

# Killara Station Upgrade Transport Access Program

Determination Report



*Artist's impression of the proposed deflection walls at Killara Station, subject to detailed design*

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## Glossary and abbreviations

Term	Meaning
<b>Addendum REF</b>	The Killara Station Upgrade Addendum Review of Environmental Factors included as Appendix A.
<b>Approved project</b>	The construction and operation of the Killara Station Upgrade as described in the Killara Station Upgrade REF (AECOM, 2021a), and the Killara Station Upgrade determination report (AECOM, 2021e).
<b>CCTV</b>	Closed Circuit TV
<b>CoAs</b>	Conditions of Approval
<b>Construction Contractor</b>	The Construction Contractor for the proposed modification would be appointed by Transport for NSW to undertake the detailed design and construction of the proposed modification.
<b>Design and Construct Contract</b>	A method to deliver a project in which the design and construction services are contracted by a single entity known as the Contractor. The Contractor completes the project by refining the concept design presented in the planning approval documents and completing the detailed design so that it is suitable for construction (subject to Transport for NSW acceptance). The Contractor is therefore responsible for all work on the project, both design and construction.
<b>Detailed design</b>	Detailed design broadly refers to the process that the Construction Contractor undertakes (should the proposed modification proceed) to refine the concept design to a design suitable for construction (subject to Transport for NSW acceptance).
<b>Determination Report</b>	This document – a report prepared by Transport for NSW to assess and address certain matters to allow for a determination of the proposed modification under, and in accordance with Division 5.1 of the EP&A Act.
<b>Disability Standards for Accessible Public Transport</b>	The Commonwealth <i>Disability Standards for Accessible Public Transport 2002</i> (“Transport Standards”) (as amended) are a set of legally enforceable standards, authorised under the Commonwealth <i>Disability Discrimination Act 1992</i> for the purpose of removing discrimination ‘as far as possible’ against people with disabilities. The Transport Standards cover premises, infrastructure and conveyances, and apply to public transport operators and premises providers.
<b>EIS</b>	Environmental Impact Statement
<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 2021</i> (NSW)
<b>EPBC Act</b>	<i>Environment Protection and Biodiversity Conservation Act 1999</i> (Cwlth)
<b>NES</b>	Matters of ‘National Environmental Significance’ under the EPBC Act
<b>NSW</b>	New South Wales
<b>Proponent</b>	A person or body proposing to carry out an activity under Division 5.1 of the EP&A Act – in this instance, Transport for NSW
<b>Proposed modification</b>	Following public display of the Killara Station Upgrade REF (AECOM, 2021a) and Determination Report (AECOM, 2021e), ongoing design development and construction planning resulted in minor design changes. Further design development has resulted in the following changes: <ul style="list-style-type: none"> <li>• addition of two rail deflection walls to meet safety requirements</li> <li>• reduction of the proposed canopy over the footbridge.</li> </ul>
<b>REF</b>	Review of Environmental Factors

Term	Meaning
<b>Tactiles</b>	Tactile tiles or Tactile Ground Surface Indicators are textured ground surface indicators to assist pedestrians who are blind or visually impaired. They are found on many footpaths, stairs and train station platforms.
<b>Transport and Infrastructure SEPP</b>	<i>State Environmental Planning Policy (Transport and Infrastructure) 2021 (NSW)</i>
<b>Transport Asset Holding Entity of New South Wales</b>	The Transport Asset Holding Entity (TAHE) is the statutory State Owned Corporation and owner of rail property assets, rolling stock and rail infrastructure in the Sydney metropolitan area and limited country locations in New South Wales.

# Executive summary

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## Overview of proposed modification

Transport for NSW 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.

Transport for NSW is proposing to modify the existing approval for the Killara Station Upgrade (the approved project) (AECOM, 2021a) to construct two rail deflection walls to meet safety requirements and to reduce the extent of the proposed canopy over the footbridge (the proposed modification).

Transport for NSW, as the Proponent for the proposed modification, has prepared an Addendum Review of Environmental Factors (REF) that details the scope of the design changes and environmental impacts associated with the proposed modification. The Addendum REF was prepared by AECOM on behalf of Transport for NSW in accordance with the requirements of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and section 171 of the *Environmental Planning and Assessment Regulation 2021* (EP&A Regulation).

The Killara Station Upgrade Addendum REF (Appendix A) was placed on public display from 12 September to 26 September 2022 and submissions were invited from the community and stakeholders.

## Purpose of this report

The purpose of this Addendum Determination Report is for Transport for NSW, as the Proponent of the Killara Station Upgrade, to comply with its obligations under Division 5.1 of the EP&A Act and determine whether to proceed with the carrying out of the proposed modification. Transport for NSW must make a determination in accordance with the provisions of Division 5.1 of the EP&A Act.

This report also presents a summary of the community and other stakeholder submissions provided during the public display of the Addendum REF and Transport for NSW's response to the issues and comments raised in these submissions.

## Conclusion

Based on the assessments within the Addendum REF and consideration of the submissions received, it is recommended that the proposed modification be approved, subject to the mitigation measures included in the Addendum REF and the proposed Conditions of Approval. Transport for NSW would continue to liaise with the community and other stakeholders as the proposed modification progresses through detailed design and into the construction phase.

# 1. Introduction

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## 1.1. Background

Transport for NSW is the government agency responsible for the delivery of major transport infrastructure projects in NSW and is the proponent for the Killara Station Upgrade. The Killara Station Upgrade is part of the Transport Access Program which is a NSW Government initiative to provide a better experience for public transport customers by delivering accessible, modern, secure and integrated transport infrastructure. The program aims to provide:

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

Transport for NSW is proposing to modify the approval for Killara Station Upgrade (the approved project) as detailed in the Killara Station Upgrade Determination Report (AECOM, 2021e). The approved work can be summarised as follows:

- construction of three new lifts to provide access to the station platform and existing footbridge, including associated landings, canopies and support structures
- footpath regrading between Culworth Avenue and the existing footbridge
- extension of the existing footbridge on both sides of the platform
- modification of the existing footbridge stairs at Culworth Avenue and Werona Avenue
- provision of two boarding assistance zones on the platform with associated seating and canopies
- provision of a new kiss and ride bay, accessible parking spaces and bicycle racks on Culworth Avenue
- regrading of the existing pedestrian footpath along Werona Avenue to provide level access to the existing bus stop
- reconfiguration of the existing toilet facilities in the station building to provide a family accessible toilet and a unisex ambulant toilet
- modifications to the station building to provide a new Station Services Equipment Room and reconfigure the staff room and facilities
- replacement of the existing shelter on Culworth Avenue to provide accessible seating and wheelchair waiting area
- ancillary work including platform regrading, minor station building modifications, station power supply and electrical upgrade, protection and relocation of services and utilities, new or reinstatement of Tactile Ground Surface Indicators where required, upgrades to stairs, handrails and fencing, new ticketing facilities including additional Opal card readers, improvement to station communication systems (including CCTV cameras) and wayfinding signage.

