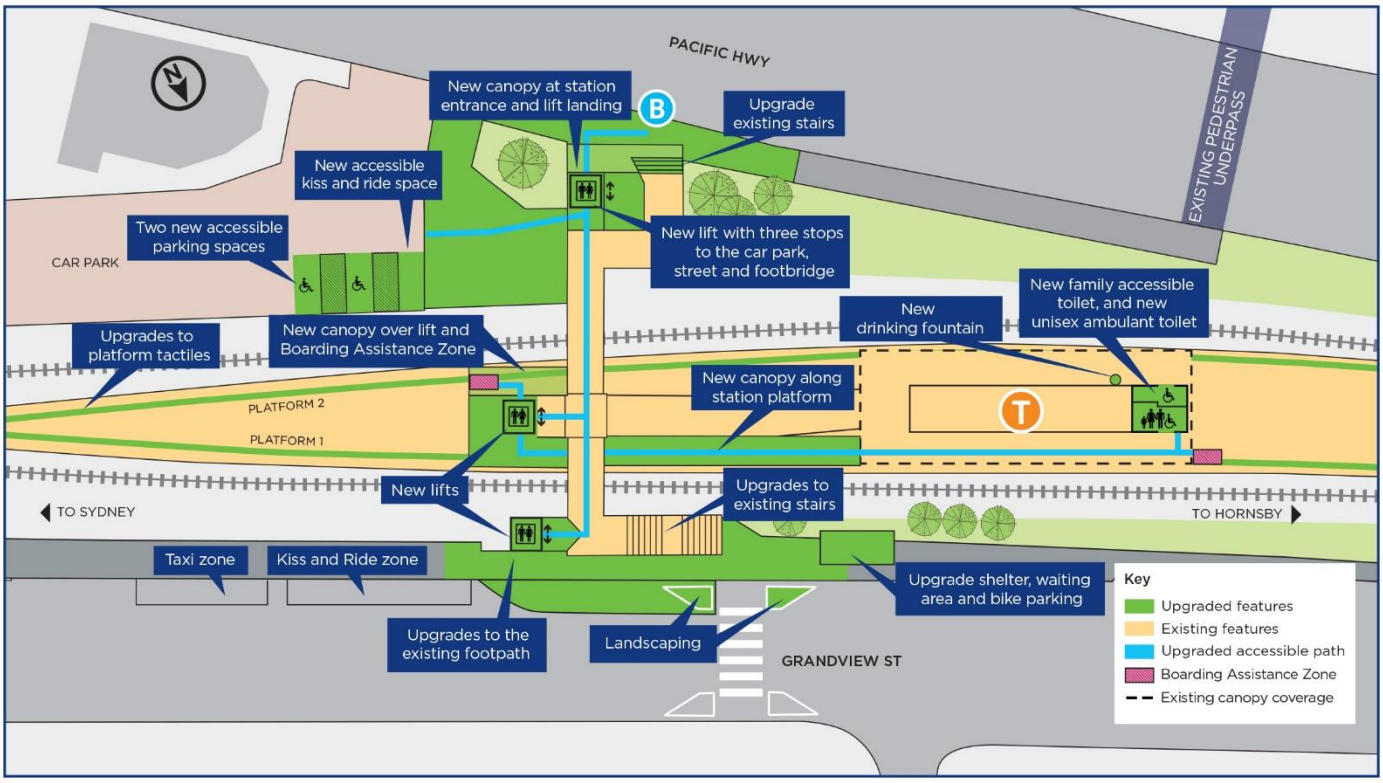

Figure 4: Key Elements of the Proposal

2.4 Materials and finishes

The Proposal would include the following:

- lower lift shaft – In-situ concrete walls with moulded “v” Groove formwork
- upper lift shaft – painted steel frame (colour: monument) with “Grey Viridian” glazing
- new lift canopies – custom orb metal sheet roofing (colour: surfmist), painted steel frame (colour: monument)
- new canopy extension from the lift to the existing Station building canopy – painted steel frame (colour: monument) with canopy with custom orb metal sheet roofing (colour: surfmist)
- Pacific Highway Station entrance canopy replacement – painted steel frame (colour: monument) with canopy with custom orb metal sheet roofing (colour: surfmist)
- handrails – stainless steel.

The design has been submitted to Transport for NSW’s Design Review Panel for comment before being accepted by Transport for NSW.

2.5 Consideration of visual amenity in development of the concept design

A number of initiatives have been incorporated as part of the scoping design to minimise visual impacts, impacts to the heritage setting and to respond to the design objectives listed in Section 2.2. A summary of these is provided below:

a. lift shaft structures are steel type and appearance of the base is moulded v groove concrete to reference the existing masonry

b. vegetation clearing has been minimised in the proposed design

c. proposed new lighting will be confined to the new lift landings

d. heights of the proposed lifts have been reduced

e. the lift roof design matches the Station building roof pitch.

2.6 Legislative context

The Proposal is subject to the provisions of the *State Environmental Planning Policy (Infrastructure) 2007* (Infrastructure SEPP) and Division 5.1 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and is permissible without consent under the Infrastructure SEPP.

2.7 Local planning context

Although the Proposal is permissible without development consent and does not formally require consideration of local planning instruments, where possible the design and/or systems associated with any development should have some regard for these, and to establish a high level of aesthetic synergy with the wider LGA. A Proposal should also be considerate of the broader objectives and strategies within the local government's Development Control Plan (DCP), in addition to more specific design parameters such as those relating to development within publicly accessible/ public domain areas.

Relevant Ku-ring-gai Council policy includes:

- *Ku-ring-gai Local Environmental Plan 2015* (Ku-ring-gai Council, 2020a)
- *Ku-ring-gai Local Environmental Plan (Local Centres) 2012* (Ku-ring-gai Council, 2020b)
- *Ku-ring-gai Development Control Plan 2016.*

Table 4 outlines objectives for development that is in or near a rail corridor related to the zone SP2 Infrastructure (refer Figure 5).

Table 4: Local planning objectives

Reference	Objectives
Ku-ring-gai Local Environmental Plan (Local Centres) 2012- Land Use Zone SP2 Infrastructure Source: (Ku-ring-gai Council, 2020b)	The desired objectives of the area are: • To provide for infrastructure and related uses • To prevent development that is not compatible with or that may detract from the provision of infrastructure.
Ku-ring-gai Development Control Plan 2016 – Part 20.1 Development Near Road or Rail Noise	The desired objective of the area is: • To ensure that excavation, earthworks, demolition, and construction does not adversely impact on the function or safety of the rail corridor or busy roads • To ensure noise and vibration mitigation measures are implemented in development adjacent to rail and road corridors

	• To address air quality issues associated with rail and road corridors, and minimise their effect upon adjacent development • To ensure development does not reduce the safety of users of the site or the road or rail corridor • To minimise the impact of external noise from road or rail corridors and facilitate comfortable living conditions for residents
Ku-ring-gai Local Environmental Plan (Local Centres) 2012 - Heritage conservation Source: (Ku-ring-gai Council, 2020b)	The objectives of this clause are as follows: • to conserve the environmental heritage of Ku-ring-gai • to conserve the heritage significance of heritage items and heritage conservation areas, including associated fabric, settings and views • to conserve archaeological sites • to conserve Aboriginal objects and Aboriginal places of heritage significance.
Ku-ring-gai Local Environmental Plan (Local Centres) 2012 - Earthworks Source: (Ku-ring-gai Council, 2020b)	The objectives of this clause are as follows: • to ensure that earthworks for which development consent is required will not have a detrimental impact on environmental functions and processes, neighbouring uses, cultural or heritage items or features of the surrounding land • to allow earthworks of a minor nature without requiring separate development consent.

The Proposal broadly aligns to the local planning objectives on the following basis:

- the Proposal seeks to upgrade Pymble Station to improve the infrastructure and related uses at the Station
- the Proposal is not listed on the Ku-ring-gai LEP for heritage; the Proposal does not impact those heritage items which are listed on the Ku-ring-gai LEP in close proximity to the Station
- The proposed earthworks undertaken as part of the Proposal are minor in nature and will not have a detrimental impact on environmental functions and processes, neighbouring uses, cultural or heritage items or features of the surrounding land.

