



# Transport Access Program

# **Edgecliff Station Upgrade**

## Determination Report





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**Transport Access Program  
Ref 5,907,658**

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### Document control

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# Glossary and abbreviations

Term	Meaning
<b>ADEM</b>	TfNSW Associate Director Environmental Management (or nominated delegate)
<b>CoA</b>	Condition of Approval
<b>Concept design</b>	The concept design is the preliminary design presented in the REF, which would be refined by the Contractor (should the Proposal proceed) to a design suitable for construction (subject to TfNSW acceptance).
<b>Contractor</b>	The Contractor for the Proposed Activity would be appointed by TfNSW to undertake the detailed design and construction of the Proposed Activity
<b>CPTED</b>	Crime Prevention Through Environmental Design
<b>DDA</b>	<i>Disability Discrimination Act 1992</i> (Cwlth)
<b>Detailed design</b>	Detailed design broadly refers to the process that the Contractor undertakes (should the Proposal proceed) to refine the concept design to a design suitable for construction (subject to TfNSW acceptance).
<b>DSAPT</b>	<i>Disability Standards for Accessible Public Transport (2002)</i>
<b>EP&amp;A Act</b>	<i>Environmental Planning and Assessment Act 1979</i> (NSW)
<b>EP&amp;A Regulation</b>	<i>Environmental Planning and Assessment Regulation 2000</i> (NSW)
<b>EPBC Act</b>	<i>Environment Protection and Biodiversity Conservation Act 1999</i> (Cwlth)
<b>Infrastructure SEPP</b>	<i>State Environmental Planning Policy (Infrastructure) 2007</i> (NSW)
<b>MCA</b>	Multi-Criteria Assessment
<b>NES</b>	Matters of 'National Environmental Significance' under the EPBC Act
<b>Proponent</b>	A person or body proposing to carry out an activity under Part 5 of the EP&A Act – in this instance, TfNSW
<b>Proposed Activity</b>	The construction and operation of the Edgecliff Station Upgrade
<b>REF</b>	Review of Environmental Factors
<b>Roads and Maritime</b>	NSW Roads and Maritime Services (formerly Roads and Traffic Authority)
<b>SoHI</b>	Statement of Heritage Impact
<b>TCP</b>	Traffic Control Plan
<b>TfNSW</b>	Transport for NSW (the Proponent)
<b>TMP</b>	Traffic Management Plan
<b>UDP</b>	Urban Design Plan

# Executive summary

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## Overview of Proposed Activity

Transport for NSW (TfNSW) is responsible for improving the customer experience of transport services, transport policy and regulation, planning and program administration, procuring transport services, and infrastructure and freight.

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

The Proposed Activity involves the installation of two new lifts, replacement of four escalators, provision of new fire stairs, relocation of the existing ticket gate and the addition of approximately four ticket gates. The pedestrian access ramp on New McLean Street would be modified to provide an accessible path of travel from the station concourse to the new kiss and ride facilities, including three new kiss and ride spaces, sheltered seating and a new undercover bicycle rack. New pedestrian crossings and pram ramps would be installed at the bus interchange. The improvements would assist in supporting the growth in public transport use and would provide an improved customer experience for existing and future users of the station.

TfNSW, as the Proponent for the Proposed Activity, has undertaken a Review of Environmental Factors (REF) that details the scope of works and environmental impacts associated with the Proposed Activity. The REF was prepared by 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

There have been no changes to the design of the Proposal for the Edgecliff Station Upgrade since the REF was prepared. Should further design modifications be required as a result of the detailed design process, these modifications would be assessed to determine consistency with the Approved Project, including significance of impact on the environment. Additional mitigation measures and/or consultation would be undertaken where necessary.

## Purpose of this report

The purpose of this Determination Report is for TfNSW, as the Proponent of the Edgecliff Station Upgrade, to determine whether or not to proceed with the Proposed Activity. TfNSW must make a determination in accordance with the provisions of Part 5 of the EP&A Act.

## Conclusion

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

# 1 Introduction

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## 1.1 Background

Transport for NSW (TfNSW) is the NSW Government's lead public transport agency that ensures planning and policy is fully integrated across all modes of transport in NSW. It manages a multi-billion dollar budget allocation for train, bus, ferry, light rail and taxi services and related infrastructure in NSW.

TfNSW is responsible for improving the customer experience of transport services, transport policy and regulation, planning and program administration, and the procurement of transport services, infrastructure and freight.

The Transport Access Program has been established to provide a better experience for public transport customers across the State by ensuring infrastructure improvements are delivered in a co-ordinated and integrated way. The Transport Access Program ensures the integrated planning and delivery of works with the aim of providing:

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

TfNSW is the Proponent for the Edgecliff Station Upgrade (referred to as the 'Proposed Activity' for the purposes of this document).

## 1.2 Review of Environmental Factors

A Review of Environmental Factors (REF) has been prepared by TfNSW in accordance with sections 111 and 112 of the *Environmental Planning and Assessment 1979* (EP&A Act), and clause 228 of the *Environmental Planning and Assessment Regulation 2000* (EP&A Regulation), to ensure that TfNSW takes into account to the fullest extent possible, all matters affecting or likely to affect the environment as a result of the Proposed Activity. A link to the REF is included in Appendix A.

The Edgecliff Station Upgrade REF was placed on public display from 22 November to 13 December 2017, with 28 submissions received, including one from Woollahra Municipal Council. Issues raised in these submissions are addressed in Section 2.4 of this report.

### 1.3 Determination Report

Prior to proceeding with the Proposed Activity, the Secretary for TfNSW must make a determination in accordance with Part 5 of the EP&A Act (refer Figure 1).

#### Next steps – Planning approval

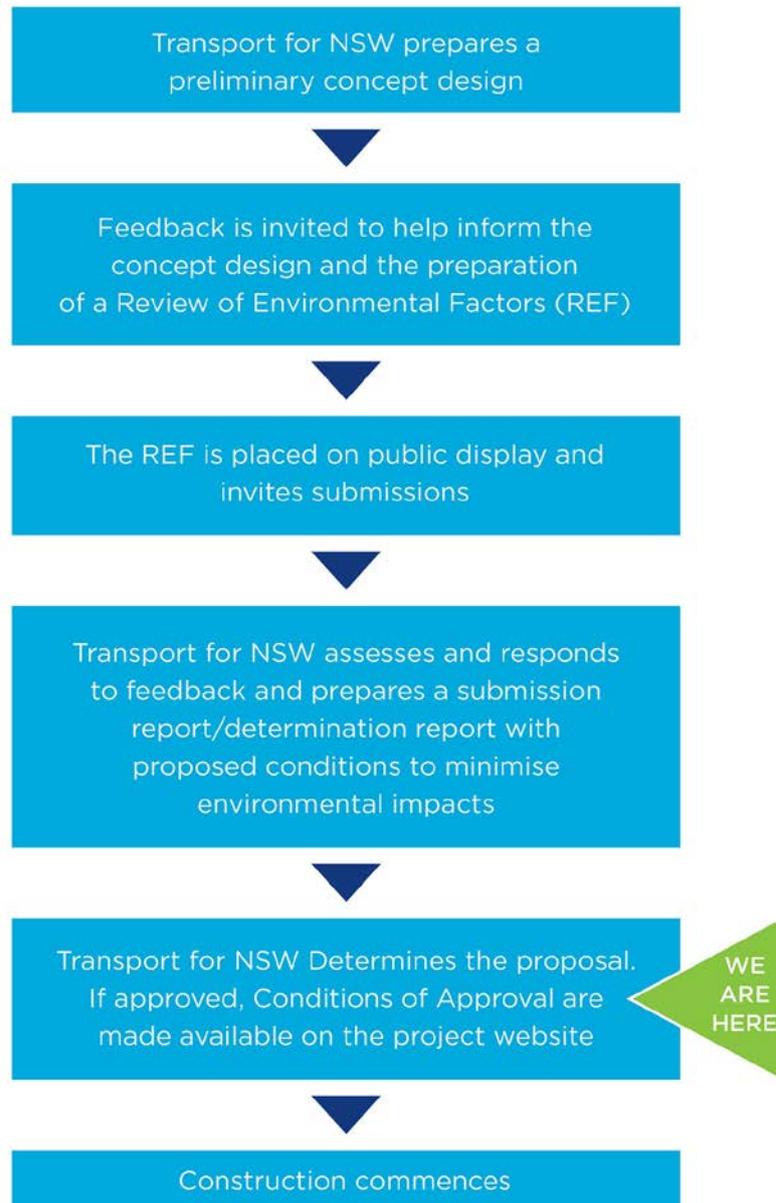


Figure 1: Planning approval process

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

- assess the environmental impacts with respect to the Proposed Activity, which are detailed in the environmental impact assessment (and any proposed modifications, as detailed and assessed in this Determination Report)
- identify mitigation measures to minimise potential environmental impacts
- determine whether potential environmental impacts are likely to be significant
- address whether the provisions of the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) apply to the Proposed Activity.

