



**Transport
for NSW**

Spit Junction Building Demolition Determination Report

July 2016

Northern Beaches B-Line Program

Ref - 5240640

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Document control

Status: Final

Date of issue: July 2016

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Glossary and abbreviations

Term	Meaning
CBD	Central Business District
Contractor	The Contractor for the Proposed Activity would be appointed by TfNSW to undertake the detailed design and construction of the Proposed Activity
Council	Northern Beaches Council (previously Pittwater Council)
EP&A Act	<i>Environmental Planning and Assessment Act 1979 (NSW)</i>
EP&A Regulation	<i>Environmental Planning and Assessment Regulation 2000 (NSW)</i>
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999 (Cwlth)</i>
Infrastructure SEPP	<i>State Environmental Planning Policy (Infrastructure) 2007 (NSW)</i>
NES	Matters of 'National Environmental Significance' under the EPBC Act
NSW	New South Wales
Proponent	A person or body proposing to carry out an activity under Part 5 of the EP&A Act – in this instance, TfNSW
Proposed Activity	The demolition of an existing three level structure located at the corner of Spit Road and Clifford Street, Mosman.
REF	Review of Environmental Factors
RMS	NSW Roads and Maritime Services (formerly Roads and Traffic Authority)
TfNSW	Transport for NSW (the Proponent)

Executive summary

Overview of Proposed Activity

The Proposed Activity involves the demolition of an existing three level structure located at the corner of Spit Road and Clifford Street, Mosman to enable the provision of the future southbound B-Line stop at Spit Junction (Mosman).

Subject to planning approval, demolition is expected to commence in mid-late 2016 and is anticipated to take approximately four months to complete.

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

No modifications have been made to the Proposed Activity since the REF was prepared.

Should modifications to the scope of work be required, 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 Spit Junction Building Demolition, 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 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

1.1 Background

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

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

1.2 Northern Beaches B-Line Program

To deliver transport improvements for the Northern Beaches, the NSW Government is proposing to deliver a program of on-road and off-road infrastructure improvements and enhancements to the Northern Beaches bus network, including the following elements:

- introduction of a new bus service, called B-Line, from Mona Vale to the Sydney CBD. The B-Line would provide more frequent and reliable services, and would generally operate between the hours of approximately 5.30am to 12.30am. Service frequencies during this time would generally be as follows:
 - every five minutes in the weekday southbound morning peak and northbound afternoon peak commute periods
 - every 10 minutes at other times of the day, and on weekends, up to 11pm
 - every 15 minutes between 11pm and 12.30am every day
- a new double decker bus fleet for improved on-board capacity and comfort
- on-road infrastructure improvements, including new bus lanes, bus bays, minor lane widening and other road improvements to support faster and more reliable bus journeys on the north-south corridor
- nine modern B-Line stops at Mona Vale, Warriewood, Narrabeen, Collaroy, Dee Why, Brookvale, Manly Vale, Spit Junction (Mosman) and Neutral Bay, including real-time passenger information and improved facilities for customers
- six new commuter car parks at Mona Vale, Warriewood, Narrabeen, Dee Why, Brookvale and Manly Vale providing around 900 spaces, as well as bicycle parking, to encourage customers to park and ride
- works to ensure integrated pedestrian and bicycle links to commuter car parks and bus stops
- modifications to the bus network to provide for a turn-up-and-go bus service, improved network legibility and better connections between key centres.

TfNSW is the Proponent for the Spit Junction Building Demolition (referred to as the 'Proposed Activity' for the purposes of this document).

1.3 Review of Environmental Factors

A 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. The REF is included at Appendix A.

1.4 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.

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.

1.5 Description of the Proposed Activity in the REF

An overview of the Proposed Activity, which is the subject of the Spit Junction Building Demolition REF, is provided in the Executive Summary with full details set out in Chapter 3 of the REF. The Proposed Activity involves the demolition of an existing three level structure located at the corner of Spit Road and Clifford Street, Mosman. The Proposed Activity has been identified as an element to be delivered as part of the new B-Line service. The Proposed Activity aims to:

- ensure the site located at the corner of Spit Road and Clifford Street, Mosman is cleared prior to any further development
- support efficient delivery of the next phase of the B-Line Program (i.e. bus stop infrastructure such as bus bays)
- minimise any environmental impacts.