The proposed modification includes construction of two rail deflection walls to meet safety requirements and a reduction in the extent of the proposed canopy over the footbridge (the proposed modification).

The proposed modification is expected to be constructed in conjunction with the approved project, which is scheduled for completion in late 2023.

Transport for NSW is the Proponent for the Killara Station Upgrade (including the proposed modification). A description of the proposed modification is provided in Section 1.4.

## **1.2. Addendum Review of Environmental Factors**

An Addendum Review of Environmental Factors (REF) has been prepared by AECOM on behalf of Transport for NSW in accordance with Sections 5.5 and 5.7 of the EP&A Act, and section 171 of the *Environmental Planning and Assessment Regulation 2021* (EP&A Regulation), to ensure that Transport for NSW takes into account to the fullest extent possible, all matters affecting or likely to affect the environment as a result of the proposed modification. The Addendum REF is included in Appendix A.

The Killara Station Upgrade Addendum REF was placed on public display from 12 September 2022 to 26 September 2022, with 13 submissions received. Issues raised in these submissions are addressed in Section 2.3.

## **1.3. Addendum Determination Report**

Prior to proceeding with the proposed modification, the Secretary for Transport for NSW must make a determination in accordance with Division 5.1 of the EP&A Act.

The purpose of this Addendum Determination Report is to address the following to allow for a determination of the proposed modification:

- present a summary of the submissions received during the public display of the Addendum REF and Transport for NSW's response to the issues and comments raised in these submissions
- assess the environmental impacts with respect to the proposed modification and the cumulative impacts of the proposed modification, which are detailed in the Addendum REF
- identify mitigation measures to minimise potential environmental impacts
- determine whether potential environmental impacts of the proposed modification 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 modification.

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

- a) to provide an efficient and accountable framework for the governance of the delivery of transport services
- b) to promote the integration of the transport system
- c) to enable effective planning and delivery of transport infrastructure and services
- d) to facilitate the mobilisation and prioritisation of key resources across the transport sector
- e) to co-ordinate the activities of those engaged in the delivery of transport services
- f) to maintain independent regulatory arrangements for securing the safety of transport services.

## **1.4. Description of the proposed modification in the Addendum REF**

Further design development has occurred since the determination of the Killara Station Upgrade, resulting in minor design changes to the approved project. These design changes include:

- a deflection wall on the approach of the down (away from city) track in proximity to the footbridge (Culworth Avenue side)
- a deflection wall on the approach of the up (towards city) track in proximity to the footbridge (Werona Avenue side)
- the reduction of the proposed canopy from the footbridge extension (retaining canopy coverage at lift waiting areas).

Key features of the proposed modification are shown on Figure 1-1.

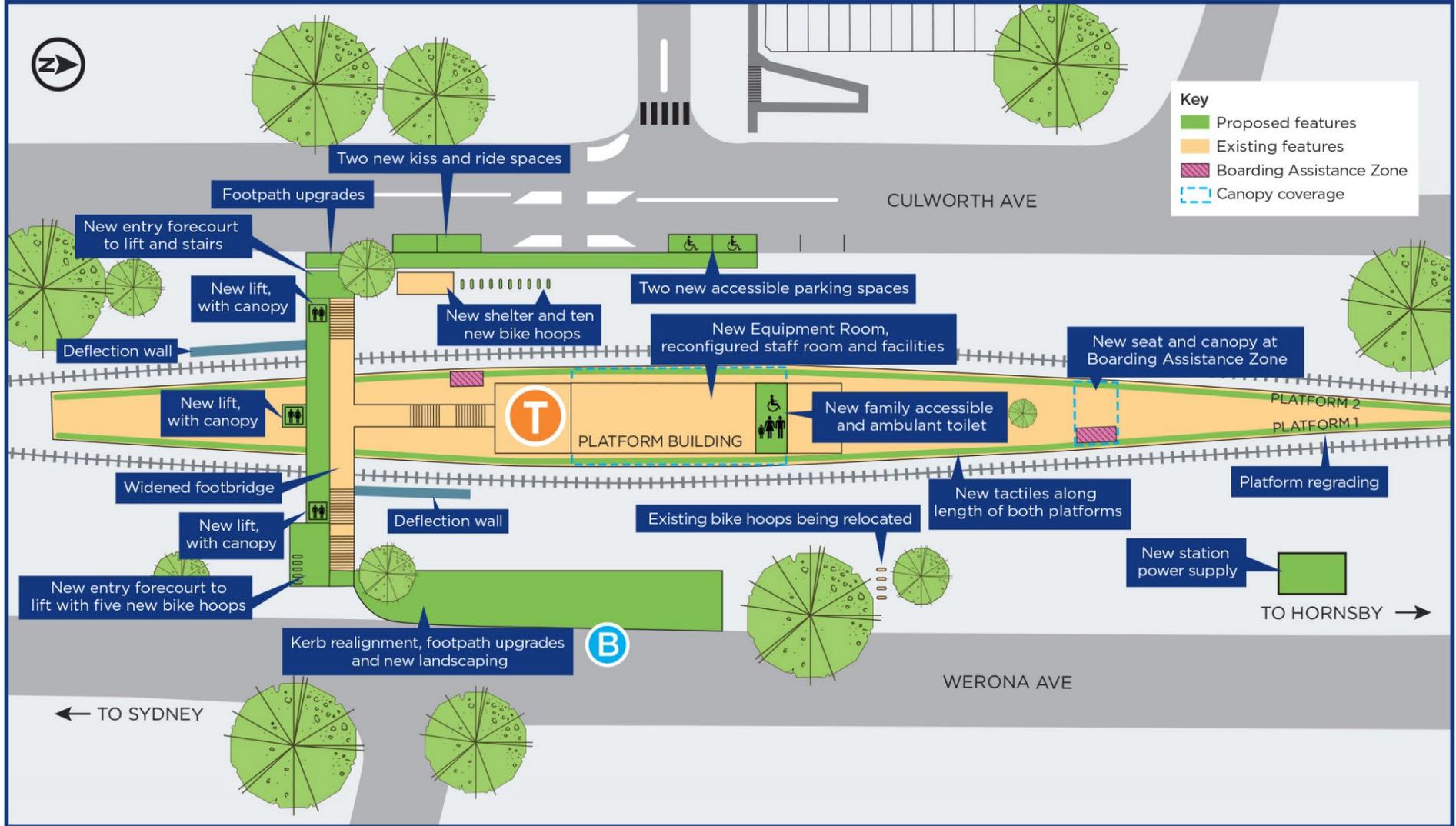


Figure 1-1 Key features of the approved project and proposed modification

The proposed deflection walls are located where they would not only protect the widened section of the footbridge but also the supporting structures of the original footbridge which is a significant part of the local heritage listing for the Killara Railway Station Group.