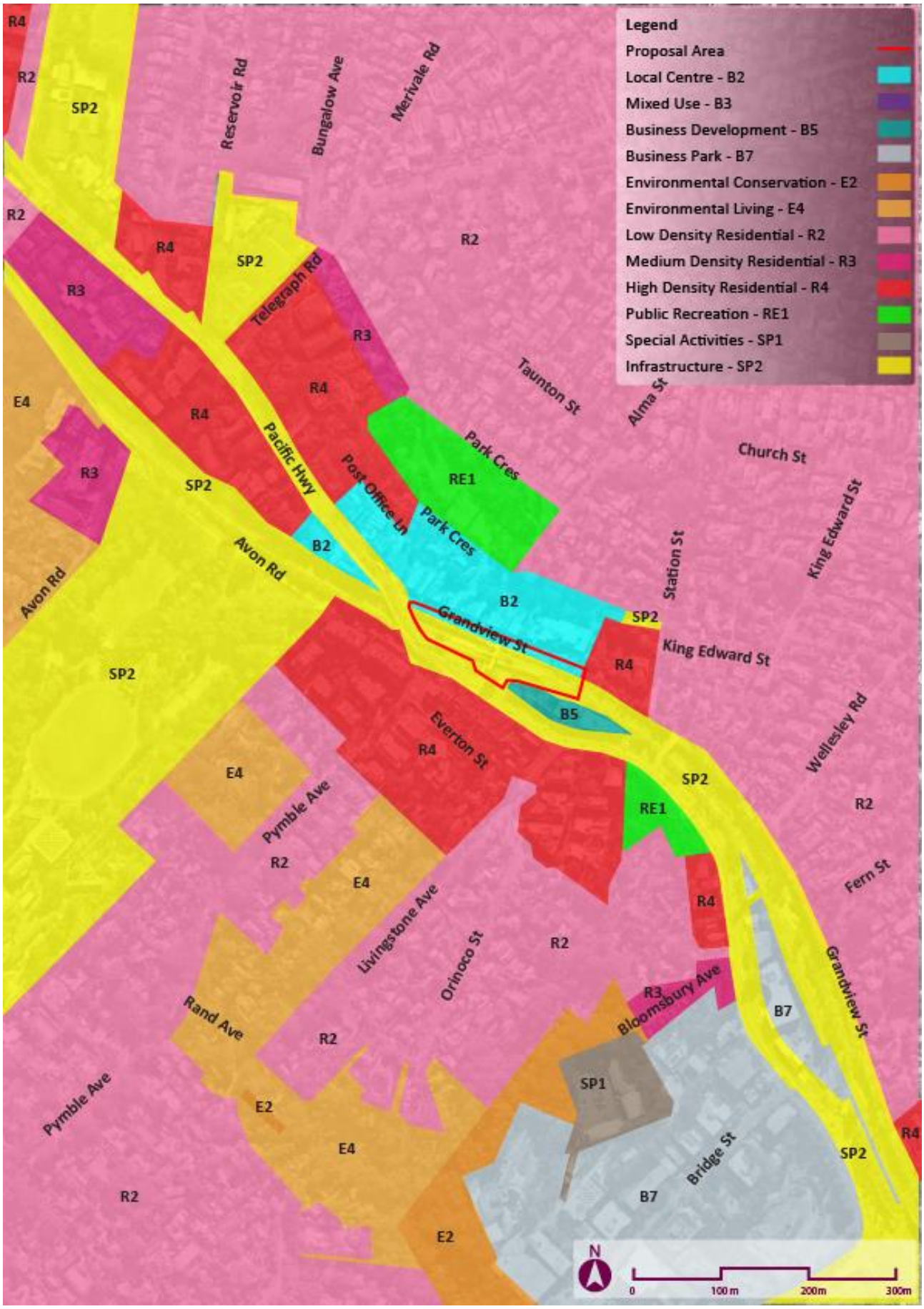

Figure 5: Pymble Land Use Zone

3 LANDSCAPE CHARACTER ASSESSMENT

3.1 Methodology

This chapter outlines the urban landscape character within a localised context to obtain an appreciation of the existing visual environment of the area in which the Proposal is located, and to subsequently develop a visual baseline. This visual baseline will be used as a measurement to gauge the level of influence the Proposal has on its surrounding area.

The methodology inherited for the landscape character used herein is based on an objective assessment of the landscape attributes of a place. The Proposal area is viewed as a whole site within a broader context for the specific purpose of evaluation, and to assist with developing guidelines to manage and plan for the landscape character type and its relationship with the site and Proposal.

3.2 Landscape Character Zones

A Landscape Character Zone (LCZ) is defined as the collective qualities including the built form, natural elements, and the cultural and social facets that combine to provide a locale with a unique sense of place. An appreciation of the visual character of the present landscape assists in the development of a baseline and means for evaluation in visual impact assessment, and subsequently how the Proposal will influence: the present visual environment; aesthetic and perceptual aspects of the landscape, and; its unique character.

An LCZ takes place when there are apparent patterns of elements occurring consistently in a specific type of landscape. The landscape character zones, and prominent landscape features identified and described below collectively define the overall character for the part of the local area. Seven LCZs have been identified within a 300-metre radius from the Proposal (refer Figure 6). The following sections provide a description of each LCZ to convey the landscape character of the locale.

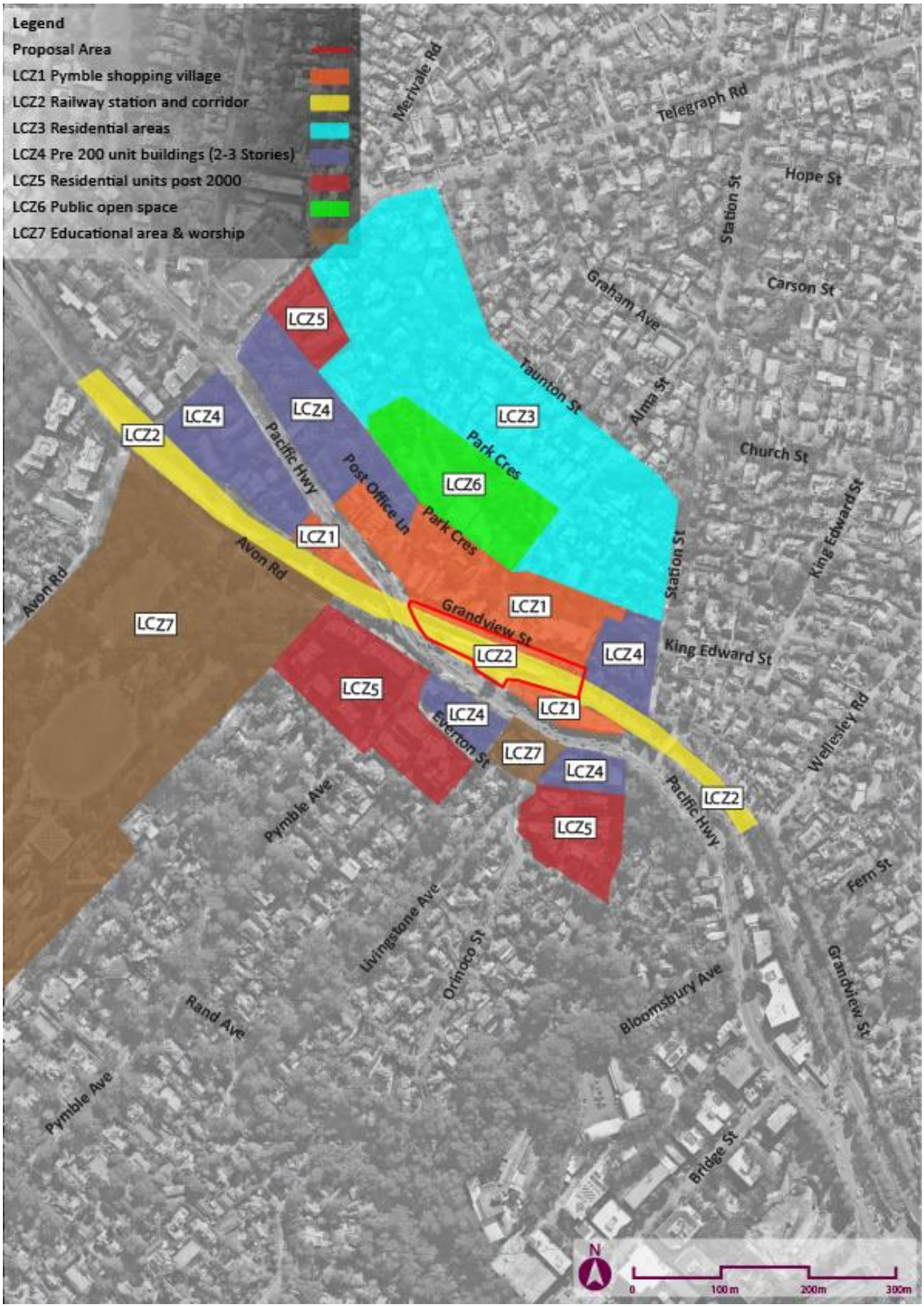

Figure 6: Landscape Character Zone

3.2.1 LCZ 1 – Pymble shopping village

LCZ 1 comprises the Pymble shopping village which is located along Grandview Street and the Pacific Highway. The LCZ 1 is designated within B2 Local Centre zone and B5 Business Development zone which comprises the commercial zone of Pymble including retail trade and restaurants. The second storey for these retail buildings contain various professional suites.

The landscape character of the LCZ 1 has been represented in Figure 7.

The shopping precinct has a landscape character of wide sidewalks on both sides of the road, on-street car parking and shopfront awnings extending to the road frontage. Shops consist of boutique retail outlets, and on street eating/cafes and other services. The design material of the shops is generally made of bricks. More modern buildings are located on Grandview street east of Alma Street and on the northern side of the Pacific Highway east of Livingstone Avenue. The paving pattern and design on Grandview Street also follows the design architecture. This commercial typified zone also includes the Pymble Hotel.

The landscape character in this zone is heavily urbanised/modified with only contrived landscape elements throughout the zone.

Figure 7: Landscape Character Zone 1 – Pymble shopping village - Photo: RPS

3.2.2 LCZ 2 – Railway Station and corridor

LCZ 2 is Pymble Station and the rail corridor. The Station infrastructure is bound by Pacific Highway to the south and Grandview Street to the north. The character of LCZ 2 has been represented in Figure 8.

This LCZ is typified by the railway infrastructure on the ground plane and overhead. The track is two lines and the Station is an island platform configuration. Vegetation lines each side of the corridor. Per Flora and Fauna Assessment Report - TAP 3 Pymble Station upgrade (RPS, 2020) the vegetation is mainly exotic with few native specimen trees and ground cover; no endemic vegetation is present.

The Sydney Trains s170 listing of the site (NSW Office of Enviroment & Heritage) states that the Station building consists of:

- red face brick, tuck pointed
- moulded render string course, architraves and windowsills
- gabled, corrugated iron roof
- cast iron cantilevered brackets support the timber framed awning
- timber gable ends, barge boards and valances.

The landscape character in this zone is heavily industrialised/modified with only contrived landscape elements.

Figure 8: Landscape Character Zone 2 – Railway Station and corridor Photo: RPS

3.2.3 LCZ 3 – Residential areas

LCZ 3 is located along the streets of:

- Park Crescent
- Taunton Street
- Graham Avenue
- Alma Street
- Station Street
- King Edward Street
- Pymble Avenue
- Livingston Avenue, and
- Orinoco Street

Residential building typographies in the LCZ 3 include single detached dwellings, which are made up of unpainted bricks with tile roofs. Front fencing is prevalent throughout this LCZ.

The streetscape character of the LCZ 3 is characterised by narrow tree lined streets with informal (unmarked) parking either side of the road. Landscape character includes well vegetated street verges with front gardens full formal planting arrangements. Typical residential housing stock is represented in Figure 9.

The landscape character in this zone is highly urbanised/modified with no evidence of the original landscape or its components.

Figure 9: Landscape Character Zone 3 – Residential Photo: RPS

3.2.4 LCZ 4 –Residential units – Pre 2000 construction

LCZ 4 is mid storey residential buildings located mainly around The Pacific Highway. These buildings are generally two to three storeys and are typified by brick finished buildings built between 1950s and before the 2000s. There are some interspersions of even older buildings within this zone; there volume and finishes are for the most part like the residential units described above.

Mature vegetation (e.g. Eucalypt species) is evident in the streetscapes and lots within this LCZ. Front gardens are fenced/retained in many situations with formal hedges featuring fronting many of the streetscapes.

The landscape character in this zone is highly urbanised/modified with no evidence of the original landscape or its components.

Figure 10: Landscape Character Zone 4 – Pre 2000 unit buildings (2-3 Storeys) Photo: RPS

3.2.5 LCZ 5 – Residential units – Post 2000 construction

The bulk of LCZ 5 is located to the south of Pymble Station; one unit complex is located on Telegraph Road north of the site. The character of LCZ5 has been represented in Figure 11.

The landscape character zone is predominantly modern architecture design. Dwellings are typically three to five storeys with a wide streetscape. The streets are lined with exotic big trees and highly dense vegetation within the residential open spaces.