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

- a) to plan for a transport system that meets the needs and expectations of the public
- b) to promote economic development and investment
- c) to provide integration at the decision-making level across all public transport modes
- d) to promote greater efficiency in the delivery of transport infrastructure projects
- e) to promote the safe and reliable delivery of public transport and freight services.

## 1.4 Description of the Proposed Activity in the REF

The Proposed Activity would include works to Edgecliff Station and the surrounding interchange area located in the Woollahra Municipal Local Government Area. The station is located in the suburb of Edgecliff around four kilometres east of the Sydney Central Business District.

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

Escalators currently provide the only means of access to the station platform from the existing station concourse and stairs provide the only means of access to the bus interchange. These do not provide an accessible path of travel for the elderly, people with reduced mobility, parents/carers with prams or customers with luggage. In addition, there are currently no kiss and ride facilities for customers using the station.

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

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

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

- installation of a new lift (Lift 1) inside the paid station concourse area to provide access between the paid station concourse and the station platform
- installation of a new lift (Lift 2) outside the paid station concourse area to provide access between the station concourse and the bus interchange
- replacement of the existing four escalators that provide access between the paid station concourse and station platform with new escalators
- provision of new fire stairs to provide emergency egress between the paid station concourse and the station platform

- relocation of the existing ticket gate line and the addition of approximately four ticket gates to increase circulation space in the paid station concourse
- partial demolition of the existing platform buildings to provide pedestrian passing bays
- installation of new pedestrian crossings and pram ramps at the bus interchange to provide a DDA compliant accessible path of travel from the new lift to the existing bus stands
- installation of additional wind breaks on the bus islands
- relocation of the existing bicycle shed at the bus interchange to the northern end of the existing bus interchange, to improve pedestrian movements between Lift 2 and the bus ranks within the bus interchange
- provision of three new kiss and ride spaces on New McLean Street, sheltered seating and installation of a new undercover bicycle rack
- modification of the pedestrian access ramp on New McLean Street to provide an accessible path of travel from the station concourse to the new interchange facilities
- ancillary works including adjustments to lighting, electrical upgrades, minor drainage works, new seating, improvement to station communications systems (including CCTV cameras), hearing loops, wayfinding signage and installation of Tactile Ground Surface Indicators (TGSIs).

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

Construction is expected to commence in mid-2018 and take around 12 months to complete.

## 2 Consultation and assessment of submissions

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### 2.1 Consultation during Concept Design

Consultation with the community was undertaken in May 2017 to invite feedback on the concept design and inform the development of the preferred option. This included:

- distribution of flyers to customers and the community
- pop up information stalls at the station to allow customers and community members to speak with the project team and provide immediate feedback on the concept design

The following key issues were raised during this consultation and were considered during development of the preferred option:

- general support for the Proposal, in particular the installation of lifts to improve accessibility
- potential for congestion around Lift 1 in the paid station concourse
- lifts should provide access to all levels within the station building, including the station platform, concourse, gallery and bus interchange
- additional lighting, wind and rain protection is required at the bus interchange
- kiss and ride should be provided at the bus interchange, New South Head Road, or New McLean Street

The preferred option largely incorporates these considerations including two lifts which would provide access to all levels within the station building, additional canopy coverage and wind breaks at the bus interchange and a kiss and ride area on New McLean Street. The ticket gates and escalators would also be relocated to reduce congestion within the paid station concourse.

### 2.2 REF public display

The Edgecliff Station Upgrade REF was placed on public display from 22 November to 13 December 2017 at three locations, as well as on the [TfNSW website](http://www.transport.nsw.gov.au/projects-tap)<sup>1</sup> and the NSW Government [Have Your Say website](http://www.haveyoursay.nsw.gov.au)<sup>2</sup>

Community consultation activities undertaken for the public display included:

- two pop-up stalls at Edgecliff Station to allow customers and community members to speak with the project team from 4pm – 6pm on 23 and 28 November 2017. Pop-up stalls were also conducted at the Rose Bay Farmers Market from 9am – 10am on 28 November and the Double Bay Organic Food Markets from 9am – 10am on 30 November 2017.
- distribution of around 4800 flyers to customers at the station, nearby residents and businesses over the three week display period
- installation of project signage at Edgecliff Station entrances 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

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

<sup>2</sup> <http://www.haveyoursay.nsw.gov.au>

- public display of the REF at the Woollahra Municipal Council Office at 536 New South Head Road, Double Bay, the Woollahra Library at Level 1, 451 New South Head Road Double Bay and the Transport for NSW Office at Level 5, Tower A, Zenith Centre, 821 Pacific Highway, Chatswood
- placement of an advertisement in local newspapers on 24 November 2017 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
- placement of information on the TfNSW website
- a letter outlining the scope of the Proposed Activity, information on where to view the REF and specialist studies on the TfNSW website, along with details on how to make a submission was sent to Woollahra Municipal Council as per the consultation requirements under clauses 13, 14 and 15 of the Infrastructure SEPP.

## 2.3 REF submissions

A total of 28 submissions were received by TfNSW, including one from Woollahra Municipal Council and one from Ascham School. Submissions included feedback on a range of issues in relation to the Proposed Activity. The key issues raised in submissions were:

- design of the Proposed Activity including design aspects of the:
  - bus interchange (including access to the bus interchange)
  - paid concourse area
  - New McLean Street pedestrian ramp
- location of the kiss and ride
- operational traffic considerations.

## 2.4 Consideration and response to submissions

### Community submissions

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

**Table 1: Response to community submissions received**

No.	Submission no.	Issue/s raised	TfNSW response
<b>1</b>	<b>General</b>		
1.1	EDGE03 EDGE06 EDGE08 EDGE09 EDGE13 EDGE16 EDGE24 EDGE25 EDGE26 EDGE27	Support for the Proposed Activity, and/or for improving accessibility at the station.	Noted.

No.	Submission no.	Issue/s raised	TfNSW response
1.2	EDGE02	Request that no LED lights (especially red flashing lights) be used for advertising in the stairwells. The lights pose a risk to people who have photosensitive epilepsy.	Noted - The installation of advertising material is not part of the project scope.
1.3	EDGE07	Note that the trolley bay near the top of the escalators is a trip hazard.	Noted - TfNSW has been informed by Eastpoint Centre Management that there is no designated trolley bay at the top of the escalators and signs have been installed requesting customers do not leave trolleys there. TfNSW has discussed this issue with Eastpoint Centre Management as they manage the trolleys in the shopping centre. Eastpoint Centre Management are aware of the issue and are looking for other solutions.
1.4	EDGE04	Request for Jacarandas or natives to be planted, not shrubs.	Vegetation offsets and/or landscaping would be undertaken in accordance with TfNSW's <i>Vegetation Offset Guideline</i> and in consultation with Woollahra Council as outlined in the REF. Based on the proposed project footprint, it is recommended in the REF that a minimum of 24 trees be planted to meet TfNSW's vegetation offset ratios. As outlined in the Guideline, the preference for offsets and landscape plantings would be locally native species, of a size, shape and appearance that would be suitable for the local area (as per the requirements of the Urban Design Plan (UDP) and Public Domain Plan (PDP)).
1.5	EDGE20	Comment that the Station needs to have a clean, consistent, aesthetic look.	Noted - Edgecliff Station retains many of its original heritage features including plywood ceilings, terrazzo floors and areas of blue tile. The Construction Environmental Management Plan would identify measures to preserve these elements. New elements of the Edgecliff Station Upgrade will be designed to achieve an architectural character that is complementary to existing elements rather than contrasting. An Urban Design Plan (UDP) and a Public Domain Plan (PDP) would be prepared by the Contractor in consultation with Woollahra Council. At a minimum, these plans will address the issues identified in the Conditions of Approval (Conditions 36 and 37 in Appendix B of this report).

No.	Submission no.	Issue/s raised	TfNSW response
1.6	EDGE26	Suggestion that due to the urgent need for lifts, their installation should take priority over other upgrade works.	<p>Priority will be given to the installation of the lifts, in particular Lift 2 (unpaid concourse to the bus interchange). The design work for the upgrade is expected to be completed by mid-2018, with the lifts being ordered just prior to this. Fabrication and delivery of the lifts would take approximately six months. Construction of the supporting infrastructure will be undertaken during this time.</p> <p>Lift 2 which conveys passengers from the unpaid concourse to the bus interchange via the gallery level will be the first lift installed and open to the public in early 2019. Installation of Lift 1 (paid concourse to the platform) involves staged works in order to facilitate construction and platform access and to ensure adequate emergency access is maintained throughout the construction phase. Construction will commence with the fire stairs, then the two western escalators followed by the eastern escalators and Lift 1. Lift 1 will be installed around mid 2019.</p>
1.7	EDGE22	Comment that the retail carparks are dirty and need to be cleaned. Trolleys need to be collected.	<p>The retail carpark is not on land owned by Railcorp. The Edgecliff Centre strata management manages the retail carpark and as such is responsible for its maintenance. TfNSW will forward this feedback to The Edgecliff Centre strata management.</p>