Ongoing design refinement looked at lightweight design refinements for the canopy to respond to the visual dominance concerns raised by Ku-ring-gai Council however engineering constraints have made it difficult to achieve this outcome. The amendment of the design has resulted in the reduction of the proposed canopy of the footbridge to simplify the design and reduce the visual impact of new structures at the station. At stations where continuous canopies may detract from the heritage significance or value, canopies are generally limited to discontinuous canopies to limit visual impact in circumstances where equitable weather protection can still be achieved.

Figure 1-2 and Figure 1-3 present artist’s impressions showing the indicative design of the approved project and proposed modification, including the proposed deflection wall, and trestle encasements with the reduced canopy proposed over the footbridge for both the Werona Avenue side (Platform 1) and the Culworth Avenue side (Platform 2) respectively. Figure 1-2 shows the amendments as would be viewed from Platform 1 looking city bound and includes the existing retained footbridge. Figure 1-3 shows the amendments as would be viewed from Platform 2 looking away from the city and includes the new footbridge elements.



**Figure 1-2 Artist’s impression of the proposed deflection wall and reduced footbridge canopy on Platform 1 (indicative only - subject to detailed design)**



**Figure 1-3 Artist’s impression of the proposed deflection wall and reduced footbridge canopy on Platform 2 (indicative only - subject to detailed design)**

## 2. Consultation and assessment of submissions

### 2.1. REF public display

The Killara Station Upgrade Addendum REF (Appendix A) was placed on public display from 12 September to 26 September 2022 on the [Transport for NSW project website](#)<sup>1</sup>, and the NSW Government Have Your Say website<sup>2</sup> ([haveyoursay.nsw.gov.au](#)). Both websites outlined the scope of the proposed modification, information on where to view the Addendum REF and specialist studies, along with details on how to make a submission. Community consultation activities undertaken for the public display included:

- distribution of a community notification to local residents, letterboxed to 1,590 residents within 500 metres of Killara Station
- installation of project signage at Killara Station
- a geo-targeted social media post on Facebook
- placement of an advertisement in the North Shore Times
- stakeholder email to the registered project contact list
- individual briefings with officers of Ku-ring-gai Council on 12 September 2022 and Friends of Ku-ring-gai Environment on 15 September 2022
- a letter outlining the scope of the proposed modification, information on where to view the Addendum REF and specialist studies on the Transport for NSW website, along with details on how to make a submission sent to Ku-ring-gai Council as per the consultation requirements under sections 2.10, 2.11 and 2.15 of the *State Environmental Planning Policy (Transport and Infrastructure) 2021* (Transport and Infrastructure SEPP).

### 2.2. REF submissions

A total of 13 submissions were received by email from community members as well as from Ku-ring-gai Council and Friends of Ku-ring-gai Environment. Community submissions are addressed in Table 2-1, while the submissions received from Ku-ring-gai Council and Friends of Ku-ring-gai Environment are addressed in Table 2-2.

### 2.3. Consideration and response to submissions

#### Community submissions

Issues raised in community submissions and responses are summarised in Table 2-1.

**Table 2-1 Response to community submissions received**

No.	Submission no.	Issue/s raised	Transport for NSW response
1	Kill001, Kill004, Kill006, Kill007,	Objection to the reduced proposed canopy coverage and heritage impact.	Killara Station and the suburb of Killara is known for its historic garden setting and relatively intact heritage footbridge and platform buildings. It is recognised that the station garden has high importance and is a source of pride in the local community. During design development, several options were considered to provide a step-free path of travel to the station platform. When selecting the preferred option, the highest priority

<sup>1</sup> [transport.nsw.gov.au/killara](#)

<sup>2</sup> [haveyoursay.nsw.gov.au](#)

No.	Submission no.	Issue/s raised	Transport for NSW response
			<p>was to select the options with the least impact on heritage gardens at the station.</p> <p>The option that incorporated three new lifts with connected landings and canopy coverage was preferred as it would minimise the extent of disturbance to the heritage gardens during construction. Since determination of the approved project in 2021 further design development has been carried out. This work looked at lightweight design refinements for the canopy to respond to the visual dominance of the canopy, a concern raised by Ku-ring-gai Council. Engineering constraints have also made it difficult to achieve this outcome. The chosen design response provides canopy coverage to cover the lift landing areas only, to minimise the bulk and scale of the project and the disruption of views to the rail corridor and heritage gardens and to maintain a scale that better compliments existing heritage structures.</p> <p>The design approach of the new infrastructure chooses not to replicate design detailing of the existing infrastructure so there is a clear differentiation between the new and heritage structures.</p> <p>The new lifts will be detailed with a concrete base with edge and midrail details that reference the steel detailing of the existing stair and footbridge. At the footbridge level the lift shafts will be steel framed with glass panels, to increase views to the precinct and reduce the mass of new structures on the composition of the existing station.</p>
2	Kill008	Concern regarding the design and the heritage impact	<p>The design approach of the new infrastructure chooses not to replicate design detailing of the existing infrastructure so there is a clear differentiation between the new and heritage structures.</p> <p>The new lifts will be detailed with a concrete base with edge and midrail details that reference the steel detailing of the existing stair and footbridge. At footbridge level the lift shafts will be steel framed with glass panels, to increase views to the precinct and reduce the mass of new structures on the composition of the existing station.</p>
3	Kill003, Kill009	Concern regarding the length of the construction timeframe.	<p>The proposed modification would not increase the construction timeframe as the work would occur in conjunction with other work for the Killara Station Upgrade. While Transport for NSW aims to complete the Killara Station Upgrade as quickly as possible, for the safety of workers, customers and the community, much of the work within the rail corridor can only be undertaken during Sydney Trains pre-determined rail shutdown periods when trains are not running.</p>

No.	Submission no.	Issue/s raised	Transport for NSW response
4	Kill002, Kill005	Comment that the current indicator board/ monitor is not in an easily visible location and the request for more indicator board/ monitors around the station.	This feedback regarding the provision of indicator boards has been provided to Sydney Trains for their consideration.
5	Kill002, Kill010, Kill011	Request for an extension of the existing pick up and set down area on Locksley Street and the installation of a signalised pedestrian crossing.	Investigation of options for the provision of pedestrian crossings at Werona Avenue in proximity to the station entrance in consultation with Ku-ring-gai Council are required as part of the detailed design for the project (refer to CoA 37). Ku-ring-gai Council is responsible for the management of local roads including road safety. Transport for NSW has provided this feedback to Ku-ring-gai Council.
6	Kill004	Concern about the tread and inadequate drainage on the existing station stairs.	The proposed station upgrade does not include regrading work to the tread of the existing stairs. The maintenance concerns raised for the stairs has been provided to Sydney Trains for their consideration.