The architectural style of the individual dwellings is modern architecture with glazing, and juxtaposition between the masonry and building features.

The landscape character is highly urbanised/modified, with very modern landscape and built elements, and no evidence of the original landscape of the area.

Figure 11: Landscape Character Zone 5 – Residential units – Post 2000 construction, Photo: RPS

3.2.6 LCZ 6 – Public Open Space

LCZ 6 is predominately recreational area within the suburb of Pymble. It is zoned Public Recreation and is within the Heritage Conservation Area as pursuant to the *Ku-ring-gai Local Environmental Plan 2015.*

Established vegetation (both native and exotic) dominate the landscape in and around the park. The park features multiple tennis courts, a playground, and lawns, with dense landscaping around all road frontages. Pathways intersect the eastern end of the park and seating is provided at vantage points around the park. The landscape character is highly contrived with little evidence of the pre-modern landscape character. Elements of landscape value include the open grass lawns and the established vegetation.

An example of the landscape character is shown in Figure 12.

Figure 12: Landscape Character Zone 6 – Public Open Space, Photo: RPS

3.2.7 LCZ 7 – Education and Worship

LCZ 7 includes the following sites:

- Pymble Uniting Church
- Former Police Station (Pymble)
- Pymble Ladies' College
- James Kelso Pavilion/ Field and Coles Sports Field

The landscape character of these sites is typified by detached dwellings of federation and inter-war architecture. The landscape elements are highly contrived with vegetation being mainly exotic. The landscape is heavily formalised and extensively maintained.

The *Ku-ring-gai Local Environmental Plan (Local Centres) 2012* (Ku-ring-gai Council, 2020b) identifies both the Pymble Uniting Church and the Former Police Station as items for conservation.

The landscape character in this zone is highly urbanised/modified with no evidence of the original landscape or its components. The value in this landscape character is in the distinctive architectural types, buildings/landscape.

The character of the LCZ 7 is represented in Figure 13.

Figure 13: Landscape Character Zone 7 – Education and Worship – Photo: RPS

4 VISUAL IMPACT ASSESSMENT

4.1 Methodology

The methodology adopted in this assessment has been adapted from the *Guidelines for landscape character and visual impact assessment* (Transport for NSW, 2020). This methodology has been used as a guide to assess the features and impacts of this Proposal.

This report considers groups or clusters of visual receptors which are used to demonstrate the influence of the Proposal in a broader context.

There are two primary measurements used to determine impacts to the landscape character:

1. sensitivity of the character
2. magnitude of a Proposal

4.1.1 Sensitivity

Visual sensitivity refers to “the quality of the view, and how sensitive it is to the proposed change” (Transport for NSW, 2020). Combined with magnitude, sensitivity provides a measure of impact. Visual sensitivity relates to the direction of view and the composition of the view.

The higher the visual quality of the landscape surrounding the viewpoint, the greater the significance of introducing new development and therefore the impact on the existing. For example, road widening would be ranked lower than changes to national parkland. A place with a more consistent character would be more visually sensitive to new development than a place with less consistency.

4.1.2 Magnitude

When assessing visual impact the magnitude “refers to the form—scale, size, character—of the project and its proximity to the viewer” (Transport for NSW, 2020).

Magnitude also takes into consideration the distance between the viewer(s) and the proposed development. Judging the magnitude of visual effects takes account of:

- the scale of the change within the view with respect to the addition (or loss) of elements taken up by the proposed development
- the degree of change and/or integration of any new features or changes in the landscape in terms of form, scale and mass, line height, colour, and texture
- the nature of the view of the proposed development and whether the views are permanent, full, partial or glimpses
- the magnitude of proposed development in a landscape character depends on the scope of the Proposal
- the location of the proposed development in relation to the region in question also influences magnitude.

Six categories are used in ranking the magnitude of a Proposal, ranging from negligible to high. Impact on the visual character of the landscape is determined using the matrix shown in Figure 14. Rankings for sensitivity and magnitude are combined to generate the impact in the body of the table.

Sensitivity	Magnitude				
	High	Moderate	Low	Negligible
High	High Impact	High-Moderate	Moderate	Negligible
Moderate	High- Moderate	Moderate	Moderate-Low	Negligible
Low	Moderate	Moderate-Low	Low	Negligible
Negligible	Negligible	Negligible	Negligible	Negligible

Figure 14: Impact Grading Matrix (Roads and Maritime Services, 2018)

4.1.3 Viewpoints

To assess the sensitivity and the magnitude of the Proposal a desktop study was undertaken of potential viewing locations of the Proposal. These viewpoints were ground-truthed and analysis was undertaken from each of the viewpoints during site inspection. Figure 15 outlines the position and direction of the viewpoints analysed for the Proposal.

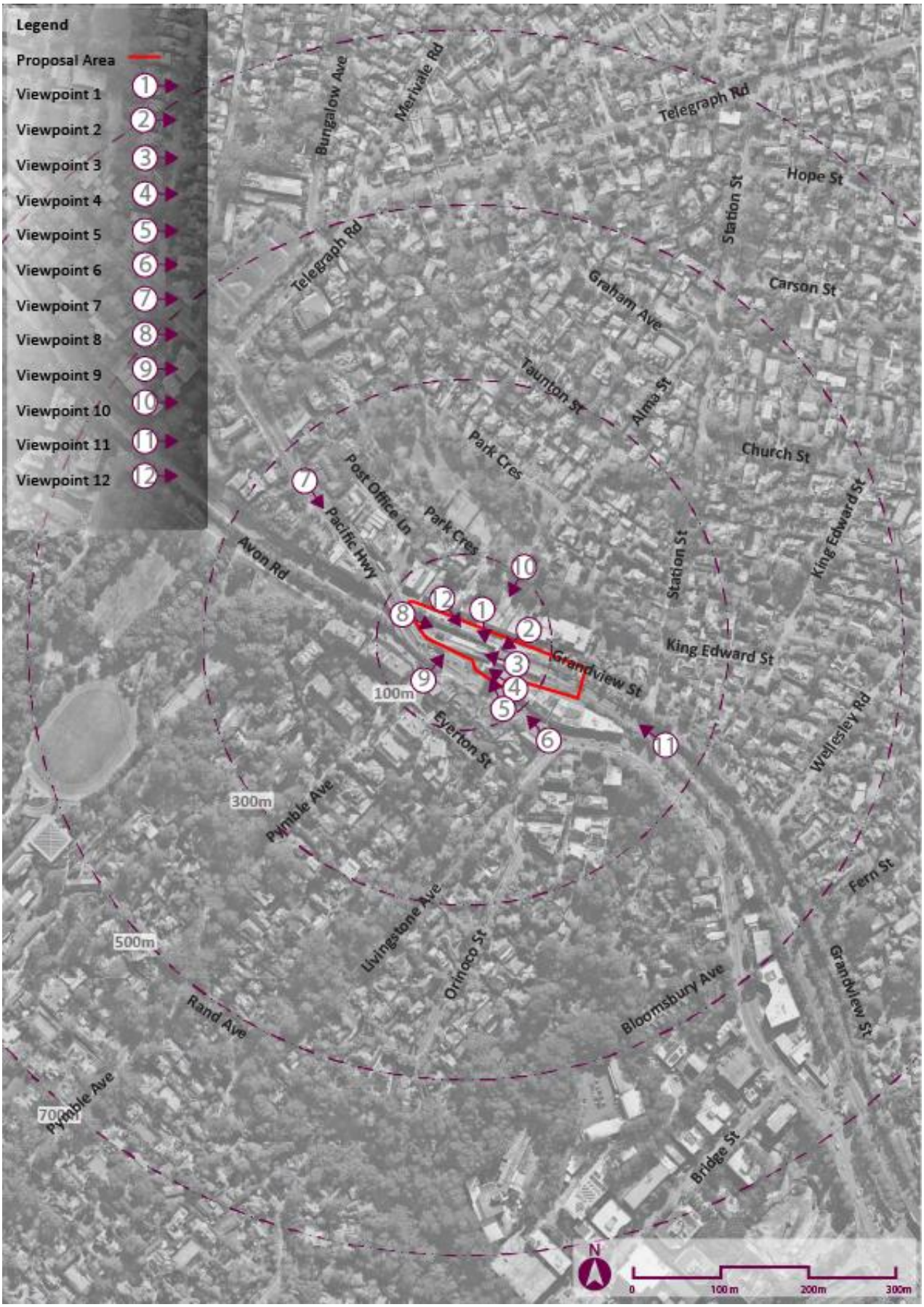

Figure 15: Viewpoint locations

4.1.4 Artist impressions

Artist impressions provide an indication of what a Proposal may look like from key representative viewpoints once complete and help to demonstrate the bulk and scale. Artist impressions for the Proposal have been prepared from three viewpoints: viewpoints 2, 3 and 5. These viewpoints were chosen to highlight different aspects of the Proposal and demonstrate potential future views from the most impacted viewpoints. The artist impressions are shown against the existing environment noting that materials and finishes are indicative and would be further investigated during detailed design. Refer to Figure 16, through Figure 21.

Figure 16: Grandview Street – Existing view Photo: RPS

Figure 17: Grandview Street – Artist impression: RPS, subject to change during detailed design

Figure 18: Platform – Looking north-west – Existing view Photo: RPS

Figure 19: Platform – Looking north-west – Artist impression: RPS, subject to change during detailed design

Figure 20: Pacific Highway – Looking north– Existing view Photo: RPS

Figure 21: Pacific Highway – Looking north– Artist impression: RPS, subject to change during detailed design

4.2 Viewpoint assessment

4.2.1 Viewpoint 1: View from Grandview Street

4.2.1.1 Viewpoint description

Railway infrastructure dominates the viewshed from Viewpoint 1. The tin roofing of the Station mainly obscures the background of this view with railway fencing obscuring view lines into the Station platform. Some vegetation is noticeable in the background of the viewpoint (refer Figure 22). Other power infrastructure is also evident in the view. Small glimpses of the retail precinct on Pacific Highway are evident.

Figure 22: Viewpoint 1 – View from Grandview Street (west side) Photo: RPS

4.2.1.2 Viewpoint impacts

- new lift on Grandview Street would be mainly obscured from this viewpoint by the existing stairs
- the new platform lift and platform canopy on the inbound side of the platform would be partially visible from this location
- the widened footpath on Grandview Street would be evident from this viewpoint
- new station entrance, lift, lift canopy and bin enclosure on Pacific Highway side of the Station would not be evident from this viewpoint
- the lift tower on the Pacific Highway would be seen over the existing walkway canopy
- the possible removal of the large *Eucalyptus scoparia* (*E. scoparia*) would be evident but not expose any built infrastructure from this viewpoint.