No.	Submission no.	Issue/s raised	TfNSW response
<b>2</b>	<b>Traffic, Transport and access</b>		
2.1	EDGE04 EDGE11 EDGE22 EDGE27 EDGE25	Suggestion that the provision of the kiss and ride spaces on New McLean Street would cause congestion.	<p>There is currently no formal kiss and ride zone provided near the Edgecliff Interchange Precinct. Informal kiss and ride activity does occur at the station building entrances on New South Head Road and New McLean Street.</p> <p>Observations taken during the PM peak hour identified that the informal kiss and ride on New McLean Street was mainly used to pick up passengers. Vehicles were observed to wait between three to 15 minutes either informally parked along No Parking and No Stopping zones or double parked at the 1P zone in front of the existing ramp at the New McLean Street entrance. The three proposed kiss and ride spaces would provide formal areas for customer drop-off, reducing potential illegal drop-offs that impede road traffic movements.</p> <p>RMS has been in consultation with Woollahra Council to remove three to four car parking spaces outside Edgecliff Court on New McLean Street, near the traffic lights intersecting with New South Head Road. Removal of these spaces would allow more vehicles to turn left onto New South Head Road and drive straight to Darling Point Road. This will in turn improve traffic flow, allowing more vehicles to turn right onto New South Head Road. RMS in consultation with Woollahra Council is currently looking at this and other options for easing congestion and increasing traffic flow at the New McLean Street and New South Head Road intersection.</p>
2.2	EDGE11 EDGE14 EDGE22 EDGE25	Request for a right turn arrow for turning right into New South Head Road and that the timing of the lights at this intersection is adjusted to allow more cars to exit New McLean Street to New South Head Road.	<p>Sequencing of traffic lights and provision of a right turn arrow is the responsibility of RMS. RMS, in consultation with Woollahra Council, is currently looking at options for easing congestion and increasing traffic flow at the New McLean Street and New South Head Road intersection.</p> <p>TfNSW will forward this feedback to RMS.</p>

No.	Submission no.	Issue/s raised	TfNSW response
2.3	EDGE04 EDGE15	Suggestions that the proposed kiss and ride should be located at the New South Head Road entrance to Edgecliff Station and at the existing taxi rank on New South Head Road.	<p>An option to install a formalised kiss and ride along New South Head Road was not pursued due to safety concerns identified by RMS.</p> <p>The concerns are due to the close proximity of Ocean Street and the crest on the preceding lights from the proposed New South Head Road kiss and ride. The potential queuing on New South Head Road and the kiss and ride relative to Ocean Street and the crest was deemed to result in unsafe conditions and increased congestion.</p>
2.4	EDGE22 EDGE26	Comment that the three proposed kiss and ride spaces on New McLean Street would reduce the already limited number of car parking spaces for those living nearby and retail customers.	<p>The proposed kiss and ride zone on New McLean Street would result in the loss of approximately five short term (1P) on-street car spaces. A Traffic, Transport and Access Impact Assessment prepared for the Proposal (AECOM, 2017c) concluded that this loss would have a minor impact on parking in the local area. It is considered that the positive impacts arising from improved accessibility and upgraded facilities at Edgecliff Station would outweigh the potential negative impacts associated with the loss of timed parking spaces within the precinct.</p> <p>Woollahra Municipal Council is supportive of the removal of these parking spaces for the benefit of the greater community.</p>
2.5	EDGE27	Suggestion that the bus interchange is a better location for the kiss and ride.	<p>There is insufficient space within the bus interchange for existing bus operations and the introduction of a new kiss and ride. A kiss and ride will increase traffic within the bus interchange, impact bus operations, increase the potential for traffic conflicts, and result in unsafe conditions for customers.</p>
2.6	EDGE14	Request that the pedestrian crossing on New South Head Road and the traffic lights 20 metres to the east be consolidated to reduce the number of traffic lights.	<p>Installation and removal of traffic lights on New South Head Road is the responsibility of RMS and is not part of the project scope.</p> <p>The Proposed Activity would ensure that Edgecliff Station meets the legislative requirements under the DSAPT and the DDA as well as providing improved safety, access and amenity for users of Edgecliff Station.</p>
2.7	EDGE19	Note that the proposed kiss and ride zone on New McLean Street is not suitable for buses due to noise and pedestrian activity.	<p>The three proposed kiss and ride spaces on New McLean Street would provide formal areas for customer drop-off and pick up (reducing potential illegal drop-offs and pick-ups that may impede road traffic movements). The kiss and ride will not operate as a bus stop.</p>

No.	Submission no.	Issue/s raised	TfNSW response
2.8	EDGE18	Request for the restoration of Bus Services in Darling Point Road	<p>The scheduling of bus services is not part of the project scope.</p> <p>The Proposed Activity would ensure that Edgecliff Station meets the legislative requirements under the DSAPT and the DDA as well as providing improved safety, access and amenity for users of Edgecliff Station.</p> <p>This feedback will be forwarded to the Integrated Planning Branch within TfNSW.</p>
2.9	EDGE01 (Ascham School)	Question as to whether train times will change during construction.	<p>Train times are not proposed to change during construction. Certain works may need to occur outside standard hours and would include night works as well as works during routine rail shutdowns. Routine rail shutdowns are scheduled closures that would occur regardless of the Proposal when part of the rail network is temporarily closed and trains are not operating.</p>
2.10	EDGE01 (Ascham School)	Question as to what the impact on the New South Head Road crossing would be and if there are any plans to ensure this is a safer crossing during the Project.	<p>No work is proposed for the New South Head Road entrance to Edgecliff Station as the current entry is DSAPT compliant. As such there will be no impact to the New South Head Road crossing. Works associated with New South Head Road and the pedestrian crossing are the responsibility of RMS and not part of the project scope.</p>
2.11	EDGE24	Suggestion that a barrier on New McLean Street preventing vehicles from exiting to the right from properties would force vehicles to travel to the end of New McLean Street to get to New South Head Road. This would reduce the potential risk of accidents with pedestrians and other vehicles.	<p>A Road Safety Audit will be undertaken as part of the detailed design process and on completion of construction as per the requirements of Condition 35 of this report. The Road Safety Audit will review vehicle circulation associated with the Proposed Activity. If this matter is determined to be unrelated to the scope, then TfNSW will forward this feedback to RMS and Woollahra Council.</p>
2.12	EDGE17	Request for designated motor bike parking for Edgecliff Station customers.	<p>Additional parking is not proposed as part of the Edgecliff Station Upgrade, however Edgecliff Station customers using motorcycles can utilise the existing parking spaces at the Eastpoint Food Fair.</p> <p>TfNSW will forward this feedback to RMS and Woollahra Council for their consideration.</p>

No.	Submission no.	Issue/s raised	TfNSW response
<b>3</b>	<b>Design</b>		
3.1	EDGE12	Request for the installation of windproof doors at the entrance from the bus terminal to the shopping centre.	<p>A key issue identified during the community consultation undertaken in May 2017 was the need for rain and wind protection at the bus interchange. This issue was considered during development of the preferred option and consequently the upgrade of the bus interchange includes the installation of additional canopy coverage if required for rain protection and additional windbreaks on the bus islands.</p> <p>There is no plan to install doors at the entrance from the bus terminal to the shopping centre.</p> <p>For security purposes roller doors are located at the base of the stairs from the bus interchange. These doors are closed by Station Staff each night following the last bus service.</p>
3.2	EDGE10	Request for “support kerbs” at the bus interchange to enable people to cross easily. Something elderly people can hold to cross the road.	<p>The Proposal includes the installation of DDA accessible pedestrian crossings and pram ramps between the bus stands at the bus interchange. Options for the potential installation of balustrades will be identified during detailed design.</p> <p>The Proposed Activity would ensure that Edgecliff Station meets the legislative requirements under the DSAPT and the DDA as well as providing improved safety, access and amenity for users of Edgecliff Station.</p>
3.3	EDGE21	Request for escalators to replace one set of stairs from the gallery to the bus interchange to cater for the aged care residents.	<p>The Proposal includes the installation of two new lifts. One lift would be installed within the paid station concourse area to provide access between the paid station concourse and the station platform. The second lift would be located outside the paid station concourse area to provide access between the station concourse and the gallery level and the bus interchange.</p> <p>Installation of the lifts will ensure that Edgecliff Station meets the legislative requirements under the DSAPT and the DDA as well as providing improved safety, access and amenity for users of Edgecliff Station. It should be noted that lifts, unlike escalators cater for all mobility types and therefore have been accepted as the optimal DDA solution for the Proposal.</p> <p>The current location of the stairs is not large enough to house replacement escalators. Relocation of services as well as associated property acquisitions would be required which is not feasible under the current scope.</p>