### Other stakeholder submissions

Ku-ring-gai Council provided the same submission that was received for the Killara Station Upgrade REF (June, 2021a) (Appendix A). A response to these key issues is provided in the Killara Station Upgrade Determination Report (AECOM, 2021e).

Issues raised by Ku-ring-gai Council that are relevant to the proposed modification, including additional feedback that relates specifically to the proposed modification, as well as the issues raised by Friends of Ku-ring-gai Environment along with Transport for NSW's response are summarised in Table 2-2.

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

No.	Stakeholder	Issue/s raised	Transport for NSW response
1	Ku-ring-gai Council	Comment the deflection walls would visually impact on the heritage-listed station and recommendation that the finish of the walls be considered to help minimise the adverse visual impact.	The Heritage Landscape Plan would identify methods to reduce the impact of the deflection walls on the heritage gardens and the station platform. The material and finishes used for the deflection walls would be as visually recessive as possible. The detailed design of the deflection walls would reflect the methods identified in the Heritage Landscape Plan (refer to CoA 30).

No.	Stakeholder	Issue/s raised	Transport for NSW response
2	Ku-ring-gai Council	Concern the design would alter the heritage character of Killara Station, particularly from the height and visual dominance of the new canopy on the Culworth Avenue side of the station, and that the new footbridge would result in adverse impacts on integrity of station complex, particularly from the loss of historic handrails and introduction of new anti-throw screens.	Ongoing design refinement that considered the concerns raised by Ku-ring-gai Council has resulted in the reduction of the proposed canopy of the footbridge to simplify the design and reduce the visual impact of new structures at the station. The new design would minimise the bulk and scale of the project and be of a scale that better compliments existing heritage structures and would minimise the disruption of views to the rail corridor and heritage gardens. The anti-throw screens are part of the original approved project. The approved project also includes the retention of the historic handrails where possible, for example on the station side of the footbridge and the stairs to the platform. The proposed modification would result in improvements to visual impact and visibility of the station.
3	Friends of Ku-ring-gai Environment	Comment that the deflections walls should have been addressed in the project REF and incorporated into the design sympathetic to the heritage values of the station.	A deflection wall was anticipated to protect the footbridge structure on the Culworth Avenue side of the station during the development of the REF. During detailed design, Transport for NSW explored alternatives for the need for collision protection on the Werona Avenue side of the station, however consultation with Sydney Trains and the Asset Management Branch has resulted in additional deflection walls being required to protect the supports of the existing heritage footbridge from collision in the event of a train derailment and meet the safety requirements of AS 5100.1. The concession for not having the deflection walls was not endorsed leaving the project no other option but to proceed with the additional deflection walls. These standards set the requirements for materials, lengths and thicknesses of the deflection walls. A Heritage Landscape Plan would be prepared to identify methods to reduce the visual impact of the deflection walls and the design would continue to be developed in consultation with a suitably qualified heritage architect (refer to CoA 29 and 30).

No.	Stakeholder	Issue/s raised	Transport for NSW response
4	Friends of Ku-ring-gai Environment	Concern the proposed modification will destroy Killara Station's heritage values.	<p>The heritage impact of the deflection walls has been considered in the Addendum Statement of Heritage Impact (Addendum 2) (September 2022) to be moderate to low. The heritage values of Killara Station are represented in the suite of station elements, including the linear garden along Werona Avenue. The addition of the deflection walls impacts on the heritage values of the station, however the heritage values are considered to be relatively robust resulting in the moderate to low assessment. Methods to reduce the visual impact of the deflection walls on the heritage gardens and the station platform would be further investigated in detailed design to ensure the deflection walls are as visually recessive as possible.</p> <p>There is a minor positive change associated with the reduction of the proposed footbridge canopy from the design for the project as a whole.</p>
5	Friends of Ku-ring-gai Environment	Concern regarding the detrimental visual impact on the heritage item from the garden and landscape setting.	<p>The heritage impact of the deflection walls has been considered in the Addendum Statement of Heritage Impact (Addendum 2) (September 2022) which concludes the:</p> <ul style="list-style-type: none"> <li>• garden would remain largely intact</li> <li>• addition of the deflection wall would be confined to the interface of the garden and rail corridor and would therefore have a minor adverse impact on the garden and its heritage significance</li> <li>• addition of the deflection walls would not reduce the significance of the garden. The main composition of the garden would be maintained, ensuring that it continues to be broadly representative of a railway station garden.</li> </ul> <p>A Heritage Landscape Plan would be prepared to identify methods to reduce the impact of the deflection walls on the heritage gardens and the station platform, including exploring opportunities for public access. The material and finishes used for the deflection walls would be as visually recessive as possible. The detailed design of the deflection walls would reflect the methods identified in the Heritage Landscape Plan (refer to CoA 30).</p>

No.	Stakeholder	Issue/s raised	Transport for NSW response
6	Friends of Ku-ring-gai Environment	Concern that the proposed modification will destroy the historical, aesthetic and social significance of Killara Railway Station's Gardens.	<p>The impacts to historical, aesthetic and social significance are addressed within the Addendum Statement of Heritage Impact (Addendum 2) (September 2022) and are summarised as follows:</p> <ul style="list-style-type: none"> <li>historical – the addition of the deflection walls would not cause any impact to the historical significance of Killara Station</li> <li>aesthetic – the deflection wall on the Werona Avenue side of Killara Station is proposed to be installed along the edge of the existing garden. While this would result in a direct impact to the garden, the limited area of this impact beneath the existing footbridge would be a minor impact</li> <li>visual – the impact to the garden is likewise limited to the city-end of the station platform. The deflection wall would result in an interruption of the views from the station platform to the garden</li> <li>social – the majority of the garden would not be impacted by the addition of the deflection wall on the Werona Avenue side of the station. The proposed deflection wall would not cause any impact to the social significance of Killara Railway Station.</li> </ul>
7	Friends of Ku-ring-gai Environment	Concern the proposed modification would impact the State Heritage listed Gordon Railway Station whose aesthetic values are linked to the view lines seen from its overhead bridge towards Killara Railway Station.	The deflection walls are unlikely to be discernible from Gordon Station at a distance of 1.3 kilometres from the Gordon Station overhead bridge and obscured from this view by the Killara Railway Station building.