The construction of the future B-Line stops and associated bus infrastructure at Spit Junction (Mosman) will be subject to separate assessment and approval.

During demolition of the building, a temporary construction compound, with space for a site office, amenities, laydown and storage for materials would likely be established within the building and potentially integrated on top of the hoarding as the building is removed.

Subject to planning approval, demolition is expected to commence in mid-late 2016 and is anticipated to take approximately 4 months to complete. A detailed description of the Proposed Activity is provided in Chapter 2 of the REF.

2 Consultation

2.1 Consultation during the REF stage

A targeted consultation approach has been undertaken during the preparation of the REF which included the following activities:

- meetings with Mosman Council to discuss key elements of the B-Line Program around Spit Junction, including the building demolition
- meeting with representatives of Uniting The Garrison Mosman, an aged care home located on the northern boundary to discuss the Proposed Activity, potential impacts and mitigation measures
- letters to the owners of six business suites adjoining the building to the east with background information about the Proposed Activity and an invitation for a meeting to discuss the Proposed Activity in more detail.

Liaison with these stakeholders will continue prior to and during the demolition works to ensure any impacts are minimised. Community liaison activities will also be extended to include local residents and businesses.

2.2 Future consultation

Prior to demolition phase

Should TfNSW proceed with the Proposed Activity, consultation activities would continue prior to and during demolition. The consultation activities would ensure that:

- the community and stakeholders have a high level of awareness of all processes and activities associated with the Proposed Activity
- accurate and accessible information is made available
- a timely response is given to issues and concerns raised by the community.

The TfNSW information line and email address would continue to be available during the demolition works. Targeted consultation activities, such as letters, notifications, signage and verbal communications, would continue. The TfNSW website would also include frequent updates on the progress of demolition works.

Local residents and businesses would be provided with advance notice of work commencing on site and would be kept informed of progress during the works. They would also be notified of any specific activities which may have a greater impact, such as noisy works, temporary lane closures, temporary loss of street parking or night works. Notifications would be delivered by letterbox drop to the surrounding area and include details of the project infoline number and email address for enquiries and complaints.

Meetings would also be held with stakeholders, local residents and businesses where specific issues and impacts need to be discussed in more detail. Any changes to local road conditions would be published on the B-Line Program website.

Demolition phase

During the demolition phase a comprehensive community liaison program would be undertaken to ensure that:

- the community and stakeholders have a high level of awareness of all processes and activities associated with the Proposed Activity

- accurate and accessible information is made available
- a timely response is given to issues and concerns raised by the community.

The TfNSW information line and email address would continue to be publicised during the demolition works. Targeted consultation activities, such as letters, notifications, signage and verbal communications, would continue. The TfNSW website would also include regular updates on the progress of demolition works.

Local residents and businesses would be provided with advance notice of work commencing on site and would be kept informed of progress during the works. They would also be notified of any specific activities which may have a greater impact, such as high noise generating activities, temporary lane closures, temporary loss of street parking or night works.

Notifications would be delivered by letterbox drop to the surrounding area and include details of the project infoline number and email address for enquiries and complaints.

Meetings would also be held with stakeholders, local residents and businesses where specific issues and impacts need to be discussed in more detail.

3 Consideration of the environmental impacts

Environmental Planning and Assessment Act 1979

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

In accordance with the checklist of matters pursuant to clause 228(3) of the EP&A Regulation, an assessment is provided in Chapter 6 of the REF and Appendix 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?*](#)¹

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.

¹ Refer to the National Library of Australia's 'Trove' website
<http://trove.nla.gov.au/work/7003034?selectedversion=NBD11474648>

4 Conditions of Approval

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

5 Conclusion

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

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

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

References

TfNSW, 2016, Spit Junction Building Demolition Review of Environmental Factors.