4.2.1.3 Assessment of impacts

For Viewpoint 1 refer to Table 5 for an assessment of sensitivity, magnitude and impacts

Table 5: Viewpoint 1: Visual Impact Assessment

Sensitivity	Magnitude	Overall impact
"the quality of the view, and how sensitive it is to the proposed change"	**Magnitude refers to the form—scale, size, character—of the project and its proximity to the viewer.**	**Rankings for sensitivity and magnitude are combined to generate the impact**
Low	**Low**	**Low**
• the view is highly urbanised with buildings, car parking, fencing, road signage, power infrastructure, and railway infrastructure present throughout the view • plants and plant species in this view are highly contrived. There are very few natural elements in the view other than planting within the railway fence line • the 22m tall *Eucalyptus scoparia* is evident in the background of the photo. The REF indicates that this tree will be subject to major encroachment from the proposed design of the lift foundations, excavations for retaining wall realignment and the new path connecting the footbridge to the Pacific Highway and the lift. The work is proposed within the tree protection zone and structural root zone of the tree. The tree is assessed as having high amenity value due to its size; however, the arborists report indicates that the tree has been subject to failure of large branches and contains active decay. The tree is very likely for failure and poses a moderate to extreme risk rating given its proximity to the Pacific Highway. The possible removal of this tree would reduce the amount of non-built elements in this view and open views up to the Pacific Highway • based on the highly contrived character of the view it has low scenic amenity and has low sensitivity to change	• the Proposal is not a significant visual departure from the existing visual conditions and has been designed to be sympathetic with the surrounds (refer Section 2.4) • the scale of the Proposal is the same as existing • there is a close distance between the Proposal and commercial properties • motorists and pedestrians with direct views to the Proposal area • the Proposal is not a departure from existing landscape character • the magnitude of the Proposal does not increase due to the proximity of users/commuters/viewers	

4.2.2 Viewpoint 2: Views from Grandview Street

4.2.2.1 Viewpoint description

Railway infrastructure dominates the viewshed from Viewpoint 2 on Grandview Street. The existing stairs and concourse obscures the background of this view. (refer Figure 23).

Railway fencing and some vegetating provide little buffer to the railway infrastructure. Power infrastructure is also evident in the view. The Pacific Highway thoroughfare is evident from this viewpoint.

Figure 23: Viewpoint 2 – View from Grandview Street (east part) Photo: RPS

4.2.2.2 Viewpoint impacts

Refer Figure 17 for Artist impression.

- new lift on Grandview Street would be evident from this viewpoint.
- the new platform lift and platform canopy on the inbound side of the central platform would will be visible from this location.
- the widened footpath, taxi zone, and, kiss and ride zone on Grandview Street would be evident from this viewpoint
- the new station entry canopy, lift, lift canopy and bin enclosure on Pacific Highway side of the Station would be somewhat evident from this viewpoint.
- The possible removal of the large *Eucalyptus scoparia* would open view up to the Pacific Highway from this location.
- The relocation of overhead power lines would be evident from this viewpoint.

4.2.2.3 Assessment of impacts

For Viewpoint 2 refer to Table 6: Viewpoint 2: Visual Impact Assessment for an assessment of sensitivity, magnitude and impacts.

Table 6: Viewpoint 2: Visual Impact Assessment

Sensitivity	Magnitude	Overall impact
"the quality of the view, and how sensitive it is to the proposed change"	**Magnitude refers to the form—scale, size, character—of the project and its proximity to the viewer.**	**Rankings for sensitivity and magnitude are combined to generate the impact**
Low	**Low**	**Low**
• the view is highly urbanised with railway infrastructure, power infrastructure, fencing, buildings and car parking dominating throughout the view • plants and plant species in this view are highly contrived. There are very few natural elements in the view other than planting within the railway fence line. • the *Eucalyptus scoparia* is evident in the left midground of the viewpoint photo. As above The REF indicates that this tree will be subject to major encroachment with work proposed within the tree protection zone and structural root zone of the tree. The tree is assessed as having high amenity value due to its size. The possible removal of this tree due to its likely failure (refer arborist's report) would reduce the amount of non-built elements in this view and without replacement of a suitable sized specimen tree would expose some of the Pacific Highway from this viewpoint. There are few natural or other elements providing a higher level of scenic amenity in this view • based on the highly contrived character of the view it has low scenic amenity and has low sensitivity to change.	• the Proposal is not a significant visual departure from the existing visual conditions and has been designed to be sympathetic with the surrounds (refer Section 2.4) • the scale of the Proposal is the same as existing. The location of the lift well at the end of the walkway reduces the magnitude of change of previous iteration of the design at this viewpoint • there is a close distance between the Proposal and commercial properties. • motorists and pedestrians with direct views to the Proposal area. • the Proposal is not a departure from existing landscape character • the magnitude of the Proposal does not increase due to the proximity of users/commuters/viewers.	

4.2.3 Viewpoint 3: Views from the footbridge

4.2.3.1 Viewpoint description

Viewpoint 3 is located on the footbridge looking outbound over the Station towards the Pacific Highway. Views from this position are highlighted in Figure 24.

The view is dominated by the platform, the platform building and railway infrastructure below. Multistorey residences are evident to background left of the view. Commercial properties to the mid and background on the right of the view. Some vegetation is evident through the mid ground and at the horizon.

The Pacific Highway bridge over the railway line is evident below the horizon tree line.

Figure 24: Viewpoint 3 – View from Footbridge outbound. Photo: RPS

4.2.3.2 Viewpoint impacts

Refer Figure 21 for Artist impression.

- the new platform canopy would be evident on the platform below.
- new lifts on Grandview Street, the island platform and the Pacific Highway would not be evident from this viewpoint.
- the extended footpath on Grandview Street would not be evident from this viewpoint
- refurbishment of stairs on the Pacific Highway side of the site would not be evident from this viewpoint
- the proposed new bin enclosure/infrastructure on the Pacific Highway side of the site would not be evident from this viewpoint
- the new station entrance canopy on Pacific Highway would not be evident from this viewpoint

4.2.3.3 Assessment of impacts

For Viewpoint 3 refer to Table 7 for an assessment of sensitivity, magnitude and impacts.

Table 7: Viewpoint 3: Visual Impact Assessment

Sensitivity	Magnitude	Overall impact
"the quality of the view, and how sensitive it is to the proposed change"	**Magnitude refers to the form—scale, size, character—of the project and its proximity to the viewer.**	**Rankings for sensitivity and magnitude are combined to generate the impact**
Low	**Low**	**Low**
• the view is highly urbanised with railway and power infrastructure dominating the view • the Highway infrastructure and buildings are also evident in the view. • there is some vegetation evident in this view. The planting is introduced and not endemic.to the site • there are very little natural or other elements providing a higher level of scenic amenity in this view • based on the highly contrived character of the view it has low scenic amenity and has low sensitivity to change.	• the scale of the Proposal is increased marginally with the addition of the platform canopy • the Proposed Station infrastructure is not a significant visual departure from the existing visual conditions and has been designed to be sympathetic with the surrounds (refer Section 2.4) • commuters have close, direct views to the Proposal area • the Proposal is not a departure from existing landscape character • the overall magnitude of the Proposal does not increase due to the proximity of users/commuters/viewers.	

4.2.4 Viewpoint 4: Views from Pacific Highway car park

4.2.4.1 Viewpoint description

Viewpoint 4 is located in the car park on Pacific Highway to the south of the Station. This view is represented in Figure 25.

The view towards Pymble Station is dominated by the footbridge in the mid view and the car park area at the front of the view. A large existing Eucalypt dominates the left of the view. Some vegetation is evident in the right of the view within the platform garden beds.

Lighting and power infrastructure are evident in the view. Refuge bins are located in multiple locations in the view.

Figure 25: Viewpoint 4 – View from car parking Photo: RPS

4.2.4.2 Viewpoint impacts

- the new station entry canopy, lift, lift canopy and bin enclosure on Pacific Highway side of the Station would be evident from this viewpoint. The retained connection to the Pacific Highway is be obscured by *Eucalyptus scoparia* in the left of the photo. The removal of the *E. scoparia* would open a view to the new pathway/stair connections.
- the new accessible car parking would be evident in this viewpoint
- the new platform lift and platform canopy on the inbound side of the central platform would be visible from this location
- the new lift on Grandview Street will be evident from this viewpoint but obscured by the new platform lift and canopy
- the extended footpath on Grandview Street would not be evident from this viewpoint.

4.2.4.3 Assessment of impacts

For Viewpoint 4 refer to Table 8 for an assessment of sensitivity, magnitude and impacts.

Table 8: Viewpoint 4: Visual Impact Assessment

Sensitivity	Magnitude	Overall impact
"the quality of the view, and how sensitive it is to the proposed change"	**Magnitude refers to the form—scale, size, character—of the project and its proximity to the viewer.**	**Rankings for sensitivity and magnitude are combined to generate the impact**
Low	**Low**	**Low**
• the view is highly urbanised with car parking, railway infrastructure and refuge facilities dominating the view • there is some vegetation evident in this view. The planting is introduced and not endemic to the site. *Eucalyptus scoparia* is proposed to be retained subject to detailed design There are very little natural or other elements providing a higher level of scenic amenity in this view • the *Eucalyptus scoparia* is evident in the left of the viewpoint photo. As above The REF indicates that this tree will be subject to major encroachment with work proposed within the tree protection zone and structural root zone of the tree. The tree is assessed as having high amenity value due to its size. The possible removal of this tree due to its likely failure (refer arborist's report) would reduce the amount of non-built elements in this view and without replacement of a suitable sized specimen tree would expose some of the new built elements from this viewpoint. • based on the highly contrived character of the view it has low scenic amenity and has low sensitivity to change.	• the scale of the Proposal is increased marginally with the addition of the lift canopy and other elements in the view • the location of the lift well at the end of the walkway reduces the magnitude of change of previous iteration of the design at this viewpoint • the character of the view is improved with the formalisation of pedestrian access and obscuring of the utilities • the Proposed Station infrastructure is not a significant visual departure from the existing visual conditions and has been designed to be sympathetic with the surrounds (refer Section 2.4)commuters have close, direct views to the Proposal area but the Proposal is not a departure from existing landscape character • the overall magnitude of the Proposal does not increase due to the proximity of users/commuters/viewers.	

4.2.5 Viewpoint 5: Views from Pacific Highway - northbound

4.2.5.1 Viewpoint description

As shown by Figure 26, the Station infrastructure is evident from the Pacific Highway.

The view is dominated by the traffic infrastructure at the foreground of the view and the large existing *Eucalyptus scoparia* at the centre of the view. Commercial buildings are in the right of the view. Vegetation and smaller buildings are evident throughout the midground of the view to the horizon.