## 2.4. Future consultation

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

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

The Transport for NSW email address ([projects@transport.nsw.gov.au](mailto:projects@transport.nsw.gov.au)), Infoline (1800 684 490) and 24 hour Construction Response Line (1800 775 465) would continue to be available during the construction phase. Targeted consultation methods, such as use of letters, notifications, signage and verbal communications, would continue to occur. The Transport for NSW project website would also include updates on the progress of construction.

### **3. Consideration of the environmental impacts**

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#### **3.1. NSW Environmental Planning and Assessment Act 1979**

The Addendum REF (Appendix A) addresses the requirements of Section 5.5 of the EP&A Act. In considering the proposed modification all matters affecting or likely to affect the environment are addressed in the Addendum REF and the Addendum Determination Report and associated documentation.

In accordance with the checklist of matters pursuant to section 171 of the EP&A Regulation an assessment is provided in Chapter 6 and Appendix B of the Addendum REF (Appendix A).

The Addendum REF (Appendix A) concludes that the proposed modification is unlikely to significantly affect critical habitat, threatened species, populations or ecological communities or their habitats, under Section 5.7 of the EP&A Act.

The likely significance of the environmental impacts of the proposed modification has been assessed in accordance with the NSW Department of Planning and Environment's *Guidelines for Division 5.1 assessments*. It is concluded that the proposed modification 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 (EIS) under Division 5.2 of the EP&A Act is not required.

#### **3.2. NSW Heritage Act 1977**

The proposed modification would occur within the curtilage of the Killara Railway Station Group, which is listed on the NSW Transport Asset Holding Entity (TAHE) Section 170 Heritage and Conservation Register.

The potential heritage impacts of the proposed modification have been assessed in Section 6.5 of the Addendum REF and Addendum Statement of Heritage Impact (Addendum 2) (September 2022) (AECOM, 2022b).

#### **3.3. Commonwealth Environment Protection and Biodiversity Conservation Act 1999**

As part of the consideration of the proposed modification, 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 carried out in accordance with Commonwealth Administrative Guidelines to determine 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 Addendum REF.

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

## **4. Conditions of Approval**

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If approved, the proposed modification would proceed subject to the Conditions of Approval (CoAs) included at Appendix B.

## 5. Conclusion

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Having regard to the assessment in the Addendum REF and consideration of the submissions received, it is concluded that the proposed modification to the approved Killara Station Upgrade project is not likely to significantly affect the environment (including critical habitat) or threatened species, populations of ecological communities, or their habitats. Consequently, an EIS is not required to be prepared under Division 5.2 of the EP&A Act.

It is also considered that the proposed modification to the approved Killara Station Upgrade project does not trigger any approvals under Part 3 of the EPBC Act.

This environmental impact assessment (Addendum REF and Addendum Determination Report) is recommended to be approved subject to the proposed mitigation and environmental management measures included in the CoAs (refer to Appendix B).

# Determination

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## Killara Station Upgrade

### APPROVAL

I, Justin Perrott, as delegate of the Secretary, Transport for NSW:

1. Have examined and considered the proposed modification in the *Killara Station Upgrade Addendum Review of Environmental Factors* (September 2022) and the *Killara Station Upgrade Addendum Determination Report* (October 2022) in accordance with Section 5.5 of the *NSW Environmental Planning and Assessment Act 1979*.
2. Determine on behalf of Transport for NSW (the Proponent) that the proposed modification may be carried out in accordance with the Conditions of Approval in this Determination Report (October 2022), consistent with the proposed modification described in the *Killara Station Upgrade Addendum Review of Environmental Factors* (September 2022).



Justin Perrott

Director Environment & Sustainability (Rail Development & Delivery)

Environment and Sustainability

Safety, Environment and Regulation Division

**Transport for NSW**

Date: 31 October 2022

## References

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- AECOM, 2021a, *Killara Station Upgrade Review of Environmental Factors*, Sydney.
- AECOM, 2021b, *Killara Station Upgrade Statement of Heritage Impact (June 2021)*, Sydney.
- AECOM, 2021c, *Killara Station Upgrade Landscape Character and Visual Impact Assessment (June 2021)*, Sydney.
- AECOM, 2021d, *Killara Station Upgrade Noise and Vibration Impact Assessment (June 2021)*, Sydney.
- AECOM, 2021e, *Killara Station Upgrade Determination Report (September 2021)*, Sydney.
- AECOM, 2021f, *Killara Station Upgrade Addendum Statement of Heritage Impact (Addendum 1) (October 2021)*, Sydney.
- AECOM, 2022a, *Killara Station Upgrade Addendum Review of Environmental Factors*, Sydney.
- AECOM, 2022b, *Killara Station Upgrade Addendum Statement of Heritage Impact (Addendum 2) (September 2022)*, Sydney.
- AECOM, 2022c, *Killara Station Upgrade Addendum Landscape Character and Visual Impact Assessment (September 2022)*, Sydney.
- AECOM, 2022d, *Killara Station Upgrade Addendum Noise and Vibration Impact Assessment (September 2022)*, Sydney.

# Appendix A      Environmental impact assessments

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

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

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

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

# Appendix B      Conditions of Approval

## CONDITIONS OF APPROVAL

### Killara Station Upgrade

Note: these Conditions of Approval must be read in conjunction with the final mitigation measures in the Killara Station Upgrade REF and the Killara Station Upgrade Addendum REF.

Amendments to the Conditions of Approval since the approved project arising from the proposed modification are shown in **bold text** for additional text, and ~~strikethrough~~ for deleted text.

## Schedule of acronyms and definitions used:

Acronym	Definition
<b>AFC</b>	Approved For Construction
<b>CECR</b>	Construction Environmental Compliance Report
<b>CEMP</b>	Construction Environmental Management Plan
<b>CLP</b>	Community Liaison Plan
<b>CoA</b>	Condition of Approval
<b>dBA</b>	Decibels (A-weighted scale)
<b>DES</b>	Director Environment and Sustainability
<b>ECM</b>	Environmental Controls Map
<b>EIA</b>	Environmental Impact Assessment
<b>EMR</b>	Environmental Management Representative
<b>EMS</b>	Environmental Management System
<b>EPA</b>	NSW Environment Protection Authority
<b>EP&amp;A Act</b>	<i>Environmental Planning and Assessment Act 1979</i>
<b>EPL</b>	Environment Protection Licence issued by the Environmental Protection Authority under the <i>Protection of the Environment Operations Act 1997</i> .
<b>HIP</b>	Heritage Interpretation Plan
<b>IS Council</b>	Infrastructure Sustainability Council
<b>ISO</b>	International Standards Organisation
<b>OOHWP</b>	Out of Hours Work Protocol
<b>RBL</b>	Rating Background Level
<b>SMP</b>	Sustainability Management Plan
<b>SoHI</b>	Statement of Heritage Impact Assessment
<b>TAHE</b>	Transport Asset Holding Entity
<b>TfNSW</b>	Transport for NSW
<b>TMP</b>	Traffic Management Plan
<b>UDLP</b>	Urban Design and Landscaping Plan