Appendix A Review of Environmental Factors

Please refer to the TfNSW website to access the Spit Junction Building Demolition REF:

<http://yoursay.b-line.transport.nsw.gov.au/spit-junction>

Appendix B Conditions of Approval

CONDITIONS OF APPROVAL

Note: these conditions of approval must be read in conjunction with the final mitigation measures in the Spit Junction Building Demolition Review of Environmental Factors.

Schedule of acronyms and definitions used:

Acronym	Definition
CEMP	Construction Environmental Management Plan
CLP	Community Liaison Plan
CoA	Condition of Approval
dBA	Decibels (A-weighted scale)
ECM	Environmental Controls Map
EIA	Environmental Impact Assessment
EMR	Environmental Management Representative
EMS	Environmental Management System
EPA	NSW Environment Protection Authority
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EPL	Environment Protection Licence issued by the Environmental Protection Authority under the <i>Protection of the Environment Operations Act 1997</i> .
ICNG	<i>Interim Construction Noise Guidelines</i> (Department of Environment and Climate Change, 2009)
INP	<i>NSW Industrial Noise Policy</i> (EPA, 2000)
ISO	International Standards Organisation
OEH	NSW Office of Environment and Heritage
OOHWP	Out of Hours Works Protocol
PCSR	Pre-Construction Sustainability Report
PDP	Public Domain Plan
PECM	Pre-Construction Environmental Compliance Matrix
POCR	Pre-Operational Compliance Report
PMEIA	Principal Manager Environmental Impact Assessment (or nominated delegate)
PMEM	TfNSW Principal Manager Environmental Management (or nominated delegate)
PMS	TfNSW Principal Manager Sustainability (or nominated delegate)
RBL	Rating Background Level

Acronym	Definition
REF	Review of Environmental Factors
RNP	<i>NSW Road Noise Policy</i> (Department of Environmental, Climate Change and Water, 2011)
TfNSW	Transport for NSW
TMP	Traffic Management Plan

Term	Definition
Construction	Includes all work in respect of the Project, other than survey, acquisitions, fencing, investigative drilling or excavation, building/road dilapidation surveys, or other activities determined by the TfNSW PMEM to have minimal environmental impact such as minor access roads, minor adjustments to services/utilities, establishing temporary construction compounds (in accordance with this approval), or minor clearing (except where threatened species, populations or ecological communities would be affected).
Contamination	The presence in, on or under land of a substance at a concentration above the concentration at which the substance is normally present in, on or under (respectively) land in the same locality, being a presence that presents a risk of harm to human health or any other aspect of the environment.
Designated Works	Includes tunnelling, blasting, piling, excavation or bulk fill or any vibratory impact works including jack hammering and compaction, for Construction.
Emergency Work	Includes works to avoid loss of life, damage to external property, utilities and infrastructure, prevent immediate harm to the environment, contamination of land or damage to a heritage (indigenous or non-indigenous) item.
Environmental Impact Assessment (EIA)	The documents listed in Condition 1 of this approval.
Environmental Management Representative (EMR)	An independent environmental representative or independent verifier appointed to the Project or a delegate nominated by Transport for NSW.
Feasible	A work practice or abatement measure is feasible if it is capable of being put into practice or of being engineered and is practical to build given project constraints such as safety and maintenance requirements.
Noise Sensitive Receiver	In addition to residential dwellings, noise sensitive receivers include, but are not limited to, hotels, entertainment venues, pre-schools and day care facilities, educational institutions (e.g. schools, TAFE colleges), health care facilities (e.g. nursing homes, hospitals), recording studios, places of worship/religious facilities (e.g. churches), and other noise sensitive receivers identified in the environmental impact assessment.
Project	The demolition of the Spit Junction Building as described in the Environmental Impact Assessment.
Proponent	A person or body proposing to carry out an activity under Part 5 of the EP&A Act – in the case of the Project, Transport for NSW.
Reasonable	Selecting reasonable measures from those that are feasible involves making a judgment to determine whether the overall benefits outweigh the overall adverse social, economic and environmental effects, including the cost of the measure.