No.	Submission no.	Issue/s raised	TfNSW response
3.4	EDGE20	Question as to why a change of lift to go from street level to the bus terminal is required.	<p>Lift 1 is inside the paid station concourse area to provide rail customers access between the paid station concourse and the station platform. Lift 2 will be located outside the paid station concourse area, providing access between the station concourse (street level), the gallery level and the bus interchange. Lift 2 is required to provide equitable access to the bus interchange to both rail customers and bus customers.</p> <p>Constructability issues have also played a role in determining the design approach, resulting in the development of two separate lifts.</p>
3.5	EDGE05	Request for seating in the unpaid area of the concourse.	<p>The current design does not include seating in the unpaid concourse. There is seating in the paid concourse which customers can enter and sit down on and reverse tap without charge. Sheltered seating will be provided at the kiss and ride on New McLean Street.</p> <p>Seating may be provided at the entry from New South Head Road or between Lift 2 and the New McLean Street entrance. These locations are subject to review during the detailed design.</p>
3.6	EDGE24	Question as to why two ramps are required on New McLean Street.	<p>The current New McLean Street ramp is not DSAPT compliant due to its steep grade. The ramp and balustrade accessing New McLean Street would be retained, and a new accessible entry ramp meeting compliance standards would be built partially over the existing structure. Both ramps would be accessible to the public.</p>
3.7	EDGE27	Suggestion that if the problem with the existing New McLean Street ramp is that it is too steep for heavy wheelchairs, motorised assistance should be provided rather than constructing a new ramp.	<p>The current New McLean Street ramp is not DSAPT compliant due to its steep grade. The proposed new ramp will provide compliant access to all including those with a disability, mobility issues, parents/carers with prams and customers with luggage.</p>

No.	Submission no.	Issue/s raised	TfNSW response
3.8	EDGE20	Suggestion that a pedestrian walkway could be installed over New South Head Road leading into the shopping level.	<p>The current entry from New South Head Road to the concourse is DSAPT compliant, while the current entry from New McLean street is non-compliant.</p> <p>The modification of the existing pedestrian access ramp on New McLean Street is needed to provide a DDA accessible path of travel from the station concourse to the new kiss and ride.</p> <p>The works will provide a station that is accessible to all, including those with a disability, mobility issues, parents/carers with prams and customers with luggage.</p> <p>The construction of an over-road pedestrian walkway is outside this project scope.</p>

4 Noise			
4.1	EDGE23	<p>Comment that when trains enter or exit the tunnel to Edgecliff Station, properties on New McLean Street vibrate.</p> <p>Request for permanent noise mitigation measures in the form of a noise barrier to be constructed as part of the upgrade works.</p>	<p>The current proposal involves an upgrade of Edgecliff Station as part of the Transport Access Program (TAP) which would improve accessibility and amenities for customers. Noise abatement for train operations is not part of the project scope as there are no changes to train operations or rail infrastructure.</p> <p>The Proposed Activity would ensure that Edgecliff Station meets the legislative requirements under the DSAPT and the DDA as well as providing improved safety, access and amenity for users of Edgecliff Station.</p>

No.	Submission no.	Issue/s raised	TfNSW response
4.2	EDGE23	Request for information regarding what Noise assessment has been conducted.	<p>A Noise and Vibration Impact Assessment has been prepared by AECOM Australia Pty Ltd (AECOM 2017b) to assess noise and vibration associated with the Proposal during construction and operation of the additional elements. Noise assessment of the operating rail corridor has not been undertaken as train services will not change as a result of the Proposal.</p> <p>Nearby noise and vibration sensitive receivers were identified, and unattended noise measurements were completed to characterise the existing noise environment. The measured noise levels were used to establish construction noise management levels. The main findings of the assessment can be found in Chapter 6.3 of the REF and the Noise and Vibration Impact Assessment which is on the website: <a href="http://www.transport.snsw.gov.au/projects-tap">www.transport.snsw.gov.au/projects-tap</a>.</p> <p>Prior to the commencement of works, a Construction Noise and Vibration Management Plan (CNVMP) would be prepared and implemented in consultation with impacted receivers.</p>
4.3	EDGE19	Concern that New McLean Street could be used as the base for the site office and deliveries, which would create an increase in vehicles and vehicle noise early in the morning and late at night.	<p>As a contractor has yet to be engaged, the specific details of the site compound cannot be defined. However, it is likely that the contractor's main site office will not be on New McLean Street, nor will this be the base for all deliveries. Only materials used for the construction of the kiss and ride and ramp are likely to be dropped off at New Mclean street and this will generally be between standard construction hours.</p> <p>There will be a number of delivery drop off points for defined areas of works, and they will be deliberately chosen to minimise any potential for disruption to residents and commuters between the standard working hours stated in the REF where feasible. An effort will be made to minimise the number of drop off points, and a CEMP, produced by the contractor will be reviewed by the TfNSW project team to address any potential community concerns.</p> <p>Accessing parts of the station will be complex, requiring deliveries at different levels of the building via road and rail. It is expected that larger items will be delivered by rail.</p> <p>A Traffic Management Plan will be developed by the Contractor</p>

No.	Submission no.	Issue/s raised	TfNSW response
4.4	EDGE01 (Ascham School)	Question about what the noise impact will be at Ascham School between 8am and 4pm.	<p>As part of the Noise and Vibration assessment prepared by AECOM Australia Pty Ltd (AECOM 2017b), Ascham School was identified as a non-residential noise receiver. Construction noise levels at Ascham and other residential and non-residential receivers have been assessed against the standard hours Noise Management Levels which were determined in accordance with the EPA's <i>Interim Construction Noise Guideline</i>.</p> <p>Predicted construction noise levels at Ascham School for each construction scenario (during standard hours) are below the Noise Management Levels. The noise impact at Ascham School is therefore considered to be minor. The predicted construction noise levels are typically the worst case noise level, therefore the majority of actual noise levels are likely to be less than those predicted. Works will continually be monitored against predicted noise levels to ensure impacts are managed and expectations are met.</p> <p>TfNSW will liaise with Ascham School when there are any particularly noisy or disruptive works scheduled to ensure appropriate mitigation measures/noise management strategies are implemented. When scheduling works, TfNSW will take into account the HSC and exam periods.</p>

No.	Submission no.	Issue/s raised	TfNSW response
<b>5 Hours of work</b>			
5.1	EDGE01 (Ascham School)	Question as to when most of the work will be undertaken (Hours).	<p>The majority of works required for the Proposal would be undertaken during standard (NSW) Environment Protection Authority (EPA) construction hours, which are as follows:</p> <ul style="list-style-type: none"> <li>• 7.00 am to 6.00 pm Monday to Friday</li> <li>• 8.00 am to 1.00 pm Saturdays</li> <li>• no work on Sundays or public holidays.</li> </ul> <p>For the safety of staff and to minimise impacts on rail customers, certain works may need to occur outside standard hours and would include night works as well as works during routine rail shutdowns which are scheduled closures that would occur regardless of the Proposal when part of the rail network is temporarily closed and trains are not operating.</p> <p>Updates will be provided to the community on construction staging and hours of work as the project progresses. Notification will be given to nearby residences and businesses prior to any works undertaken outside standard working hours.</p>
5.2	EDGE19	Request for formal assurance that works on New McLean Street will be kept to business hours.	<p>The majority of works required for the Proposal and all works on New McLean Street are planned to be undertaken during standard (NSW) Environment Protection Authority (EPA) construction hours, which are as follows:</p> <ul style="list-style-type: none"> <li>• 7.00 am to 6.00 pm Monday to Friday</li> <li>• 8.00 am to 1.00 pm Saturdays</li> <li>• no work on Sundays or public holidays.</li> </ul> <p>Should any works be required outside these standard hours, an assessment of impact will be prepared, affected receivers notified and the works approved by TfNSW prior to any work commencing.</p> <p>Some works may be required to be undertaken outside normal hours to ensure the safety of workers and to minimise traffic impacts.</p>
<b>6 Lighting and security</b>			

No.	Submission no.	Issue/s raised	TfNSW response
6.1	EDGE04	Comment that the lighting at the bus interchange is not adequate and the area feels unsafe.	<p>Noted.</p> <p>The Proposed Activity would include additional CCTV coverage, lighting, hearing loops and help points at and surrounding the station contributing to positive Crime Prevention Through Environmental Design (CPTED) outcomes for the station.</p> <p>An Urban Design Plan (UDP) would be prepared by the Contractor during detailed design which would include consideration of CPTED principles including connectivity and integration with surrounding local and regional movement networks including street networks, other transport modes and active transport networks.</p> <p>CCTV would be installed inside and outside the new lift at the bus interchange. Additional CCTV, relocating and upgrading of the existing lighting and installation of new lighting may be required at the bus interchange after detailed design and evaluations are considered.</p>

## Other stakeholder submissions

Table 2 outlines issues raised by Woollahra Municipal Council in their submission, along with TfNSW's response.