<b>Term</b>	<b>Definition</b>
<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 Transport for NSW DES to have minimal environmental impact such as minor access roads, minor adjustments to services/utilities, establishing temporary construction compounds (in accordance with this approval), or minor clearing (except where threatened species, populations or ecological communities would be affected, unless otherwise agreed by the DES).
<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 work including jack hammering and compaction, for Construction.
<b>Emergency Work</b>	Includes work to avoid loss of life, damage to external property, utilities and infrastructure, prevent immediate harm to the environment, contamination of land or damage to a heritage (Aboriginal or non-Aboriginal) item.
<b>Environmental Impact Assessment (EIA)</b>	The documents listed in Condition 1 of this approval.
<b>Environmental Management Representative (EMR)</b>	An independent environmental representative appointed to the Project or a delegate nominated by Transport for NSW.
<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 Killara Station Upgrade as described in the Environmental Impact Assessment.
<b>Proponent</b>	A person or body proposing to carry out an activity under Division 5.1 of the EP&A Act – in the case of the Project, Transport for NSW.
<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	Condition
<b>General</b>	
1.	<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>Killara Station Upgrade Review of Environmental Factors</i> (Transport for NSW, June 2021)</li> <li>b) <i>Killara Station Upgrade Determination Report</i> (Transport for NSW, October 2021)</li> <li>c) <b><i>Killara Station Upgrade Addendum Review of Environmental Factors</i> (Transport for NSW, September 2022)</b></li> <li>d) <b><i>Killara Station Upgrade Addendum Determination Report</i> (Transport for NSW, October 2022).</b></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>
2.	<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, and any additional requirements from the assessment of the Project modification must be complied with.</p>
3.	<p><b>Statutory Requirements</b></p> <p>These conditions do not remove any obligation to obtain all other licences, permits, approvals and land owner consents from all relevant authorities and land owners as required under any other legislation for the Project. The terms and conditions of such licences, permits, approvals and permissions must be complied with at all times.</p>
4.	<p><b>Construction Environmental Compliance Report</b></p> <p>A Construction Environmental Compliance Report (CECR) for the Project shall be prepared which addresses the following matters:</p> <ul style="list-style-type: none"> <li>a) compliance with the Construction Environmental Management Plan (CEMP) and these conditions</li> <li>b) compliance with any approvals or licences issued by relevant authorities for the construction of the Project</li> <li>c) implementation and effectiveness of environmental controls (the assessment of effectiveness should be based on a comparison of actual impacts against performance criteria identified in the CEMP)</li> <li>d) environmental monitoring results, presented as a results summary and analysis</li> <li>e) details of the percentage of waste diverted from landfill and the percentage of spoil beneficially reused</li> <li>f) number and details of any complaints, including summary of main areas of complaint, actions taken, responses given and intended strategies to reduce recurring complaints (subject to privacy protection)</li> <li>g) details of any review and amendments to the CEMP resulting from construction during the reporting period</li> <li>h) any other matter as requested by the DES.</li> </ul> <p>The CECR shall:</p> <ul style="list-style-type: none"> <li>(i) be submitted to the EMR for review. The EMR is to be given a minimum period of seven days to review and provide any comments to TfNSW in relation to the CECR</li> <li>(ii) be submitted to the DES for approval upon completion of the EMR review period.</li> </ul> <p>The first CECR shall report on the first six months of construction and be submitted within six weeks of expiry of that period (or at any other time interval agreed to by the DES). CECRs</p>

CoA	Condition
	<p>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 DES) for the duration of construction.</p> <p>The final CECR shall detail compliance with all Conditions of Approval, licences and permits required to be obtained under any other legislation for the Project.</p>
5.	<p><b>Graffiti and Advertising</b></p> <p>Hoardings, site sheds, fencing, acoustic walls around the perimeter of the site, and any structures built as part of the Project shall be maintained free of graffiti and advertising not authorised by TfNSW during the construction period. Graffiti and unauthorised advertising shall be removed or covered within the following timeframes:</p> <ul style="list-style-type: none"> <li>a) offensive graffiti will be removed or concealed within 24 hours</li> <li>b) highly visible (yet inoffensive) graffiti will be removed or concealed within a week</li> <li>c) graffiti that is neither offensive or highly visible will be removed or concealed within a month</li> <li>d) any unauthorised advertising material will be removed or concealed within 24 hours.</li> </ul> <p><b>The finish of the deflection walls shall be consistent with the other elements of the project and be suitably finished with materials that are anti-graffiti.</b></p>
<b>Communications</b>	
6.	<p><b>Community Liaison Plan</b></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, Taxi Council and businesses). The CLP shall comply with the obligations of these conditions and should include, but not necessarily be limited to:</p> <ul style="list-style-type: none"> <li>a) a comprehensive, project-specific analysis of issues and proposed strategies to manage issues through the duration of the Project</li> <li>b) details of the communication tools (traditional and digital) and activities that will be used to inform and engage the community and stakeholders</li> <li>c) a program for the implementation of community liaison activities relating to key construction tasks with strategies for minimising impacts and informing the community</li> <li>d) policies and procedures for handling community complaints and enquiries, including the Contractor's nominated 24 hour contact for management of complaints and enquiries</li> <li>e) analysis of other major projects/influences in the area with the potential to result in cumulative impacts to the community and strategies for managing these.</li> </ul> <p>The CLP shall be prepared to the satisfaction of the Director Place – North Region (or nominated delegate) prior to the commencement of construction and implemented, reviewed and revised as appropriate during the construction of the Project.</p>
7.	<p><b>Community Notification and Liaison</b></p> <p>The local community shall be advised of any activities related to the Project with the potential to impact upon them.</p> <p>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.</p> <p>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 Place – North Region or as required by the Environment Protection Authority (EPA) (where an Environment Protection Licence (EPL) is in effect).</p>