CoA number	Type
General	
1	<p>Terms of Approval</p> <p>The Project shall be carried out generally in accordance with the Conditions of Approval and the environmental impact assessment (EIA) for this Project - <i>Spit Junction Building Demolition – Review of Environmental Factors</i>, (TfNSW, July 2016).</p> <p>In the event of an inconsistency between these conditions and the EIA, these conditions will prevail to the extent of the inconsistency.</p>
2	<p>Project Modifications</p> <p>Any modification to the Project as approved in the EIA would be subject to further assessment. This assessment would need to demonstrate that any environmental impacts resulting from the modifications have been minimised. The assessment shall be subject to approval under delegated authority by TfNSW. The Proponent shall comply with any additional requirements from the assessment of the Project modification.</p>
3	<p>Statutory Requirements</p> <p>These conditions do not relieve the Proponent of the obligation to obtain all other licences, permits, approvals and land owner consents from all relevant authorities and land owners as required under any other legislation for the Project. The Proponent shall comply with the terms and conditions of such licences, permits, approvals and permissions.</p>
Communications	
4	<p>Community Liaison Plan</p> <p>A Community Liaison Plan (CLP) shall be prepared and implemented to engage with government agencies, relevant councils, landowners, community members and other relevant stakeholders (such as utility and service providers, bus companies and businesses). The CLP shall comply with the obligations of these conditions and should include, but not necessarily be limited to:</p> <ol style="list-style-type: none"> a) details of the protocols and procedures for disseminating information and liaising with the community and other key stakeholders about construction activities (including timing and staging) and any associated impacts during the construction period b) stakeholder and issues identification and analysis c) procedures for dealing with complaints or disputes and response requirements, including advertising the 24 hour construction response line number d) details (including a program) of training for all employees, contractors and sub-contractors on the requirements of the CLP. <p>The CLP shall be prepared to the satisfaction of the Director Community Engagement prior to the commencement of construction and implemented, reviewed and revised as appropriate during construction of the Project.</p>

5

Community Notification and Liaison

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

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

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

6

Website

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*.

7

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 during all times construction is being undertaken and within 24 hours during non-construction times (unless the complainant agrees otherwise). A verbal response to written complaints (email/letter) should be provided within 48 hours of receipt of the communication. A detailed written response is to be provided to the complainant within seven calendar days for verbal and/or written complaints.

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

Environmental Management

8 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) bushfire risk
- l) sustainability
- m) environmental incident reporting and management procedures
- n) 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. submit a copy of the CEMP to the PMEM for approval at least 21 days prior to the commencement of construction (or within such time as otherwise agreed to by the PMEM)
2. review and update the CEMP at regular intervals, and in response to any actions identified as part of Project audits
3. ensure updates to the CEMP are made within seven days of the completion of the review or receipt of actions identified by any audit of the document, and be submitted to the PMEM for approval.

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

9 Environmental Management Representative

Prior to the commencement of construction, the PMEM shall appoint an EMR for the duration of the construction period for the Project.

The EMR shall provide advice to the PMEM in relation to the environmental compliance and performance of the Project. The EMR shall have responsibility for:

- a) considering and advising the Proponent on matters specified in these conditions and compliance with such
- b) reviewing and where required by the PMEM, providing advice on the Project's induction and training program for all persons involved in the construction activities and monitoring implementation
- c) periodically auditing the Project's environmental activities to evaluate the implementation, effectiveness and level of compliance of on-site construction activities with authority approvals and licences, the CEMP and associated plans and procedures, including carrying out site inspections weekly, or as required by the PMEM
- d) reporting weekly to the Proponent, or as required by the PMEM
- e) issuing a recommendation to the Proponent for work to stop immediately, if in the view of the EMR circumstances so require. The stop work recommendation may be limited to specific activities if the EMR can easily identify those activities
- f) requiring reasonable steps to be taken to avoid or minimise unintended or adverse environmental impacts
- g) reviewing corrective and preventative actions to ensure the implementation of recommendations made from the audits and site inspections
- h) providing reports to the Proponent on matters relevant to the carrying out of the EMR role as necessary
- i) where required by the PMEM, providing advice on the content and implementation of the CEMP and environmental controls map (ECM) in accordance with the conditions
- j) reviewing and approving updates to the CEMP.