Telecommunications and power infrastructure are evident in the view.

Figure 26: Viewpoint 5 – View from Pacific Highway Photo: RPS

4.2.5.2 Viewpoint impacts

Refer to the artist's impression in Figure 21.

- the new station entry canopy, lift, and lift canopy on Pacific Highway side of the Station would be evident from this viewpoint
- the new platform lift and platform canopy on the inbound side of the central platform would be visible from this location.
- the new lift on Grandview Street would be evident from this viewpoint.
- the extended footpath on Grandview Street would not be evident from this viewpoint.

4.2.5.3 Assessment of impacts

For Viewpoint 5 refer to Table 9 for an assessment of sensitivity, magnitude and impacts.

Table 9: Viewpoint 5: Visual Impact Assessment

Sensitivity	Magnitude	Overall impact
"the quality of the view, and how sensitive it is to the proposed change"	**Magnitude refers to the form—scale, size, character—of the project and its proximity to the viewer.**	**Rankings for sensitivity and magnitude are combined to generate the impact**
Low	**Low**	**Low**
• the view is highly urbanised with the Pacific Highway Dominating the view • commercial Buildings, Railway infrastructure, telecommunications infrastructure, fencing and car parking are also evident in this view • 22m tall *Eucalyptus scoparia* is evident in the midground of the photo. As above The REF indicates that this tree will be subject to major encroachment with work proposed within the tree protection zone and structural root zone of the tree. The tree is assessed as having high amenity value due to its size. The possible removal of this tree due to its likely failure (refer arborist's report) would reduce the amount of non-built elements in this view and without replacement of a suitable sized specimen tree would expose some of the new built elements from this viewpoint. • some scattered planting is located throughout the view. These plantings are exotic/introduced species • there are very little natural or other elements providing a higher level of scenic amenity in this view • based on the highly contrived character of the view it has low scenic amenity and has low sensitivity to change.	• the scale of the Proposal is increased marginally with the addition of the lift canopy and other elements in the view • the location of the lift well at the end of the walkway reduces the magnitude of change of previous iteration of the design at this viewpoint • The relocation of bin enclosure away from pedestrian areas improved landscape quality. • The character of the view is improved with the formalisation of access and obscuring utilities • Proposed Station infrastructure is not a significant visual departure from the existing visual conditions and has been designed to be sympathetic with the surrounds (refer Section 2.4) • motorists/passengers have views to the Proposal area from the Pacific highway – generally whilst in motion • the Proposal is not a departure from existing landscape character • the relocation of the bins could further mitigate the magnitude of the Proposal	

4.2.6 Viewpoint 6: Views from Pymble Uniting Church

4.2.6.1 Viewpoint description

Viewpoint 6 is located on Pacific Highway, north-west of the Station, outside of the Pymble Uniting Church. This view is represented in Figure 27.

Vegetation adjacent to the western side of the Pacific Highway is evident.

The view is otherwise dominated by the traffic infrastructure (including street furniture) at the fore and midground of the view terminating behind the vegetation on the right.

Commercial buildings are in the right of the view. Some other vegetation is evident in the midground of the view to the horizon.

Telecommunications and power infrastructure are evident in the view around the commercial precinct.

Figure 27: Viewpoint 6 – View Pacific Highway Photo: RPS

4.2.6.2 Viewpoint impacts

- the new station entry canopy, lift, and lift canopy on Pacific Highway side of the Station would be obscured in this view by large existing *Eucalyptus scoparia*
- accessible car parking and bin enclosure would be obscured from this location by the adjacent commercial property
- the new platform lift, platform canopy, and the Grandview Street lift would be obscured from this location by the adjacent commercial property
- the widened footpath on Grandview Street would not be evident from this viewpoint.

4.2.6.3 Assessment of Impacts

For Viewpoint 6 refer to Table 10 for an assessment of sensitivity, magnitude and impacts.

Table 10: Viewpoint 6: Visual Impact Assessment

Sensitivity	Magnitude	Overall impact
"the quality of the view, and how sensitive it is to the proposed change"	**Magnitude refers to the form—scale, size, character—of the project and its proximity to the viewer.**	**Rankings for sensitivity and magnitude are combined to generate the impact**
Low	**Low**	**Low**
• the view is highly urbanised with the Pacific Highway and telecommunications infrastructure dominating the view • commercial Buildings, Railway infrastructure, fencing and car parking are also evident in this view • the *Eucalyptus scoparia* is evident in the mid to background of the photo. As above, The REF indicates that this tree will be subject to major encroachment with work proposed within the tree protection zone and structural root zone of the tree. The tree is assessed as having high amenity value due to its size. The possible removal of this tree due to its likely failure (refer arborist's report) would reduce the amount of non-built elements in this view and without replacement of a suitable sized specimen tree would expose some of the new built elements from this viewpoint • some scattered planting is located throughout the view. These plantings are exotic/introduced species • there are very little natural or other elements providing a higher level of scenic amenity in this view • based on the highly contrived character of the view it has low scenic amenity and has low sensitivity to change.	• the proposed Station infrastructure is not a significant visual departure from the existing visual conditions and has been designed to be sympathetic with the surrounds (refer Section 2.4) • church users have distant and obscured views to the Proposal area • the overall magnitude of the Proposal does not increase due to the proximity of users/commuters/viewers • the Proposal is not a departure from existing landscape character.	

4.2.7 Viewpoint 7: Views from Pacific Highway north of Pymble Railway Station

4.2.7.1 Viewpoint description

Viewpoint 7 is from Pacific Highway north of the Proposal. The position of this viewpoint is shown in Figure 28.

The view towards the Proposal is dominated by the highway heading towards and terminating at the overpass to the north of the platform. The roadway is lined with vegetation and one to three storey residences. Power infrastructure and street furniture is noted throughout.

Figure 28: Viewpoint 7 – Views looking Pacific Highway north of the Proposal – Photo: RPS

4.2.7.2 Viewpoint impacts

- Nil –The highway, vegetation and residences blocks views to the Proposal.

4.2.7.3 Assessment of Impacts

For Viewpoint 7 refer to Table 11 for an assessment of sensitivity, magnitude and impacts.

Table 11: Viewpoint 7: Visual Impact Assessment

Sensitivity	Magnitude	Overall impact
"the quality of the view, and how sensitive it is to the proposed change"	**Magnitude refers to the form—scale, size, character—of the project and its proximity to the viewer.**	**Rankings for sensitivity and magnitude are combined to generate the impact**
Low	**Negligible**	**Negligible**
• the view is urbanised with the Pacific Highway dominating this view. • commercial buildings residential buildings, and other infrastructure are evident in the view • some scattered planting is located throughout the view. These plantings are exotic/introduced species • there are very little natural or other elements providing a higher level of scenic amenity in this view. • based on the highly contrived character of the view it has low scenic amenity and has low sensitivity to change.	• nil –the highway, vegetation and buildings block view to the Proposal.	

4.2.8 Viewpoint 8: Views from Pacific Highway bridge north of Pymble Station

4.2.8.1 Viewpoint description

Viewpoint 8 is from Pacific Highway north of Pymble Station. The position of this viewpoint is shown in Figure 29.

The view towards the Station is screened by the overpass fall protection barrier. Commercial properties are evident along with vegetation adjacent to the railway line. Vegetation is evident across the horizon line. Fencing, power, and other infrastructure is evident in the view.

Figure 29: Viewpoint 8 – Views Pacific Highway looking south to platform Photo: RPS

4.2.8.2 Viewpoint impacts

- The new platform canopy on the inbound side of the central platform would be visible through the barrier fencing from this location
- new station entrance canopy, lift, lift canopy and bin enclosure on Pacific Highway side of the Station would be obscured from this viewpoint
- the new platform lift would be obscured from this location.
- the new lift and extended footpath on Grandview Street would not be evident from this viewpoint.

4.2.8.3 Assessment of Impacts

For Viewpoint 8 refer to Table 12 for an assessment of sensitivity, magnitude and impacts.

Table 12: Viewpoint 8: Visual Impact Assessment

Sensitivity	Magnitude	Overall impact
"the quality of the view, and how sensitive it is to the proposed change"	**Magnitude refers to the form—scale, size, character—of the project and its proximity to the viewer.**	**Rankings for sensitivity and magnitude are combined to generate the impact.**
Low	**Negligible**	**Negligible**
• the view is highly urbanised with fencing, as well as transport and railway infrastructure dominating the view • commercial buildings, car parking and other infrastructure are evident in the view • some scattered planting is located throughout the view. These plantings are exotic/introduced species • there are very little natural or other elements providing a higher level of scenic amenity in this view. • based on the highly contrived character of the view it has low scenic amenity and has low sensitivity to change.	• motorists/passengers /pedestrians have views to the Proposal area from the Pacific Highway – generally whilst in motion • the Proposal is not a departure from existing landscape character • the proposed Station infrastructure is not a significant visual departure from the existing visual conditions and has been designed to be sympathetic with the surrounds (refer Section 2.4) • the overall magnitude of the Proposal does not increase due to the proximity of users/commuters/viewers.	

4.2.9 Viewpoint 9: Views from Pymble Avenue

4.2.9.1 Viewpoint description

Viewpoint 9 is from Pymble Avenue, south west of Pymble Station. The position of this viewpoint is shown in Figure 30.

The view towards the Station is dominated by the highway embankment and overhead power infrastructure.

Figure 30: Viewpoint 9 – Pymble Avenue to Proposal - Photo: RPS

4.2.9.2 Viewpoint impacts

At ground level:

- nil –the Pacific highway blocks view to the Proposal.

Residences at corner of Pymble Avenue and Avon Road:

- the new platform canopy on the inbound side of the central platform would be obscured by the existing walkway canopy
- the new entrance canopy, lift, lift canopy and bin enclosure on Pacific Highway side of the Station would be obscured from this viewpoint by vegetation on both sides of the Pacific Highway and the existing footbridge
- the new platform lift would be obscured from this location by the existing footbridge
- the new lift and extended footpath on Grandview Street would not be evident from this viewpoint; it will be obscured by the Station building.

4.2.9.3 Assessment of Impacts

For Viewpoint 9 refer to Table 13 for an assessment of sensitivity, magnitude and impacts.

Table 13: Viewpoint 9: Visual Impact Assessment

Sensitivity	Magnitude	Overall impact
"the quality of the view, and how sensitive it is to the proposed change"	**Magnitude refers to the form—scale, size, character—of the project and its proximity to the viewer.**	**Rankings for sensitivity and magnitude are combined to generate the impact.**
Low	**Negligible**	**Negligible**
• the view is urbanised with roadways, most notable the side of the Pacific Highway, dominating the view • residential buildings are evident in the view along with power infrastructure, lighting and other street furniture • some scattered planting is located throughout the view. These plantings are exotic/introduced species • there are very little natural or other elements providing a higher level of scenic amenity in this view • based on the highly contrived character of the view it has low scenic amenity and has low sensitivity to change.	• nil –Pacific Highway, existing Station infrastructure, and vegetation block view to the Proposal.	