**Table 2: Response to other stakeholder submissions received**

Issue no.	Issue/s raised	TfNSW response
1	Traffic, transport and access	
<b>Kiss and Ride</b>		
1.1	Recommendation that TfNSW investigate the option of providing the kiss and ride area on the bus interchange rooftop.	There is insufficient space within the bus interchange for existing bus operations and the introduction of a new kiss and ride. A kiss and ride will increase traffic within the bus interchange, impact bus operations, increase the potential for traffic conflicts, and result in unsafe conditions for customers.
1.2	Recommendation that AECOM's Traffic and Transport and ACCESS Impact Assessment is amended to include detailed traffic counts and modelling to provide a more informed understanding of the likely function, efficiency and impacts of the preferred kiss and ride facility at both New McLean Street and the bus interchange rooftop.	<p>A kiss and ride facility at the bus interchange has not been pursued as the bus interchange is designed and used for buses and any introduction of new traffic will impact bus operations and increase safety concerns.</p> <p>AECOM's traffic count was sufficient to determine two possible locations for a kiss and ride (New South Head Road and New McLean Street) that address issues raised by RMS.</p> <p>AECOM assessed kiss and ride movements by analysing the following data:</p> <ul style="list-style-type: none"> <li>• 2017 site observations by AECOM during the PM peak period at New McLean Street and New South Head Road</li> <li>• 2015 Austraffic pedestrian counts during the AM peak period at New McLean Street and New South Head Road</li> </ul> <p>The proposed kiss and ride on New South Head Road was not pursued as RMS concluded the location was inappropriate. Vehicles pulling in and out of the kiss and ride (including vehicles reverse parking), and vehicles queuing to enter the facility would cause extensive delays to New South Head Road. The kiss and ride on New South Head Road would also increase the risk of rear end accidents due to poor sight distance for vehicles turning left into New South Head Road from Ocean Street.</p> <p>AECOM concluded that the improved kiss and ride facilities would provide formal areas for customer drop-off (reducing illegal drop-offs that currently impede road traffic movements).</p>

Issue no.	Issue/s raised	TfNSW response
1.3	Recommendation that TfNSW undertakes community consultation to help inform and identify the preferred location of the kiss and ride facility.	<p>Transport for NSW undertook consultation on two occasions regarding the project, including the location of the kiss and ride. Whilst there was support for a kiss and ride on New South Head Road, this option was not pursued due to safety concerns identified by RMS.</p> <p>RMS concerns are due to the close proximity of Ocean Street and the crest on the preceding lights from the proposed New South Head Road kiss and ride. The potential queuing on New South Head Road and the kiss and ride relative to Ocean Street and the crest was deemed to result in unsafe conditions and increased congestion.</p>
<b>Pedestrian ramp at New McLean Street</b>		
1.4	Recommendation that the pedestrian ramp is redesigned to provide a more pedestrian friendly access way from New McLean Street.	Initial design of the New McLean Street ramp complies with DDA/DSAPT. The design of the New McLean Street ramp will be addressed during the detailed design phase and will consider pedestrian movements.
<b>Bicycle facilities</b>		
1.5	Recommendation that the bicycle facilities on Ocean Street are improved to facilitate access to the new bike spaces on the bus interchange, such as a shared path on the western side of Ocean Street from the interchange to High Street/Thorne Street to connect these end-of-trip facilities to the existing cycling network.	<p>The Proposed Activity better integrates bicycle riding with other modes of transport, making it convenient to park bicycles securely and transfer to trains and buses as part of longer transport journeys.</p> <p>The Proposal includes provision of a new undercover bicycle rack on New McLean Street with capacity for 10 bicycles. This would be in addition to the bicycle shed at the bus interchange, which has capacity for 48 bicycles, and the existing bicycle rack on New South Head Road which has capacity for 10 bicycles. In total there would be capacity for 68 bicycles around the station once the Proposal is operational.</p> <p>Connectivity with the broader bicycle network is not part of the Edgecliff Station Upgrade scope, and the existing bicycle path currently lies outside the project boundary.</p>

Issue no.	Issue/s raised	TfNSW response
<b>Lighting</b>		
1.6	<p>Note that all lighting is to comply with Australian Standards.</p> <p>Recommendation that the pedestrian crossing on New McLean Street should have floodlighting designed for adequate horizontal illuminance of pedestrians and compliance with AS 1158 to accommodate the additional pedestrians and vehicle trips generated as a result of the upgrades. Category P lighting should also be considered for the new ramps and kiss and ride facility for improved night safety of interchange patrons.</p>	<p>All permanent lighting would be designed and installed in accordance with the requirements of standards relevant to <i>AS 1158 Road Lighting</i> and <i>AS 4282 Controlling the Obtrusive Effects of Outdoor Lighting</i>.</p> <p>The pedestrian crossing on New McLean Street is not part of the project scope.</p> <p>TfNSW will forward this feedback to RMS.</p>
<b>Construction phase</b>		
1.7	<p>Request that Council has the opportunity to review and comment on the Construction Traffic Management Plan (CTMP), rather than just receiving a copy of it to note.</p>	<p>The Contractor will provide a CTMP to Woollahra Council for information and comment.</p>
1.8	<p>Request that Council receives the Stand Plant Permit applications (or any Road Occupancy Licences).</p>	<p>The Contractor will provide the required plans and licences as per Section 6 of the REF.</p>

Issue no.	Issue/s raised	TfNSW response
2	Streetscape, visual amenity and landscaping	
<b>Pedestrian ramp at New McLean Street</b>		
2.1	Recommendation that the pedestrian ramp is redesigned to improve the visual amenity on the New McLean Street streetscape.	The New McLean Street ramp design will be revisited during detailed design to ensure it is aesthetically pleasing/in keeping with the existing environment. An Urban Design Plan (UDP) and a Public Domain Plan (PDP) would be prepared by the Contractor in consultation with Woollahra Council. At a minimum, these plans will address the issues identified in the Conditions of Approval (Conditions 36 and 37 in Appendix B of this report).
<b>New McLean Street streetscape</b>		
2.2	Recommendation that the replacement species of street tree are consistent with Council's masterplan which are: <i>Corymbia maculata</i> .	Offsets and/or landscaping would be undertaken in accordance with TfNSW's <i>Vegetation Offset Guideline</i> and in consultation with Woollahra Council as outlined in the REF.
2.3	Recommendation that any proposed tree removal is undertaken in accordance with Council's requirements <a href="http://www.woollahra.nsw.gov.au/services/trees">http://www.woollahra.nsw.gov.au/services/trees</a>	Tree removal required for the Project would be undertaken in accordance with TfNSW's <i>Vegetation Management (Protection and Removal)</i> and TfNSW's <i>Fauna Management Guidelines</i> as outlined in the REF.
2.4	Request that any offset plantings are approved by Woollahra Council.	Noted. Woollahra Council will be consulted prior to any offset planting associated with the project.
<b>Bus interchange</b>		
2.5	Recommendation that further consideration is given to the public amenity of the bus interchange by including opportunities to establish green walls and roofs.	This is not within the scope of the project. While integration with the immediate surroundings is considered, the current proposal involves an upgrade of Edgecliff Station as part of the Transport Access Program (TAP) which would improve accessibility and amenities for customers.  Investigation of a number of sustainability initiatives will be undertaken as part of TfNSW's Sustainable Design Guidelines.

Issue no.	Issue/s raised	TfNSW response
<b>Integration with the Edgecliff Centre</b>		
2.6	Recommendation that further consideration is given to the design of the Edgecliff Station and bus interchange to identify options to improve integration with the Edgecliff Centre.	The current proposal involves an upgrade of Edgecliff Station as part of the Transport Access Program (TAP) which would improve accessibility and amenities for customers moving between the station, bus interchange and Edgecliff Centre.
<b>3 Non-Indigenous heritage</b>		
3.1	Request that the Heritage Impact Statement is amended to include a brief assessment of the potential impact on the significance on the adjacent Paddington Heritage Conservation Area to provide for a comprehensive heritage assessment.	<p>The aim of the Paddington Heritage Conservation Area (PHCA) is to place specific controls on any development works within its prescribed boundaries. As Edgecliff Station is not within these boundaries, the PHCA was not included in the Statement of Heritage Impact for the station upgrade.</p> <p>Edgecliff Station is located outside of the PHCA and, consequently, the works will not directly impact any properties covered by the plan. In general, there is some potential for development works outside of the PHCA to indirectly impact heritage values by altering significant views or vistas, but this is considered unlikely in the case of the Edgecliff Station Upgrade as:</p> <ul style="list-style-type: none"> <li>• no major changes to the building envelope, or to the Arthur Street façade are proposed</li> <li>• the PHCA does not identify views towards the Station as being of heritage significance.</li> </ul> <p>Overall, it is not anticipated that the proposed Edgecliff Station upgrades will impact directly or indirectly on the heritage values of the PHCA.</p>
<b>4 Property occupation (Council land)</b>		
4.1	Request that details on the extent of land proposed to be occupied are provided to Council once the location of the kiss and ride and pedestrian ramp at New McLean Street are further assessed.	TfNSW has discussed early plans with Council during the development of design options and the preferred option. The location of the Kiss & Ride and pedestrian ramp are unlikely to change significantly during further design development. TfNSW would provide Council with final plans and layouts.

Issue no.	Issue/s raised	TfNSW response
4.2	Request that the occupation of Council land by Transport for NSW is negotiated with Council's Property Team and includes satisfactory terms for compensation including payment of all Council's legal and other associated costs relating to sale.	TfNSW has liaised with Council in this respect. The additional land to be occupied for the pedestrian ramp extension is part of the road reserve for New McLean Street and as such if permanent acquisition of additional land is required no compensation is payable to Council for resumption of road reserve land. Following finalisation of detailed design the extent of road land required will be defined by TfNSW and appropriate resumption procedures applied in discussion with Council.