The EMR shall be available during construction activities to inspect the site(s) and be present on-site as required.

Hours of Work**10 Standard Construction Hours**

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:

- a) 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
- b) out of hours work identified and assessed in the EIA or the approved Out of Hours Work Protocol (OOHWP)
- c) the delivery of plant, equipment and materials which is required outside these hours as requested by police or other authorities for safety reasons and with suitable notification to the community as agreed by the PMEM
- d) Emergency Work to avoid the loss of lives, property and/or to prevent environmental harm
- e) any other work as agreed by the PMEM (or nominated delegate) and considered essential to the Project, or as approved by the EPA (where an EPL is in effect).

11

High Noise Generating Activities

Rock breaking or hammering, jack hammering, pile driving, vibratory rolling, cutting of pavement, concrete or steel and any other activities which result in impulsive or tonal noise generation shall not be undertaken for more than three hours, without a minimum one hour respite period unless otherwise agreed to by the PMEM, or as approved by the EPA (where relevant to the issuing of an EPL).

Noise and Vibration

12

Construction Noise and Vibration

Construction noise and vibration mitigation measures shall be implemented through the CEMP, in accordance with RMS's *Construction Noise and Vibration Guideline* 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 10 of this approval, including a risk assessment process which deems the out of hours activities to be of low, medium or high environmental risk, is to be developed. All out of hours works are subject to approval by the PMEM, or as approved by the EPA (where relevant to the issuing of an EPL). The OOHWP should be consistent with RMS's *Construction Noise and Vibration Guideline*
- 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.

13

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 PMEM through the CEMP.

14

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.

**CoA
number**

Type

15

Piling

Wherever practical, piling activities shall be completed using non-percussive piles. If percussive piles are proposed to be used, approval of the PMEM shall be obtained prior to commencement of piling activities.

Contamination and Hazardous Materials

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 PMEM for review for a minimum period of seven days. The PMEM shall determine whether consultation with the relevant council and/or EPA is required prior to continuation of construction works within the affected area.

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 17 and Condition 18.*

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 17 and Condition 18.*

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

19**Hazardous Materials Survey**

A hazardous materials survey in accordance with *AS2601 (2001) Demolition of Structures* would be undertaken by an appropriately qualified environmental scientist prior to the demolition of the building.

Subsequent removal of any hazardous material is to be undertaken in accordance with applicable EPA and WorkCover guidelines.

Erosion and Sediment Control**20****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).

Heritage Management**21****Indigenous and Non-Indigenous Heritage**

If previously unidentified Indigenous or non-Indigenous heritage/archaeological items are uncovered during construction works, the procedures contained in the TfNSW *Unexpected Heritage Finds Guideline* (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.

CoA number	Type
General	
22	<p>Pre-construction Environmental Compliance Matrix</p> <p>A Pre-construction Environmental Compliance Matrix (PECM) for the Project (or such stages of the Project as agreed to by the Principal Manager Environmental Management (PMEM)) shall be prepared detailing compliance with all relevant conditions and mitigation measures prior to commencement of construction. The PECM shall also include details of approvals, licences and permits required to be obtained under any other legislation for the Project.</p> <p>A copy of the PECM shall be submitted to the PMEM for approval, at least 21 days prior to commencement of construction of the Project (or within such time as otherwise agreed to by the PMEM).</p>
23	<p>Pre-operation Compliance Report</p> <p>Not used.</p>
Environmental Management	
24	<p>Environmental Controls Map</p> <p>An Environmental Controls Map (ECM) shall be prepared in accordance with TfNSW's <i>Guide to Environmental Controls Map</i> (3TP-SD-015) prior to the commencement of construction for implementation for the duration of construction, and may be prepared in stages as set out in the CEMP.</p> <p>A copy of the ECM must be submitted to the PMEM for approval, at least 21 days prior to commencement of construction of the Project (or within such time as otherwise agreed by the PMEM).</p> <p>The ECM shall be prepared as a map – suitably enlarged (e.g. A3 size or larger) for mounting on the wall of a site office and included in site inductions, supported by relevant written information.</p> <p>Updates to the ECM shall be made within seven days of the completion of the review or receipt of actions identified by any audit of the document, and submitted to the PMEM for approval.</p>
Flora and Fauna	
25	<p>Removal of Trees or Vegetation</p> <p>Separate approval, in accordance with TfNSW's <i>Removal or Trimming of Vegetation Application</i> (9TP-FT-078), is required for the trimming, cutting, pruning or removal of trees or vegetation where the impact has not already been identified in the EIA for the Project. The trimming, cutting, pruning or removal of trees or vegetation shall be undertaken in accordance with the conditions of that approval.</p>
26	<p>Replanting Program</p> <p>All cleared vegetation shall be offset in accordance with TfNSW's <i>Vegetation Offset Guide</i> (9TP-ST-149). All vegetation planted on-site is to consist of locally endemic native species, unless otherwise agreed by the PMEM, following consultation with the relevant council, where relevant, and/or the owner of the land upon which the vegetation is to be planted.</p>