4.2.10 Viewpoint 10: Views from Alma Street

4.2.10.1 Viewpoint description

Viewpoint 10 is from Alma Street, east of Pymble Station. The viewpoint is shown in Figure 31.

The view towards the Station is a mix of built forms and vegetation. Power infrastructure and street furniture are present throughout the view. The Station fencing and platform building can be seen at the termination of the view line at the top of a small rise.

Figure 31: Viewpoint 10 – Views looking from Alma Street - Photo: RPS

4.2.10.2 Viewpoint impacts

- nil – The Station can be seen at this point; however, the Proposal changes cannot be seen from Alma Street because of the commercial buildings fronting Grandview Street.

4.2.10.3 Assessment of Impacts

For Viewpoint 10 refer to Table 14 for an assessment of sensitivity, magnitude and impacts.

Table 14: Viewpoint 10: Visual Impact Assessment

Sensitivity	Magnitude	Overall impact
"the quality of the view, and how sensitive it is to the proposed change"	**Magnitude refers to the form—scale, size, character—of the project and its proximity to the viewer.**	**Rankings for sensitivity and magnitude are combined to generate the impact**
Low	**Negligible**	**Negligible**
• the view is urbanised with the rear of commercial buildings, and car parking highly evident in the view. • power, stormwater and other infrastructure types are also evident in the view • planting is also highly evident throughout the view. These plantings are exotic/introduced species • there are very little natural or other elements providing a higher level of scenic amenity in this view • based on the highly contrived character of the view it has low scenic amenity and has low sensitivity to change.	• nil –vegetation and buildings block view to the Proposal.	

4.2.11 Viewpoint 11: Views from railway overpass south of Pymble Station

4.2.11.1 Viewpoint description

Viewpoint 11 is from Pacific Highway south of the Pymble Station. The position of this viewpoint is shown in Figure 32.

The Station can be seen in the distance with a tree lined railway corridor either side focusing on the Station in the view line. Overhead power infrastructure is evident along the railway corridor. More glimpses of adjacent buildings can be seen either side of the corridor.

Figure 32: Viewpoint 11 – Views looking north from railway overpass south of the Proposal - Photo: RPS

4.2.11.2 Viewpoint impacts

- the new lift structures on Grandview street and the platform would be visible form this location but not prominent
- the temporary construction compound may be visible from this location during construction
- the new platform canopy on the inbound side of the central platform would not be visible from this location
- the new entrance canopy, lift, lift canopy and bin enclosure on Pacific Highway side of the Station would be obscured from this viewpoint
- The extended footpath on Grandview Street would not be evident from this viewpoint.

4.2.11.3 Assessment of Impacts

For Viewpoint 11 refer to Table 15 for an assessment of sensitivity, magnitude and impacts.

Table 15: Viewpoint 11: Visual Impact Assessment

Sensitivity	Magnitude	Overall impact
"the quality of the view, and how sensitive it is to the proposed change"	**Magnitude refers to the form—scale, size, character—of the project and its proximity to the viewer.**	**Rankings for sensitivity and magnitude are combined to generate the impact.**
Low	**Low**	**Low**
• the view is highly modified from its natural state. Railway infrastructure dominates the view • planting of mixed heights and types are also highly evident throughout the view. These plantings are exotic/introduced species • there are few natural or other elements providing a higher level of scenic amenity in this view. • based on the highly contrived character of the view it has low scenic amenity and has low sensitivity to change	• motorists/passengers /pedestrians have views to the Proposal area from the overpass – generally whilst in motion • the Proposal is not a departure from existing landscape character • the Proposed Station infrastructure is not a significant visual departure from the existing visual conditions and has been designed to be sympathetic with the surrounds (refer Section 2.4) • the overall magnitude of the Proposal does not increase due to the distance away of users/commuters/viewers from the Proposal.	

4.2.12 Viewpoint 12: Views from Grandview Street - east of the Station

4.2.12.1 Viewpoint description

Railway infrastructure dominates the viewshed from Viewpoint 12 on Grandview Street. The Station mainly obscures the background of this view with only minor glimpses of buildings and vegetation beyond (refer Figure 33).

Railway fencing and some vegetation provide some buffer to the railway infrastructure. Power infrastructure is also evident throughout the view.

Figure 33: Viewpoint 12 – View from Grandview Street (West part) Photo: RPS

4.2.12.2 Viewpoint impacts

- New lift roof on Grandview Street would be evident in the background from this viewpoint.
- The new platform lift and platform canopy on the inbound side of the island platform would be visible from this location.
- The widened footpath on Grandview Street would be evident in the mid ground from this viewpoint (obscured by parked car in this view)
- new entrance canopy,, lift, lift canopy and bin enclosure on Pacific Highway side of the Station would not be evident from this viewpoint.

4.2.12.3 Assessment of impacts

For Viewpoint 12 refer to Table 16: Viewpoint 12: Visual Impact Assessment for an assessment of sensitivity, magnitude and impacts.

Table 16: Viewpoint 12: Visual Impact Assessment

Sensitivity	Magnitude	Overall impact
"the quality of the view, and how sensitive it is to the proposed change"	**Magnitude refers to the form—scale, size, character—of the project and its proximity to the viewer.**	**Rankings for sensitivity and magnitude are combined to generate the impact**
Low	**Low**	**Low**
• the view is highly urbanised with railway infrastructure, power infrastructure, fencing, buildings and car parking dominating throughout the view • plants and plant species in this view are highly contrived. There are very few natural elements in the view other than planting within the railway fence line • the *Eucalyptus scoparia* is evident in the background of the viewpoint photo. As previously discussed, the REF indicates that this tree will be subject to major encroachment with work proposed within the tree protection zone and structural root zone of the tree. The tree is assessed as having high amenity value due to its size. The possible removal of this tree due to its likely failure (refer arborist's report) would not impact this view as it does not expose any additional infrastructure, buildings etc. from this viewpoint • based on the highly contrived character of the view it has low scenic amenity and has low sensitivity to change	• Proposed Station infrastructure is not a significant visual departure from the existing visual conditions and has been designed to be sympathetic with the surrounds (refer Section 2.4) • the scale of the Proposal is the same as existing • there is a close distance between the Proposal and commercial properties. • motorists and pedestrians with direct views to the Proposal area. • the Proposal is not a departure from existing landscape character. • the magnitude of the Proposal does not increase due to the proximity of users/commuters/viewers.	

4.3 Summary of Visual Impact Assessment

Refer to Table 17 for a summary of the visual impacts across all eleven viewpoints.

Table 17: Summary of Visual Impact Assessment

Viewpoint	Summary	Overall impact
Viewpoint 1: Views from Grandview Street	• the viewpoint has low sensitivity due to the urbanised/contrived environment with little scenic value • despite the close relationship between the viewpoint and the station the Proposal has little impact in terms of magnitude • the Proposal is not a departure from existing landscape character.	Low
Viewpoint 2: Views from Grandview Street	• the viewpoint has low sensitivity due to the urbanised/contrived environment with little scenic value • The lift well on Grandview Street is noticeable at this the viewpoint but does not materially change the magnitude of the existing setting. • the Proposal is not a departure from existing landscape character.	Low
Viewpoint 3: Views from platform	• the viewpoint has low sensitivity due to the urbanised/contrived environment with little scenic value • from this viewpoint the scale of the Proposal has low impact • the Proposal is not a departure from existing landscape character	Low
Viewpoint 4: Views from Pacific Highway car park	• the viewpoint has low sensitivity due to the urbanised/contrived environment with low scenic value outside of the 22m non-endemic *Eucalyptus scoparia* • the possible removal of the *E. scoparia* would expose more of the station infrastructure to views from the Pacific Highway • The Proposal is not a departure from existing landscape character.	Low
Viewpoint 5: Views from Pacific Highway - northbound	• the viewpoint has low sensitivity due to the urbanised/contrived environment with low scenic value outside of the 22m non-endemic *E.scoparia*. • the possible removal of the *E. scoparia* would expose more of the station infrastructure to views from the Pacific Highway • the Proposal is not a departure from existing landscape character	Low
Viewpoint 6: Views from Pymble Uniting Church	• the viewpoint has low sensitivity due to the urbanised/contrived environment with low scenic value outside of the 22m non-endemic *E.scoparia*. • the possible removal of the *E. scoparia* would expose more of the station infrastructure to views from the Pacific Highway • the Proposal is not a departure from existing landscape character	Low
Viewpoint 7: Views from Pacific Highway – north of the project	• the viewpoint has low sensitivity due to the urbanised/contrived environment with little scenic value	Low

	• the Proposal is not a departure from existing landscape character as it cannot be seen from this viewpoint.	
Viewpoint 8: Views from Pacific Highway bridge– north of the project	• the viewpoint has low sensitivity due to the urbanised/contrived environment with little scenic value • the Proposal changes cannot be seen from this viewpoint.	Negligible
Viewpoint 9: Views from Pymble Avenue	• the viewpoint has low sensitivity due to the urbanised/contrived environment with little scenic value • where the Proposal can be seen from this area the Proposal is not a departure from existing landscape character.	Negligible
Viewpoint 10: Views from Alma Street	• the viewpoint has low sensitivity due to the urbanised/contrived environment with little scenic value • the Proposal changes cannot be seen from this viewpoint.	Negligible
Viewpoint 11: Views from Railway Overpass south of the Proposal	• the viewpoint has low sensitivity due to the urbanised/contrived environment with low scenic value added by the vegetation either side of the trainline. • where the Proposal can be seen from this area the Proposal is not a departure from existing landscape character.	Low
Viewpoint 12: Views from Grandview Street West	• the viewpoint has low sensitivity due to the urbanised/contrived environment with low scenic value added by the screening vegetation at both the roadside and within the train station • from this viewpoint the Proposal is not a departure from existing landscape character of the view.	Low

5 CONCLUSION AND SAFEGUARDS

5.1 Conclusion

A key consideration in the visual impact assessment of the Proposal will be the sensitivity of residents, passengers and other stakeholders to specific elements, which may result in a variety of responses, both positive and negative. Whilst the degree to which the scale of the Proposal area is visible from certain vantage points can be quantified, ultimately, the residents and users of the landscape surrounding the site will reflect a range of sensitivities. The degree to which the changes to the landscape are perceived will depend on the values of the actual users / residents.