CoA	Condition
8.	<p><b>Website</b></p> <p>Project information shall be made available to members of the public, either on dedicated pages on the TfNSW/Project website or details provided as to where hard copies of this information may be accessed. Project information to be provided includes:</p> <ul style="list-style-type: none"> <li>a) a copy of the documents referred to under Condition 1 of this approval</li> <li>b) a list of environmental management reports that are publicly available</li> <li>c) 24 hour contact telephone number for information and complaints.</li> </ul> <p>All documents uploaded to the website must be compliant with the <i>Web Content Accessibility Guidelines Version 2.0</i>.</p>
9.	<p><b>Complaints Management</b></p> <p>A 24 hour construction response line number shall be established and maintained for the duration of construction.</p> <p>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.</p> <p>Information on all complaints received during the previous 24 hours shall be forwarded to the Environmental Management Representative (EMR) each working day.</p>
<b>Environmental Management</b>	
10.	<p><b>Construction Environmental Management Plan</b></p> <p>A Construction Environmental Management Plan (CEMP) shall be prepared prior to the commencement of construction which addresses the following matters, as a minimum:</p> <ul style="list-style-type: none"> <li>a) traffic and pedestrian management (in consultation with the relevant roads authority)</li> <li>b) noise and vibration management</li> <li>c) water and soil management</li> <li>d) air quality management (including dust suppression)</li> <li>e) Aboriginal and non-Aboriginal heritage management</li> <li>f) biodiversity management</li> <li>g) storage and use of hazardous materials</li> <li>h) contaminated land management (including acid sulphate soils)</li> <li>i) weed management</li> <li>j) waste management</li> <li>k) bushfire risk</li> <li>l) environmental incident reporting and management procedures</li> <li>m) non-compliance and corrective/preventative action procedures</li> <li>n) details of approvals, licences and permits required to be obtained under any other legislation for the Project.</li> </ul> <p>The CEMP shall:</p> <ul style="list-style-type: none"> <li>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</li> <li>ii. comply with the relevant requirements of <i>Environmental Management Plan Guideline – Guideline for Infrastructure Projects</i> (NSW Department of Planning Industry and Environment, 2020)</li> </ul>

CoA	Condition
	<p>iii. include a pre-construction environmental compliance matrix for the Project (or such stages of the Project as agreed to by the EMR) that details compliance with all relevant conditions and mitigation measures</p> <p>iv. include an Environmental Policy.</p> <p>In preparing the CEMP the following shall be undertaken:</p> <ol style="list-style-type: none"> <li>1. consultation with government agencies and relevant service/utility providers (as required)</li> <li>2. a copy of the CEMP submitted to the EMR for review</li> <li>3. a copy of the CEMP submitted to the DES for approval upon completion of the EMR review period</li> <li>4. review and update the CEMP at regular intervals, and in response to any actions identified as part of the EMR's audit of the document</li> <li>5. ensure updates to the CEMP are made within seven days of the completion of the review or receipt of actions identified by any EMR audit of the document, and be submitted to the EMR for approval.</li> </ol> <p>The CEMP must be approved by the DES prior to the commencement of construction work associated with the Project.</p>
11.	<p><b>Environment Personnel</b></p> <p>Suitably qualified and experienced environmental management personnel shall be available and be responsible for implementing the environmental objectives for the Project, including undertaking regular site inspections, preparation of environmental documentation and ensuring the Project meets the requirements of the Environmental Management System (EMS).</p> <p>Details of the environmental personnel, including relevant experience, defined responsibilities and resource allocation throughout the project (including time to be spent on-site/off-site) are to be submitted for the approval of the DES, at least 21 days prior to commencement of construction of the Project (or such time as otherwise agreed by the DES).</p> <p>Any adjustments to environmental resource allocations (on-site or off-site) are to be approved by the DES.</p>
12.	<p><b>Environmental Management Representative</b></p> <p>Prior to the commencement of construction, the DES shall appoint an EMR for the duration of the construction period for the Project.</p> <p>The EMR shall provide advice to the DES in relation to the environmental compliance and performance of the Project. The EMR shall have responsibility for:</p> <ol style="list-style-type: none"> <li>a) considering and advising TfNSW on matters specified in these conditions and compliance with such</li> <li>b) reviewing and where required by the DES, providing advice on the Project's induction and training program for all persons involved in the construction activities and monitoring implementation</li> <li>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 DES</li> <li>d) reporting weekly to TfNSW, or as required by the DES</li> <li>e) issuing a recommendation for work to stop immediately, if in the view of the EMR circumstances so require. The stop work recommendation may be limited to specific activities if the EMR can easily identify those activities</li> <li>f) requiring reasonable steps to be taken to avoid or minimise unintended or adverse environmental impacts</li> <li>g) reviewing corrective and preventative actions to ensure the implementation of recommendations made from the audits and site inspections</li> </ol>

CoA	Condition
	<ul style="list-style-type: none"> <li>h) providing reports to TfNSW on matters relevant to the carrying out of the EMR role as necessary</li> <li>i) where required by the DES, providing advice on the content and implementation of the CEMP and Environmental Controls Map (ECM) in accordance with the conditions</li> <li>j) reviewing and approving updates to the CEMP.</li> </ul> <p>The EMR shall be available during construction activities to inspect the site(s) and be present on-site as required.</p>
13.	<p><b>Environmental Controls Map</b></p> <p>An Environmental Controls Map (ECM) shall be prepared and implemented in accordance with TfNSW's <i>Guide to Environmental Controls Map</i> (SD-015) prior to the commencement of construction for implementation for the duration of construction. The ECM is to be endorsed by the EMR and may be prepared in stages, as set out in the CEMP.</p> <p>A copy of the ECM shall be submitted to the EMR for review and endorsement. The EMR is to be given a minimum period of seven days to review and endorse the ECM. Following receipt of the EMR's endorsement, the ECM shall be submitted to the DES for approval, at least 14 days prior to commencement of construction (or such time as is otherwise agreed by the DES).</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 EMR audit of the document and submitted to the EMR for approval.</p>
<b>Hours of Work</b>	
14.	<p><b>Standard Construction Hours</b></p> <p>Construction activities shall be restricted to the hours of 7:00 am to 6:00 pm (Monday to Friday); 8:00 am to 1:00 pm (Saturday) and at no time on Sundays and public holidays except for the following works which are permitted outside these standard hours:</p> <ul style="list-style-type: none"> <li>a) any works which do not cause noise emissions to be more than 5dBA higher than the rating background level (RBL) at any nearby residential property and/or other noise sensitive receivers</li> <li>b) out of hours work identified and assessed in the EIA or the approved Out of Hours Work Protocol (OOHWP)</li> <li>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 DES</li> <li>d) Emergency Work to avoid the loss of lives, property and/or to prevent environmental harm</li> <li>e) any works authorised under the Environmental Planning and Assessment (COVID-19 Development – Infrastructure Construction Work Days No. 2) Order 2020 (whilst the Order is in effect)</li> <li>f) any other work as agreed by the DES and considered essential to the Project, or as approved by EPA (where an EPL is in effect).</li> </ul>
15.	<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 DES, or as approved by EPA (where relevant to the issuing of an EPL).</p>