## 2.5 Future consultation

Should TfNSW proceed with the Proposed Activity, consultation activities would continue, including consultation with Woollahra Municipal Council and RMS 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 relevant stakeholders have an opportunity to provide feedback on the detailed design, where appropriate
- the community and stakeholders are notified in advance of any upcoming works, including changes to pedestrian or traffic access arrangements and construction activities outside standard construction hours
- accurate and accessible information is made available
- a timely response is given to enquiries and concerns raised by the community
- feedback from the community is encouraged.

The [TfNSW email address](mailto:projects@transport.nsw.gov.au)<sup>3</sup> and TfNSW Infoline (1800 684 490) would continue to be available during the construction phase. Targeted consultation methods, such as use of letters, notifications, pop up stalls, signage and verbal communications, would continue to occur. The [TfNSW website](http://www.transport.nsw.gov.au/projects-tap)<sup>4</sup> would also include updates on the progress of construction.

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<sup>3</sup> [projects@transport.nsw.gov.au](mailto:projects@transport.nsw.gov.au)

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

## **3 Changes to the Proposed Activity**

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### **3.1 Summary of design changes**

There have been no changes to the design of the Proposal for the Edgecliff Station Upgrade since the REF was prepared.

## 4 Consideration of the environmental impacts

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### ***Environmental Planning and Assessment Act 1979***

The REF addresses the requirements of section 111 of the EP&A Act. In considering the Proposed Activity, all matters affecting or likely to affect the environment are addressed in the REF and the Determination Report and associated documentation.

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

In respect of the Proposed Activity an assessment has been carried out regarding potential impacts on critical habitat, threatened species, populations or ecological communities or their habitats, under section 112 of the EP&A Act.

The likely significance of the environmental impacts of the Proposed Activity has been assessed in accordance with the then NSW Department of Planning's 1995 best practice guideline *Is an EIS Required?*<sup>5</sup> It is concluded that the Proposed Activity is not likely to significantly affect the environment (including critical habitat) or threatened species, populations of ecological communities, or their habitats. Accordingly, an environmental impact statement under Part 5.1 of the EP&A Act is not required.

### ***Environment Protection and Biodiversity Conservation Act 1999***

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

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

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

## **5 Conditions of Approval**

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

## 6 Conclusion

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Having regard to the assessment in the REF and consideration of the submissions received, it can be concluded that the Proposed Activity is not likely to significantly affect the environment (including critical habitat) or threatened species, populations of ecological communities, or their habitats. Consequently, an environmental impact statement is not required to be prepared under Part 5.1 of the EP&A Act.

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

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

# Determination

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## EDGECLIFF STATION UPGRADE

### APPROVAL

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

1. Have examined and considered the Proposed Activity in the Edgecliff Station Upgrade Review of Environmental Factors and the Edgecliff Station Upgrade Determination Report in accordance with section 111 of the *Environmental Planning and Assessment Act 1979*.
2. Determine on behalf of Transport for NSW (the Proponent) that the Proposed Activity may be carried out in accordance with the Conditions of Approval in this Determination Report (January, 2018), consistent with the Proposal described in the Edgecliff Station Upgrade Review of Environmental Factors (November, 2017) as amended by this Determination Report.



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

Date: 31.1.18

## References

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AECOM, 2017a, Edgecliff Station Upgrade Statement of Heritage Impact, Sydney

AECOM, 2017b, Noise and Vibration Impact Assessment – Edgecliff Station Upgrade, Sydney

AECOM, 2017c, *Traffic, Transport and Access Impact Assessment – Edgecliff Station Upgrade*, Sydney

TfNSW, November 2017, Edgecliff Station Upgrade Review of Environmental Factors, Sydney

# Appendix A      Review of Environmental Factors

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

<https://www.transport.nsw.gov.au/projects/current-projects/edgecliff-station-upgrade>

# Appendix B    Conditions of Approval

## CONDITIONS OF APPROVAL

### Edgecliff Station Upgrade

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

#### Schedule of acronyms and definitions used:

Acronym	Definition
ADEIA	Associate Director Environmental Impact Assessment (or nominated delegate)
ADEM	Associate Director TfNSW Environmental Management (or nominated delegate)
ADSPD	Associate Director TfNSW Sustainability, Planning & Development (or nominated delegate)
CECR	Construction Environmental Compliance Report
CEMP	Construction Environmental Management Plan
CLMP	Community Liaison Management Plan
CoA	Condition of Approval
dBA	Decibels (A-weighted scale)
ECM	Environmental Controls Map
EIA	Environmental Impact Assessment
EPA	NSW Environment Protection Authority
EPL	Environment Protection Licence issued by the Environmental Protection Authority under the <i>Protection of the Environment Operations Act 1997</i> .
EMS	Environmental Management System
OEH	NSW Office of Environment and Heritage
OOHWP	Out of Hours Works Protocol
PCSR	Pre-Construction Sustainability Report
PDP	Public Domain Plan
PECM	Pre-Construction Environmental Compliance Matrix
POCR	Pre-Operational Compliance Report
RBL	Rating Background Level
RNP	<i>NSW Road Noise Policy</i> (Department of Environmental, Climate Change and Water, 2011)
TfNSW	Transport for NSW
TMP	Traffic Management Plan

Acronym	Definition
UDP	Urban Design Plan

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Term	Definition
<b>Construction</b>	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).
<b>Contamination</b>	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.
<b>Designated Works</b>	Includes tunnelling, blasting, piling, excavation or bulk fill or any vibratory impact works including jack hammering and compaction, for Construction.
<b>Emergency Work</b>	Includes works to avoid loss of life, damage to external property, utilities and infrastructure, prevent immediate harm to the environment, contamination of land or damage to a heritage (indigenous or non-indigenous) item.
<b>Environmental Impact Assessment (EIA)</b>	The documents listed in Condition 1 of this approval.
<b>Feasible</b>	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.
<b>Noise Sensitive Receiver</b>	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.
<b>Project</b>	The construction and operation of the Edgecliff Station Upgrade as described in the Environmental Impact Assessment.
<b>Proponent</b>	A person or body proposing to carry out an activity under Part 5 of the EP&A Act – in the case of the Project, Transport for NSW.
<b>Reasonable</b>	Selecting reasonable measures from those that are feasible involves making a judgment to determine whether the overall benefits outweigh the overall adverse social, economic and environmental effects, including the cost of the measure.

CoA number	Type
<b>General</b>	
<b>1</b>	<p><b>Terms of Approval</b></p> <p>The Project shall be carried out generally in accordance with the environmental impact assessment (EIA) for this Project, which comprises the following documents:</p> <ul style="list-style-type: none"> <li>a) <i>Edgecliff Station Upgrade – Review of Environmental Factors</i>, (TfNSW, November 2017)</li> <li>b) <i>Edgecliff Station Upgrade – Determination Report</i>, (TfNSW, January 2018).</li> </ul> <p>In the event of an inconsistency between these conditions and the EIA, these conditions will prevail to the extent of the inconsistency.</p>
<b>2</b>	<p><b>Project Modifications</b></p> <p>Any modification to the Project as approved in the EIA would be subject to further assessment. This assessment would need to demonstrate that any environmental impacts resulting from the modifications have been minimised. The assessment shall be subject to approval under delegated authority by TfNSW. The Proponent shall comply with any additional requirements from the assessment of the Project modification.</p>
<b>3</b>	<p><b>Statutory Requirements</b></p> <p>These conditions do not relieve the Proponent of the obligation to obtain all other licences, permits, approvals and land owner consents from all relevant authorities and land owners as required under any other legislation for the Project. The Proponent shall comply with the terms and conditions of such licences, permits, approvals and permissions.</p>
<b>4</b>	<p><b>Pre-Construction Environmental Compliance Matrix</b></p> <p>A Pre-Construction Environmental Compliance Matrix (PECM) for the Project (or such stages of the Project as agreed to by the Associate Director Environmental Management (ADEM)) shall be prepared detailing compliance with all relevant conditions and mitigation measures prior to commencement of construction. The PECM shall also include details of approvals, licences and permits required to be obtained under any other legislation for the Project.</p> <p>A copy of the PECM shall be submitted to the ADEM for approval, at least 21 days prior to commencement of construction of the Project (or within such time as otherwise agreed to by the ADEM).</p>

5

**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 the *NSW Sustainable Design Guidelines – Version 4.0* compliance checklist (7TP-FT-249)
- c) compliance with any approvals or licences issued by relevant authorities for construction of the Project
- d) implementation and effectiveness of environmental controls (the assessment of effectiveness should be based on a comparison of actual impacts against performance criteria identified in the CEMP)
- e) environmental monitoring results, presented as a results summary and analysis
- f) details of the percentage of waste diverted from landfill and the percentage of spoil beneficially reused
- g) number and details of any complaints, including summary of main areas of complaint, actions taken, responses given and intended strategies to reduce recurring complaints (subject to privacy protection)
- h) details of any review and amendments to the CEMP resulting from construction during the reporting period
- i) any other matter as requested by the ADEM.