27

Property Condition Surveys

Subject to landowner agreement, property condition surveys shall be completed prior to piling, excavation or bulk fill or any vibratory impact works (including rock/jack hammering and compaction) (Designated Works) in the vicinity of the following buildings/structures:

- a) 20 Clifford Street, Mosman
- b) all buildings/structures within a plan distance of 50 metres from the edge of the Designated Works
- c) all heritage listed buildings and other sensitive structures within 150 metres from the edge of the Designated Works.

Property condition surveys need not be undertaken if a risk assessment indicates that selected buildings/structures/roads identified in (b) and (c) will not be affected as determined by a qualified geotechnical and construction engineering expert with appropriate registration on the National Professional Engineers Register prior to commencement of Designated Works.

Selected potentially sensitive buildings and/or structures shall first be surveyed prior to the commencement of the Designated Works and again immediately upon completion of the Designated Works.

All owners of assets to be surveyed, as defined above, are to be advised (at least 14 days prior to the first survey) of the scope and methodology of the survey, and the process for making a claim regarding potential property damage.

A copy of the survey(s) shall be given to each affected owner. A register of all properties surveyed shall be maintained.

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).

Traffic and Access**28****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 bus stops, businesses, entertainment premises and residential properties (unless affected property owners have been consulted and appropriate alternative arrangements made)
- e) managing impacts and changes to on and off street parking, and requirements for any temporary replacement parking
- f) parking locations for construction workers away from bus stops, commuter parking and busy residential areas, and details of how this will be monitored for compliance
- g) routes to be used by heavy construction-related vehicles to minimise impacts on sensitive land uses and businesses
- h) details for relocating kiss and ride, taxi ranks, bus stops, including appropriate signage to direct customers, in consultation with the relevant taxi/bus operator. Particular provisions should also be considered for the accessibility impaired
- i) measures to manage traffic flows around the area affected by the Project, including as required regulatory and direction signposting, line marking and variable message signs and all other traffic control devices necessary for the implementation of the construction TMP.

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

29**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.

Additional Conditions**30****Graffiti and Advertising**

Hoardings, site sheds and fencing 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. 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

31

Management of Hazardous Building Materials

In addition to Condition of Approval 17,18,19 and 20 for the management of known hazardous substances, a Hazardous Materials Management Plan is to be prepared in accordance with applicable WorkCover and EPA requirements and is to include:

- a) procedures for the removal, handling, storage and disposal of hazardous materials including asbestos, synthetic mineral fibres (SMF) and polychlorinated biphenyls (PCBs) and any other hazardous materials identified within the site
- b) measures for the management and monitoring of dust during the demolition works
- c) all SMF should be removed in accordance with National Occupational Health and Safety Commission (NOHSC, 1990) Synthetic Mineral Fibres; National Standard for Synthetic Mineral Fibres; and the National Code of Practice for the Safe Use of Synthetic Mineral Fibres prior to demolition that would impact upon SMF areas. Specifically, Schedule 3 of the NOSH (1990) guidelines should be referenced for the removal of the SMF material 'glasswool' and the controls required to minimise personal exposure and environmental risk implemented
- d) the refrigerant contained within the existing air conditioning system (an ozone depleting substance) is to be collected and disposed of in accordance with applicable legislation and guidelines, by licenced contractors holding a permit under the Commonwealth Ozone Protection and Synthetic Greenhouse Gas Management Act 1989
- e) fluorescent light fittings are to be inspected by an electrician prior to demolition to confirm the presence or otherwise of capacitors containing PCB. If capacitors are identified as potentially containing PCB, the fittings must be removed and disposed in accordance with ANZECC (1997) Identification of PCV-containing capacitors
- f) a sample of the external pebble-crete panelling would be analysed to confirm the presence or absence of ACM and/or SMF. Should the presence of ACM and/or SMF be confirmed, the material is to be managed and removed in accordance with the Hazardous Materials Management Plan
- g) an Unexpected Finds Protocol, incorporating asbestos and other potential contaminants or hazardous building materials.

32

Vibration Impacts on Adjacent Structures

In addition to Conditions of Approval 12 and 13, the following controls are to be implemented to minimise impacts from vibration generating activities:

- a) saw cutting of the existing concrete floor slab and the eastern wall of the building is to be undertaken prior to any rock breaking/shearing being undertaken to minimise structure-borne noise and vibration at 20 Clifford Street (R09) unless otherwise agreed by the PMEM
- b) attended vibration measurements are to be undertaken when work commences (or a vibration intensive activity commences), to determine site specific safe working distances for receivers R01-R09 and the Masonic Centre
- c) vibration intensive works are not to proceed within the safe working distances unless a permanent vibration monitoring system is installed at the point of vibration entry to the building (or a suitable representative location), to warn operators (via flashing light, audible alarm, SMS etc.) when vibration levels are approaching the maximum vibration criteria
- d) if an exceedance is recorded, vibratory works are to cease immediately, and less vibration intensive methods of construction or equipment implemented to achieve compliance
- e) the use of less vibration intensive methods of construction or equipment would be considered where possible to reduce the potential for cosmetic and/or structural damage. All equipment should be maintained and operated in an efficient manner, in accordance with manufacturer's specifications, to reduce the potential for adverse vibration impacts.
- f) any additional mitigation measures which are deemed reasonable and feasible in consultation with, and agreed by TfNSW.

33

Management of Site Following Demolition Works

Following demolition works, the site is to be appropriately stabilised, fenced off and appropriate signage installed. The site would be maintained in accordance with a Site Maintenance Plan which would be prepared to include:

- a) erosion and sediment controls
- b) water management measures including water testing, dewatering, temporary water storage and treatment facilities, if required prior to discharge or disposal
- c) security and fencing requirements
- d) maintenance strategy including regular site inspections (fortnightly and following rain events) to ensure all controls are maintained to an adequate standard.

The Site Maintenance Plan is to be endorsed by the PMEM prior to the completion of demolition works.

34

Protection of Substation

The following controls are to be implemented to ensure that the Proposed Activity does not impact on the operation or structural integrity of the existing Ausgrid substation:

- a) consultation is to be undertaken with Ausgrid during demolition planning. Written consent is to be obtained from Ausgrid prior to demolition commencing
- b) the substation and associated connections are to be retained and protected throughout the demolition works unless otherwise agreed by Ausgrid. Details of the proposed measures are to be agreed with Ausgrid prior to works commencing
- c) appropriate controls are to be implemented in accordance with Ausgrid or relevant safety requirements.

END OF CONDITIONS

Appendix C Environmental Impact Assessment

Spit Junction Building Demolition

APPROVAL

I, BEN GROTH, as delegate of the Secretary, Transport for NSW:

1. Have examined and considered the Proposed Activity in the Spit Junction Building Demolition Review of Environmental Factors (July, 2016) 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 Conditions of Approval in this Determination, consistent with the Proposal described in the Spit Junction Building Demolition Review of Environmental Factors (July, 2016).



Ben Groth

Principal Manager, Environmental Impact Assessment
Infrastructure and Services Division

Transport for NSW

Date: 29/7/16