This report considers views from passengers, motorists, habitable room windows, outdoor areas of the home yard dwelling as the most sensitive receptors. Views from residual land beyond the home yard area (such as recreational land) are treated as less sensitive receptors. This report also adopts the standard methodology of sensitivity relating to proximity, in that the greater the distance between the visual receptor and the Proposal, the lesser the visual sensitivity.

In summary, the Proposal would result in Negligible or Low impacts for all of the selected viewpoints.

Section 5.2 proposes mitigation measures to assist with maintaining the current visual quality of the landscape as well as complimenting the heritage character of the precinct.

5.2 Mitigation measures

Mitigation measures to manage and minimise the potential visual impacts have been identified based on the findings in this report. Mitigation measures, where not already provisioned by the current design, are proposed to ensure the integrity visual environment around the Proposal during the construction and operational stages.

Design recommendations have been made with the aim of meeting the key urban design and landscape objectives as outlined in Section 2.2 and maintain the current design considerations relating to mitigating visual amenity.

5.2.1 Design safeguards

- the proposed materials and finishes should be implemented as the use of these materials are complimentary to the existing landscape character of the local area.
- where the final design allows, retain trees in accordance with the design scope and the Arborist's report for the work. Tree removal is to be minimised to maintain screening of new and existing railway infrastructure
- the final design should consider design and construction methodology to maximise the potential to retain the large *Eucalyptus scoparia* on the Pacific Highway side of the platform
- consideration should be given to a vegetation succession plan to replace the visual screening the large *Eucalyptus scoparia* should this tree require removal. Should short term replacement of the *Eucalyptus scoparia* be required, a suitably sized specimen tree should be included with reference to mitigation of visual and amenity impacts from the various critical viewpoints around the Proposal
- the scope and extent of the landscaping proposed by the Contractor for the Grandview Street entrance should be implemented as part of the Urban Design and Public Domain Plan .

5.2.2 Construction safeguards

- avoid unnecessary loss or damage to other vegetation adjacent to the rail corridor by protecting trees not proposed for removal prior to construction. This includes vegetation that makes a substantial and positive contribution to landscape character such as the mature native and exotic trees and vegetation

adjacent to the Station corridor boundary. Restore any areas that are impacted by construction with appropriate landscape treatments approved by Transport for NSW

- minimise light spill from the development areas into adjacent visually sensitive residential properties surrounding the development by directing construction lighting into the construction areas and ensuring the site is not over-lit. This includes the sensitive placement and specification of lighting to minimise any potential increase in light pollution
- temporary hoardings, barriers, traffic management and signage would be removed immediately when no longer required. This is particularly critical to the Proposal's location within a highly trafficable location
- the site is to be kept tidy and well maintained, including removal of all rubbish at regular intervals. There should be no storage of materials beyond the construction boundaries. Storage should occur off-site considering the location of sensitive receptors, utilise rail corridor storage space where possible
- graffiti (other than sanctioned art), posters and other visual nuisance should be removed during construction in accordance with standard requirements, particularly to areas immediately adjacent Pymble Station.

5.2.3 Operational safeguards

- undertake regular landscape maintenance work to maintain the current high standard of maintenance in and around the Station. This will maintain the requirements of the heritage listing as well maximise the health and effectiveness of existing planting to help buffer the removal of any existing landscape items
- for safety and crime prevention- retain any critical views through to the Station building and the rail corridor through regular pruning maintenance
- graffiti (other than sanctioned art), posters and other visual nuisance should be removed during on-going operation in accordance with standard requirements, particularly to areas immediately adjacent Pymble Station.

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Appendix D Addendum Statement of Heritage Impact

Our ref: PR138951-5

Date: 24 February 2021

Rosemary Snowdon
Environment and Planning Manager
Environment & Sustainability
Safety, Environment & Regulation Division
Transport for NSW

Dear Rosemary,

Addendum to Pymble Station Upgrade Statement of Heritage Impact

Introduction

Transport for NSW commissioned RPS to prepare a Statement of Heritage Impact (SOHI) to support a Review of Environmental Factors (REF) for the Pymble Station Upgrade (the proposal). The SOHI (RPS 2020) assessed the impact of the proposal on the significance of Pymble Station, which is identified on the RailCorp Section 170 Heritage and Conservation Register (s170 Register) as an item of local significance (State Heritage Inventory No.4801068). It also recommended measures to avoid or minimise impact, where possible.

Further design development has resulted in changes to the design of the proposal since the Pymble Station Upgrade REF was prepared and placed on public display. The purpose of this addendum is to assess the impact of the changes to the design of the proposal on the significance of Pymble Station. This addendum is limited to an assessment of the changes to the design as presented in the '*Pymble Station Upgrade Transport Access Program 3 Architectural'* drawings dated 11.12.2020 and should be read in conjunction with the SOHI (RPS 2020).

Assessment of Significance

Pymble Station is included on the Sydney Trains s170 Register (State Heritage Inventory No.4801068). The statement of significance for Pymble Station as presented on the State Heritage Inventory is:

> *Pymble Railway Station is significant at a local level. Pymble Railway Station, opened in 1890, has historical significance as there was limited settlement in the area prior to this date and the construction of the railway was instrumental in encouraging the rapid subdivision and development of the area. Pymble Railway Station has aesthetic significance at a local level as a good example of a standard design station building in its original context, dating from the 1909 duplication. Pymble Railway Station has aesthetic significance in particular due to its well-known landmark qualities, particularly the elevated footbridge which forms an important visual element of the station precinct viewed both from the Pacific Highway and from Grandview Street.*
>
> *The footbridge was identified as an item of high heritage significance in the 2016 Railway Footbridges Heritage Conservation Strategy. It retains a high degree of integrity and is a good representative of an early twentieth century haunched beam footbridge with a trestle sub-structure. It is unusual in that it retains its original balustrades on both the footbridge and stairs.*

Proposal concept description in the SOHI

The Proposed Activity would include works to Pymble Station as part of the Transport Access Program, and would provide safe and equitable access to the platforms and to the pedestrian network surrounding the station. Customer facilities and amenities would also be improved. The upgrade would also assist in supporting growth in public transport use and would provide an improved customer experience for existing and future users of the station.

A detailed description of the proposal is provided in Chapter 7 of the Pymble Station Upgrade SOHI, and would provide:

- three new lifts connecting the existing footbridge to the Grandview Street station entrance, the Pacific Highway station entrance and the station platform
- upgrades to the Grandview Street station entrance including a widened footpath to allow for a new lift landing with a canopy
- modifications to the existing taxi rank and no parking zone to accommodate the widened footpath on Grandview Street
- two new accessible parking spaces and one accessible kiss and ride space at the Pacific Highway station entrance car park
- upgrades to the Pacific Highway station entrance including:
  - a three stop lift connecting the car park / accessible parking, the bus stop at street level and the footbridge
  - a new accessible path to the lift landing with a new canopy at car park level
  - a new lift landing at street level with footpath upgrades
  - a new widened stair entrance with canopy upgrades.
- upgrades to the existing footbridge including canopy extensions and anti-throw screens, and the conversion of the vacant kiosk to allow for a new lift and lift landing
- canopy extension at platform level from the lift to the boarding assistance zone
- a new family accessible toilet and unisex ambulant toilet within the station building
- upgrade work to the existing stairs including replacement of treads and handrails
- improvements to station lighting and CCTV to improve safety and security
- improvements to customer information and communication systems including wayfinding modifications, public address (PA) system upgrade and new hearing induction loops
- modifications to the rail corridor fencing at the Grandview Street and Pacific Highway station entrances
- electrical upgrades for the new infrastructure, including a new padmount substation
- localised platform regrading and the replacement of tactiles.

Changes to the design of the proposal

Since the preparation and public display of the REF, the following design changes have been made to the Proposed Activity:

- the entry stairs at the Pacific Highway station entrance will be fully retained
- the new accessible toilets will reuse the existing toilet layout and will no longer have a new entry installed
- the location of the lift to the footbridge from the Pacific Highway has been moved to the west to better align with the footbridge, rather than the other two lifts
- the design of the lifts is continuing to be refined to suit the existing character of the station
- the existing shelters on Grandview Street will be upgraded to improve accessibility
- two regular kiss and ride spaces will be implemented on Grandview Street.

Heritage impact assessment of design changes

The changes to the design of the proposal are outlined in Table 1, which includes an updated impact assessment for each change to the design.

Table 1: Heritage impact assessment of design changes

Aspect of the proposal	SOHI (concept stage) description	Assessment of heritage impact	SDR/CDR stage description change	Updated assessment of heritage impact
Pacific Highway station entrance	• New accessible path at the Pacific Highway Station entrance connecting the car park to the lift landing, the bus stop on the Pacific Highway and the new widened stair entrance	The impact of a new accessible path at the Pacific Highway station entrance connecting the car park to the lift landing, the bus stop on the Pacific Highway and the new widened stair entrance is **moderate adverse**, associated with the broader impact of the modification of the station entrance.	• Upgrade existing stair with new nosings, tactiles and handrails • New lift awning across station entrance	The impact of upgrading the existing stairs and adding an awning at the Pacific Highway entrance would be **minor adverse**. Existing stair fabric would be retained, with minor alterations required to meet safety requirements While the new awning would add a new built form and an additional visual element to the entrance, this has been mitigated to some degree through the retention of the existing stair.

Aspect of the proposal	SOHI (concept stage) description	Assessment of heritage impact	SDR/CDR stage description change	Updated assessment of heritage impact
Toilet facilities	• New family accessible toilet and unisex ambulant toilet within the station building (to replace the existing male/female toilet facilities). This would include: – removal of the existing internal walls and fittings – installation of new fittings, fixtures, finishes, services connections (water, wastewater, electrical, and mechanical services) – adjustments to the doorways and access provisions including the requirement to lower the floors to provide level access and the provision of remote access control	The proposed toilet facilities would have **little to no impact** on the significance of the station building. The station building is a significant component of Pymble Station. The exterior of the building is of high significance; the interior of the building is of moderate significance. The proposal includes knocking out a door in the existing wall at the end of the station building and the demolition of the internal dividing wall between the existing male and female toilet for a family accessible toilet and ambulant toilet. The existing door providing access to the male toilet would be locked and the platform step to the existing door would be lowered. The family accessible toilet would be accessed by the new door at the end of the station building. The existing floor level in the female toilet would also be lowered and the existing door to the female toilet would be reinstated at a lower threshold and provide access to the ambulant toilet. The existing floor would be replaced with a	• Reuse existing non-significant toilet layout with no new entry from the end wall of the building	The proposed toiled facilities would have **little to no impact** on the significance of the station building. The station building is a significant component of Pymble Station. The exterior of the building is of high significance; the interior of the building is of moderate significance. However, the existing male and female toilets have previously been heavily modified. Using the existing doors, with minor height and width modifications, retains the current format of the building and reduces impact to significant heritage fabric. Exterior doors would be replaced with new doors to match the remainder of the building for aesthetic symmetry. The existing floor level in the male toilet would be lowered and replaced with a new tiled floor to achieve level threshold with the platform. Demolition of non-significant internal walls, fixtures and fittings here, would have little to no impact on the station building.