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

6

**Pre-Operation Compliance Report**

A Pre-Operation Compliance Report (POCR) for the Project shall be prepared, prior to commencement of operation of the Project. The POCR shall detail compliance with all Conditions of Approval, licences and permits required to be obtained under any other legislation for the Project.

A copy of the POCR shall be submitted to the ADEM for approval at least one month prior to the scheduled operation of the Project (or such time as otherwise agreed to by the ADEM).

**Communications****7****Community Liaison Management Plan**

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

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

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

**8****Community Notification and Liaison**

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

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

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

**9****Website**

The Proponent shall provide electronic information (or details of where hard copies of this information may be accessed by members of the public) related to the Project, on dedicated pages within its existing website, including:

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

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

**CoA  
number**

**Type**

**10**

**Complaints Management**

The Proponent shall set up a 24 hour construction response line number.

Details of all complaints received during construction are to be recorded on a complaints register. A verbal response to phone enquiries on what action is proposed to be undertaken is to be provided to the complainant within two hours (unless the complainant requests otherwise). A verbal response to written complaints (email/letter) should be provided within 48 hours of receipt of the communication. A detailed written response is to be provided to the complainant within seven calendar days for verbal and/or written complaints.

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

**Environmental Management**

**11**

**Environmental Personnel**

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

Details of the environmental resource, including relevant experience, defined responsibilities and resource allocation throughout the project (including time to be spent on-site/off-site) are to be submitted for the approval by the ADEM, prior to commencement of environmental pre-construction documentation.

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

12

**Construction Environmental Management Plan**

A Construction Environmental Management Plan (CEMP) shall be prepared prior to commencement of construction which addresses the following matters, as a minimum:

- a) traffic and pedestrian management (in consultation with the relevant roads authority)
- b) noise and vibration management
- c) water and soil management
- d) air quality management (including dust suppression)
- e) indigenous and non-indigenous heritage management
- f) flora and fauna management
- g) storage and use of hazardous materials
- h) contaminated land management (including acid sulphate soils)
- i) weed management
- j) waste management
- k) sustainability
- l) environmental incident reporting and management procedures
- m) non-compliance and corrective/preventative action procedures.

The CEMP shall:

- i) comply with the Conditions of Approval, conditions of any licences, permits or other approvals issued by government authorities for the Project, all relevant legislation and regulations, and accepted best practice management
- ii) comply with the relevant requirements of *Guideline for Preparation of Environmental Management Plans* (Department of Infrastructure, Planning and Natural Resources, 2004)
- iii) include an Environmental Policy.

The Proponent shall:

1. consult with government agencies and relevant service/utility providers as part of the preparation of the CEMP
2. submit a copy of the CEMP to the ADEM for approval at least 21 days prior to the commencement of construction (or within such time as otherwise agreed to by the ADEM)
3. review and update the CEMP at regular intervals, and in response to any actions identified as part of Project audits
4. ensure updates to the CEMP are made within seven days of the completion of the review or receipt of actions identified by any audit of the document, and be submitted to the ADEM for approval.

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

13

**Environmental Management Representative**

Not used.

CoA  
number

Type

14

**Environmental Controls Map**

An Environmental Controls Map (ECM) shall be prepared in accordance with TfNSW's *Guide to Environmental Controls Map* (3TP-SD-015) prior to the commencement of construction for implementation for the duration of construction, and may be prepared in stages as set out in the CEMP.

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

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 audit of the document, and submitted to the ADEM for approval.

**Contamination and Hazardous Materials**

15

**Duty to Notify**

If previously unidentified contamination is identified within the site, the Proponent is to determine whether there is a Duty to Report under section 60 of the *Contaminated Land Management Act 1997*, and notify the EPA in accordance with the EPA's Guidelines on the Duty to Report Contamination under the *Contaminated Land Management Act 1997* (Department of Environment and Climate Change, 2009).

16

**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 a report prepared to determine the nature, extent and degree of any contamination. The level of reporting must be appropriate for the identified contamination in accordance relevant EPA guidelines, including *Guidelines for Consultants Reporting on Contaminated Sites* (OEH, 2011).

A copy of any contamination report must be submitted to the ADEM for review for a minimum period of seven days. 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 16 and Condition 17.*

17

**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 and WorkCover guidelines and include the proposed methodology for the remediation of the asbestos contamination. Remediation activities must not take place until receipt of the investigation report.

Works may only recommence upon receipt of a validation report from a suitably qualified contamination specialist that the remediation activities have been undertaken in accordance with the investigation report and remediation methodology.

**Note:** *In circumstances where both previously unidentified asbestos contamination and other contamination are discovered within a common area, nothing in these conditions shall prevent the preparation of a single investigation report to satisfy the requirements of both Condition 16 and Condition 17.*

18

**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* (9TP-SD-066) and Australian and ISO standards. These measures shall include:

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

**Erosion and Sediment Control**

19

**Erosion and Sediment Control**

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

CoA number	Type
Flora and Fauna	
<b>20</b>	<p><b>Removal of Trees or Vegetation</b></p> <p>Separate approval, in accordance with TfNSW's <i>Removal or Trimming of Vegetation Application</i> (9TP-FT-078), is required for the trimming, cutting, pruning or removal of trees or vegetation where the impact has not already been identified in the EIA for the Project. The trimming, cutting, pruning or removal of trees or vegetation shall be undertaken in accordance with the conditions of that approval.</p>
<b>21</b>	<p><b>Replanting Program</b></p> <p>All cleared vegetation shall be offset in accordance with TfNSW's <i>Vegetation Offset Guide</i> (9TP-SD-087). All vegetation planted on-site is to consist of locally endemic native species, unless otherwise agreed by the ADEM, following consultation with the relevant council, where relevant, and/or the owner of the land upon which the vegetation is to be planted.</p>
<b>Heritage Management</b>	
<b>22</b>	<p><b>Indigenous and Non-Indigenous Heritage</b></p> <p>If previously unidentified Indigenous or non-Indigenous heritage/archaeological items are uncovered during construction works, the procedures contained in the TfNSW <i>Unexpected Heritage Finds Guideline</i> (3TP-SD-115) shall be followed and all works in the vicinity of the find shall cease. The TfNSW Environment and Planning Manager shall be immediately notified to co-ordinate a response, which may include seeking appropriate advice from a suitably qualified and experienced heritage consultant (in consultation with the Heritage Division, OEH where appropriate). Works in the vicinity of the find shall not re-commence until clearance has been received from TfNSW and/or the heritage consultant.</p>
<b>Hours of Work</b>	
<b>23</b>	<p><b>Standard Construction Hours</b></p> <p>Construction activities shall be restricted to the hours of 7.00am to 6.00pm (Monday to Friday); 8.00am to 1.00pm (Saturday) and at no time on Sundays and public holidays except for the following works which are permitted outside these standard hours:</p> <ol style="list-style-type: none"> <li>any works which do not cause noise emissions to be more than 5 dBA higher than the rating background level (RBL) at any nearby residential property and/or other noise sensitive receivers</li> <li>out of hours work identified and assessed in the EIA or the approved Out of Hours Work Protocol (OOHWP)</li> <li>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</li> <li>Emergency Work to avoid the loss of lives, property and/or to prevent environmental harm</li> <li>any other work as agreed by the ADEM (or nominated delegate) and considered essential to the Project, or as approved by the EPA (where an EPL is in effect).</li> </ol>
<b>24</b>	<p><b>High Noise Generating Activities</b></p> <p>Rock breaking or hammering, jack hammering, pile driving, vibratory rolling, cutting of pavement, concrete or steel and any other activities which result in impulsive or tonal noise generation shall not be undertaken for more than three hours, without a minimum one hour respite period unless otherwise agreed to by the ADEM, or as approved by the EPA (where relevant to the issuing of an EPL), unless inaudible at nearby residential properties and/or other noise sensitive receivers.</p>

**Noise and Vibration****25****Construction Noise and Vibration**

Construction noise and vibration mitigation measures shall be implemented through the CEMP, in accordance with TfNSW's *Construction Noise Strategy (7TP-ST-157)* and the EPA's *Interim Construction Noise Guideline* (Department of Environment and Climate Change, 2009). The mitigation measures shall include, but not be limited to:

- a) details of construction activities and an indicative schedule for construction works
- b) identification of construction activities that have the potential to generate noise and/or vibration impacts on surrounding land uses, particularly sensitive noise receivers
- c) detail what reasonable and feasible actions and measures shall be implemented to minimise noise impacts (including those identified in the EIA)
- d) procedures for notifying sensitive receivers of construction activities that are likely to affect their noise and vibration amenity, as well as procedures for dealing with and responding to noise complaints
- e) an Out Of Hours Work Protocol (OOHWP) for the assessment, management and approval of works outside the standard construction hours identified in Condition 24 of this approval, including a risk assessment process which deems the out of hours activities to be of low, medium or high environmental risk, is to be developed. All out of hours works are subject to approval by the ADEM, or as approved by the EPA (where relevant to the issuing of an EPL). The OOHWP should be consistent with TfNSW's *Construction Noise Strategy (7TP-ST-157)*
- f) a description of how the effectiveness of actions and measures shall be monitored during the proposed works, clearly indicating the frequency of monitoring, the locations at which monitoring shall take place, recording and reporting of monitoring results and if any exceedance is detected, the manner in which any non-compliance shall be rectified.

**26****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 – German Standard DIN 4150:Part 3 – 1999: Structural Vibration in Buildings: Effects on Structures and British Standard BS 7385-2:1993 Guide to Evaluation of Human Exposure to Vibration in Buildings (1 Hz to 80 Hz)
- 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 7385-2:1993 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.

**27****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.

**28****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.

CoA number	Type
<b>Lighting</b>	
29	<p><b>Lighting Scheme</b></p> <p>All permanent lighting for the Project is to be developed by a suitably qualified lighting designer and prepared in accordance with AS 1158 <i>Road Lighting</i> and AS 4282 <i>Control of the Obtrusive Effect of Outdoor Lighting</i>. The lighting scheme shall address the following as relevant:</p> <ol style="list-style-type: none"> <li>consideration of lighting demands of different areas</li> <li>strategic placement of lighting fixtures to maximise ground coverage</li> <li>use of LED lighting</li> <li>minimising light spill by directing lighting into the station</li> <li>control systems for lighting that dim or switch-off lights settings according to the amount of daylight the zone is receiving</li> <li>motion sensors to control low traffic areas</li> <li>allowing the lighting system to use low light or switch off light settings while meeting relevant lighting Standards requirements</li> <li>ensuring security and warning lighting is not directed at neighbouring properties.</li> </ol> <p>The proposed lighting scheme is to be submitted with the design submission and accepted by TfNSW's Precincts and Urban Design team.</p>
<b>Property</b>	
30	<p><b>Property Condition Surveys</b></p> <p>Subject to landowner agreement, property condition surveys shall be completed prior to piling, excavation or bulk fill or any vibratory impact works including jack hammering and compaction (Designated Works) in the vicinity of the following buildings/structures:</p> <ol style="list-style-type: none"> <li>all buildings/structures/roads within a plan distance of 20 metres from the edge of the Designated Works</li> <li>all heritage listed buildings and other sensitive structures within 50 metres from the edge of the Designated Works.</li> </ol> <p>Property condition surveys need not be undertaken if a risk assessment indicates that selected buildings/structures/roads identified in (a) and (b) will not be affected as determined by a qualified geotechnical and construction engineering expert with appropriate registration on the National Professional Engineers Register prior to commencement of Designated Works.</p> <p>Selected potentially sensitive buildings and/or structures shall first be surveyed prior to the commencement of the Designated Works and again immediately upon completion of the Designated Works.</p> <p>All owners of assets to be surveyed, as defined above, are to be advised (at least 14 days prior to the first survey) of the scope and methodology of the survey, and the process for making a claim regarding potential property damage.</p> <p>A copy of the survey(s) shall be given to each affected owner. A register of all properties surveyed shall be maintained.</p> <p>Any damage to buildings, structures, lawns, trees, sheds, gardens, etc. as a result of construction activity direct and indirect (i.e. including vibration and groundwater changes) shall be rectified at no cost to the owner(s).</p>
<b>Sustainability</b>	
31	<p><b>Sustainability Officer</b></p> <p>Not used.</p>

32

**Pre-Construction Sustainability Report**

Prior to commencement of construction, a Pre-Construction Sustainability Report (PCSR) shall be prepared to the satisfaction of the ADSPD. The Report shall include the following minimum components:

- a) a completed electronic checklist demonstrating compliance with TfNSW's *NSW Sustainable Design Guidelines – Version 4.0 (7TP-ST-114)*
- b) a statement outlining the Proponent's own corporate sustainability obligations, goals, targets, in house tools, etc
- c) a documented process to identify and progress innovation initiatives on the Project as appropriate. Areas of innovation that have been confirmed, and those subject to ongoing evaluation for implementation on the Project, are to be identified.

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

**Traffic and Access**

33

**Traffic Management Plan**

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

- a) ensuring adequate road signage at construction work sites to inform motorists and pedestrians of the work site ahead to ensure that the risk of road accidents and disruption to surrounding land uses is minimised
- b) maximising safety and accessibility for pedestrians and cyclists
- c) ensuring adequate sight lines to allow for safe entry and exit from the site
- d) ensuring access to Edgecliff Station and surrounding businesses and residential properties (unless affected property owners have been consulted and appropriate alternative arrangements made)
- e) managing impacts and changes to on and off street parking and requirements for any temporary replacement parking
- f) parking locations for construction workers away from stations and busy residential areas and details of how this will be monitored for compliance
- g) details for the locations of kiss and ride, taxi rank and replacement bus stops if required including appropriate signage to direct customers, in consultation with the relevant taxi/bus operator(s). Particular provisions should also be considered for the accessibility impaired
- h) measures to manage traffic flows around the area affected by the Project, including as required regulatory and direction signposting, line marking and variable message signs and all other traffic control devices necessary for the implementation of the TMP.

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

34

**Road Condition Reports**

Prior to construction commencement, the Proponent shall prepare road condition surveys and reports on the condition of roads and footpaths affected by construction. Any damage resulting from the construction of the Project, aside from that resulting from normal wear and tear shall be repaired at the Proponent's expense.

35

**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, new kerb ramps, new kiss and ride areas and taxi ranks and identification of mitigation measures proposed.

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

**Urban Design and Landscaping**

36

**Urban Design Plan**

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

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

The UDP shall be:

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

37

**Public Domain Plan**

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

- a) materials, finishes, colour schemes and maintenance procedures including graffiti control for new walls, barriers and fences
- b) location and design of pedestrian and bicycle pathways, street furniture including relocated bus and taxi facilities, bicycle storage (where relevant), telephones and lighting equipment
- c) landscape treatments and street tree planting to integrate with surrounding streetscape
- d) opportunities for public art created by local artists to be incorporated, where considered appropriate, into the Project, including consideration of incorporating moveable heritage, or other forms of heritage interpretation, into blank street facing walls
- e) total water management principles to be integrated into the design where considered appropriate
- f) design measures included to meet TfNSW's *NSW Sustainable Design Guidelines - Version 4.0 (7TP-ST-114)*
- g) identification of design and landscaping aspects that will be open for stakeholder input, as required
- h) any other matters which the conditions require the PDP to address.

The PDP shall be:

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

**Additional Conditions****38****Graffiti and Advertising**

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

- 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.

**Site Specific Conditions****39****Contractor's Heritage Consultant**

A suitably qualified and experienced Heritage Consultant, who is independent of the Contractor's personnel and approved by the ADEM, is to guide the detailed design and construction to ensure heritage impacts are appropriately managed and resolved in consultation with TfNSW. Consideration shall be given to:

- a) referencing the 1970s aesthetic, including the moulded plywood ceilings and the terrazzo flooring
- b) ensuring the juncture between the lift shaft and surrounding plywood ceilings maintains the existing pattern formed by the curved panels
- c) reducing the visual impact of the platform fire stairs by integrating elements of the station aesthetic to the structure, such as the accent tiling and rounded corners
- d) ensuring demolition of the tiled walls is kept to a minimum and angles and symmetry of the concrete surrounds is retained where feasible
- e) whether any of the plywood ceiling panels or tiles identified for impact can be salvaged or modified and incorporated into the new structure.

The Heritage Consultant shall report on how the design has considered heritage impacts including the above specific considerations. This report shall be submitted to TfNSW with each design submission.

**40****Archival Recording**

Archival recording of the station as a whole is to be undertaken prior to the commencement of construction in accordance with the NSW Heritage Division guidelines *Photographic recording of heritage items using film or digital capture* (NSW Heritage Office, 2006) and *How to prepare archival records* (NSW Heritage Office, 1998). Copies are to be provided to the Sydney Trains Heritage Team for future reference. The Archival recording would focus on areas of significant heritage fabric that would be impacted by the works, such as:

- a) tiled walls on platform
- b) plywood ceiling on concourse and platform
- c) escalators
- d) phone booths
- e) terrazzo floors.

CoA number	Type
41	<p><b>Vibration Impacts to Heritage Listed Structures at the Station</b></p> <p>To effectively mitigate potential impacts of vibration on the heritage structures within the station, activities that cause vibration are to be managed in accordance with German Standard DIN 4150 – Part 3 (DIN 1999) heritage specifications. Real time vibration monitoring is to be conducted at commencement of relevant works to confirm compliance with the German Standard DIN 4150. If vibration levels approach the determined trigger level, then the construction activity shall cease and the heritage structure is to be assessed and alternative construction methodologies developed, where practicable, before construction recommences.</p>
42	<p><b>Fauna Management</b></p> <p>A qualified ecologist would be present during tree clearance operations to monitor fauna impacts and, where necessary, remove displaced animals.</p>

END OF CONDITIONS