Aspect of the proposal	SOHI (concept stage) description	Assessment of heritage impact	SDR/CDR stage description change	Updated assessment of heritage impact
		new tiled floor to achieve level threshold with the platform. The knocking out of a door at the end of the station building and the demolition of the internal wall dividing the existing male and female toilet would impact significant fabric. The demolition of the internal dividing wall and knocking out of a door at the western end of the station building would have little to no impact on the significance of the station building as a component of the station, or on the broader significance of the station. The original configuration of the station building included an entry from the western end of the building. The proposal would have minimal impact to significant fabric as the proposal is aligned with the bricked in entry at the western end of the station building. The internal dividing wall is not significant fabric. The 2015 Station refresh included a refresh of the male and female toilet facilities (new fittings and fixtures, lighting, tiling, waterproofing and painting). The installation of new fittings, fixtures, finishes and services connections		While the proposal requires a modification to the configuration of the station building, the proposal is consistent with the existing use of that part of the station building. Improving the accessibility of the existing facilitates would not impact the ability of customers to view and appreciate the significance of the station building.

Aspect of the proposal	SOHI (concept stage) description	Assessment of heritage impact	SDR/CDR stage description change	Updated assessment of heritage impact
		(water, wastewater, electrical and mechanical services) would not impact significant fabric, as the existing interior and exterior fabric of the western end of the station building has been substantially altered. The proposal would not impact fabric. While the proposal requires a modification to the configuration of the station building, the proposal is consistent with the existing use of that part of the station building. Improving the accessibility of the existing facilitates would not impact the ability of customers to view and appreciate the significance of the station building.		
Lift to station footbridge from Pacific Highway	• Construction and installation of lift connecting to the existing footbridge which would include: – installation of a lift at the Pacific Highway Station entrance from the car park, to the street level and the footbridge – lift landings with canopies for weather	The lift at the Pacific Highway station entrance from the car park requires a lift to be installed with a landing to street level and the footbridge. Ground disturbance would be required for the lift footing and shaft. The existing ramp would be replaced with footpath and stairs. The existing footpath would be widened, with a new path connecting the footpath to the lift. The parking area would be regraded, and the existing fence removed, with a new	• The lift location changed to avoid underground high pressure gas main. • Lift 3 (Pacific Highway) now aligning with southern end of footbridge rather other two lifts	The proposed lift installation at the Pacific Highway station entrance would have a **moderate adverse** impact on the significance of the station. Relocating Lift 3 to align with the southern end of the footbridge at Pacific Highway, would visually impact the heritage significant footbridge. Physical impact to significant heritage fabric will remain the same as previously assessed, in that the lift landing structure

Aspect of the proposal	SOHI (concept stage) description	Assessment of heritage impact	SDR/CDR stage description change	Updated assessment of heritage impact
	protection at the waiting areas	fence erected parallel with the parking area. The lift landing structure would be independent from the bridge, minimising the impact to significant fabric. Existing balustrades would be retained. The existing bitumen at the landing on the footbridge level would be removed to manage a trip hazard that would be created by an additional layer of bitumen. The impact of the lift at the Pacific Highway entrance is **moderate adverse**, with the bulk of the lift detracting from the significance of the footbridge. It is also assessed as moderate adverse with consideration of the cumulative impact of installing three lifts connecting to the footbridge. The impact associated with the removal of a layer of bitumen at the landing on the footbridge is negligible and would not affect significant fabric.		would be independent from the bridge, minimising the impact to significant fabric. However, some significant fabric would be impacted. Where possible, existing balustrades would be retained. While aesthetic symmetry of the lift design would be lost with Lift 3 no longer aligned with the other two lifts, the new design creates its own symmetry with the footbridge. However, by aligning with the southern end of the footbridge, Lift 3 and associated canopies would add a new built form and impact views and vistas of the footbridge from Pacific Highway as well as views from the southern end of the footbridge. The change in position would have little to no impact on archaeological potential as it would not directly impact any areas of archaeological potential.
Lift materials and finishes	• Lower lift shaft – brick facade • Upper lift shaft – steel frame with glass infill panels	The cumulative impact of the proposed installation of three lifts and associated canopies is **moderate adverse**. The materials selected for the lift shafts and lift canopies, and the extension and replacement	• Lift materials and finishes refined. – lower lift shaft – concrete	The cumulative impact of the proposed installation of three lifts and associated canopies is **moderate adverse**. The form, materials and finishes of the lifts have been designed to tie in with existing

Aspect of the proposal	SOHI (concept stage) description	Assessment of heritage impact	SDR/CDR stage description change	Updated assessment of heritage impact
	• New lift canopies – steel frame with glazed canopy at the platform and ground level and designed to match the existing at footbridge level	of canopies would be based on the criteria of durability, low maintenance and cost effectiveness, and to minimise the visual impact of the proposal. Subject to detailed design, the proposal would include: • brick cladding to lower lift shaft • steel frame with glass infill panels for upper lift shaft • new lift canopies with steel frame with glazed canopy at the platform and ground level and designed to match the existing at footbridge level.	– upper lift shaft – steel frame with glass infill panels – lift canopies – pyramid roof to tie in with existing forms.	architectural elements of the station. It has also attempted to address community feedback regarding relationship of the new lifts to the historic character of the station through detailing of the lift shafts. Concrete has been chosen for the lift bases as a reference to the form and character of the footbridge rather than the brick character of the platform building. TfNSW has successfully implemented this approach at other stations, including Mittagong, through the use of steel detailing and shadow lines in concrete to reference key datum lines in the footbridge and further articulate the lift bases. The addition of lifts add a new built form that would visually impact the station. However, this has been mitigated to some degree by the visually contrasting design and materials which separate old from new, whilst maintaining a design relationship with the footbridge.
Shelters on Grandview Street	• Upgrades to the Grandview Street station entrance including a widened footpath to allow	The impact of upgrades to the Grandview Street station entrance is assessed as:	• Upgrade existing shelters on Grandview Street to improve accessibility	The upgrade of existing shelters on Grandview Street would have **little to no impact** on the station, as there would be no direct impact to

Aspect of the proposal	SOHI (concept stage) description	Assessment of heritage impact	SDR/CDR stage description change	Updated assessment of heritage impact
	for a new lift landing with a canopy	• **Moderate adverse** for the installation of the lift, with the bulk of the lift detracting from the significance of the footbridge, in addition to impact to significant fabric • **Little to no impact** for landscaping, including widened footpath as there would be no direct impact to significant fabric, or areas of archaeological potential, and little to no impact on the setting of the station.		significant fabric, or areas of archaeological potential, and little to no impact on the setting of the station. The existing road side shelter structure is contemporary and does not contribute to the significance of the station. The shelter would be demolished and replaced with a new lightweight painted steel and glass shelter to provide all weather protection to the new bicycle hoops and an angled bench with DDA compliant armrests and back rest. The structure is intended to reflect the character of the architectural proposal for the station.
Kiss and ride facilities	• Modifications to the existing taxi rank and no parking zone to accommodate a widened footpath on Grandview Street	The impact of modifications to the existing taxi rank on Grandview Street is assessed as **little to no impact**, as there would be no direct impact to significant fabric, or areas of archaeological potential, and little to no impact on the setting of the station.	• Two regular kiss and ride spaces on Grandview Street in front of the taxi zone.	The addition of two kiss and ride spaces on Grandview Street would have **little to no impact** on the station, as there would be no direct impact to significant fabric, or areas of archaeological potential, and little to no impact on the setting of the station.

Statement of heritage impact of design changes

The changes to the design of the proposal for the Pymble Station Upgrade do not have any greater impact on the heritage significance of the station than identified in the SOHI. The design changes have either attempted to reduce the level of impact of the proposal or have responded to engineering constraints. A summary of the impact of the design changes is presented below in response to the NSW Heritage Manual.

The following aspects of the proposal respect or enhance the heritage significance of the item or conservation area for the following reasons:

- Retention of the existing stair at the Pacific Highway entrance reduces the overall impact of the proposal
- Provision of toilet facilities in previously modified areas of the station building and utilising existing doorways to confine impact to previously impacted areas
- Choice of materials and finished for the lift shafts to tie in with existing architectural elements of the station, while clearly separating old from new
- Upgrade of shelter on Grandview Street to not only maintain architectural and aesthetic symmetry but to enhance continued use of the station and meeting DDA requirements, while not impacting significant fabric or setting
- Addition of kiss and ride facilities to Grandview Street to enhance continued use of the station, while not impacting significant fabric or setting.

The following aspects of the proposal could detrimentally impact on heritage significance. The reasons are explained as well as the measures taken to minimise impacts:

- Installation of Lift 3 would contribute to the cumulative impact of the station access and interchange facilities and would have a detrimental impact on the significance of the station as the lifts would visually dominate the footbridge due to the required size and bulk. The location of Lift 3 at the southern end of the footbridge would also impact views from the footbridge. This impact has been mitigated to some degree through:
  - the lift landing being independent from the footbridge to minimise impact to significant fabric
  - the choice of materials and finishes, which have been designed to tie in with existing architectural forms of the station.

The following sympathetic solutions have been considered and discounted for the following reasons:

- Transport for NSW considered Lift 3 to be aligned with the other two lifts along the eastern side of the footbridge for visual symmetry. This option was the preferred option, however it was discounted because of engineering constraints due to the presence of an underground high pressure gas main.
- Transport for NSW also considered a do-nothing option. This option was discounted as it would not meet DDA or DSAPT requirements.

Conclusions and recommendations

RPS has reviewed the heritage significance of the station, its history and relationship with the immediate surrounds and assessed the impact of the changes to the design of the proposal.

Overall, the changes to the design of the proposal demonstrate compliance with existing controls and objectives regarding heritage conservation and would have an acceptable heritage impact subject to the recommendations presented in the SOHI (RPS 2020). No further recommendations than those presented in the SOHI are recommended to mitigate impact of the changes to the design of the proposal.

While the changes to the design of the proposal would impact the heritage significance of the station, the impact of these changes has been mitigated to a degree through a reduction in overall impact and thoughtful materials and finishes. Given the need for improved accessibility, the impact of changes to the design of the proposal are considered an acceptable. The siting and use of materials are considered appropriate.

Yours sincerely,
for RPS Australia East Pty Ltd

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