CoA	Condition
<b>Noise and Vibration</b>	
16.	<p><b>Construction Noise and Vibration</b></p> <p>Construction noise and vibration mitigation measures shall be implemented through the CEMP, in accordance with TfNSW's <i>Construction Noise and Vibration Strategy</i> (ST-157) and the EPA's <i>Interim Construction Noise Guideline</i> (Department of Environment and Climate Change, 2009). The mitigation measures shall include, but not limited to:</p> <ol style="list-style-type: none"> <li>a) details of construction activities and an indicative schedule for construction works</li> <li>b) identification of construction activities that have the potential to generate noise and/or vibration impacts on surrounding land uses, particularly sensitive noise receivers</li> <li>c) detail what reasonable and feasible actions and measures shall be implemented to minimise noise impacts (including those identified in the EIA)</li> <li>d) procedures for notifying sensitive receivers of construction activities that are likely to affect their noise and vibration amenity, as well as procedures for dealing with and responding to noise and vibration complaints</li> <li>e) an Out of Hours Work Protocol (OOHWP) for the assessment, management and approval of works outside the standard construction hours identified in Condition 14 of this approval, including a risk assessment process which deems the out of hours activities to be of low, medium or high environmental risk, is to be developed. All out of hours works are subject to approval by the EMR and/or DES or as approved by EPA (where relevant to the issuing of an EPL). The OOHWP should be consistent with the TfNSW <i>Construction Noise and Vibration Strategy</i> (ST-157)</li> <li>f) a description of how the effectiveness of actions and measures shall be monitored during the proposed works, identification of the frequency of monitoring, the locations at which monitoring shall take place, recording and reporting of monitoring results and if any exceedance is detected, the manner in which any non-compliance shall be rectified.</li> </ol>
17.	<p><b>Vibration Criteria</b></p> <p>Vibration (other than from blasting) resulting from construction and received at any structure outside of the Project shall be limited to:</p> <ol style="list-style-type: none"> <li>a. for structural damage vibration –British Standard BS 7385-2:1993 <i>Evaluation and measurement for vibration in buildings Part 2</i> and German Standard DIN 4150:Part 3 – 1999: <i>Structural Vibration in Buildings: Effects on Structures</i></li> <li>b. for human exposure to vibration – the acceptable vibration values set out in the <i>Environmental Noise Management Assessing Vibration: A Technical Guideline</i> (Department of Environment and Conservation, 2006) which includes British Standard BS 6472-2:1992 <i>Guide to Evaluation of Human Exposure to Vibration in Buildings (1 Hz to 80 Hz)</i>.</li> </ol> <p>These limits apply unless otherwise approved by the DES through the CEMP.</p>
18.	<p><b>Non-Tonal Reversing Beepers</b></p> <p>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.</p>
19.	<p><b>Piling</b></p> <p>Wherever practical, piling activities shall be completed using non-percussive piles. If percussive piles are proposed to be used, approval of the DES shall be obtained prior to commencement of piling activities.</p>
20.	<p><b>Noise Impacts on Educational Facilities</b></p> <p>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.</p>

CoA	Condition
<b>Traffic and Transport</b>	
16.	<p><b>Traffic Management Plan</b></p> <p>A construction Traffic Management Plan (TMP) shall be prepared as part of the CEMP which addresses, as a minimum, the following matters:</p> <ul style="list-style-type: none"> <li>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</li> <li>b) maximising safety and accessibility for pedestrians and cyclists</li> <li>c) ensuring adequate sight lines to allow for safe entry and exit from the site</li> <li>d) ensuring access to the railway station, businesses, entertainment premises and residential properties (unless affected property owners have been consulted and appropriate alternative arrangements made)</li> <li>e) managing impacts and changes to on and off street parking and requirements for any temporary replacement provision</li> <li>f) parking locations for construction workers away from stations and busy residential areas and details of how this will be monitored for compliance</li> <li>g) routes to be used by heavy construction-related vehicles to minimise impacts on sensitive land uses and businesses</li> <li>h) details for relocating kiss-and-ride, accessible parking spaces and rail replacement bus stops if required, including appropriate signage to direct customers, in consultation with the relevant bus operator. Particular provisions should also be considered for the accessibility impaired</li> <li>i) measures to manage traffic flows around the area affected by the Project, including as required regulatory and direction signposting, line marking and variable message signs and all other traffic control devices necessary for the implementation of the TMP.</li> </ul> <p>Consultation with the relevant roads authority must be undertaken during the preparation of the TMP, as required. The performance of all Project traffic arrangements must be monitored during construction.</p>
17.	<p><b>Road Condition Reports</b></p> <p>Prior to construction commencement, road condition surveys and reports on the condition of roads and footpaths to be affected by construction shall be prepared. Any damage resulting from the construction of the Project, aside from that resulting from normal wear and tear, shall be repaired at the Proponent's expense.</p>
18.	<p><b>Road Safety Audit</b></p> <p>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 traveling along the reconfigured Werona Avenue and at the exit and entry point for the commuter car park off Culworth Avenue where the proposed construction compound is proposed, and mitigation measures proposed. The Road Safety Audit is to be submitted to and accepted by TfNSW. The findings of the Road Safety Audit shall be provided to Ku-ring-gai Council for information.</p>
<b>Urban Design and Landscaping</b>	
19.	<p><b>Urban Design and Landscaping Plan</b></p> <p>An Urban Design and Landscaping Plan (UDLP) for the Project shall be prepared and submitted to TfNSW for endorsement by the Precincts and Urban Design Team. The UDLP is to address the fundamental design principles as outlined in <i>'Around the Tracks' – urban design for heavy and light rail</i> (TfNSW, Interim 2016). At a minimum, the UDLP shall:</p> <ul style="list-style-type: none"> <li>a) demonstrate a robust understanding of the Project site through a comprehensive site analysis to inform the design direction, demonstrate connectivity with street networks, transport modes, active transport options, and pedestrian distances</li> </ul>

CoA	Condition
	<p>b) identify opportunities and challenges</p> <p>c) establish site-specific principles to guide and test design options</p> <p>d) demonstrate how the preferred design option responds to the design principles established in 'Around the Tracks', including consideration of Crime Prevention through Environmental Design Principles.</p> <p>The UDLP is to include the Public Domain Plan for the chosen option and shall provide analysis of the:</p> <ol style="list-style-type: none"> <li>i. landscape design approach including design of pedestrian and bicycle pathways, street furniture, interchange facilities, new planting and opportunities for public art</li> <li>ii. materials schedule including materials and finishes for proposed built works, colour schemes, paving and lighting types for public domain, fencing and landscaping</li> <li>iii. an Artist's Impression or Photomontage to communicate the proposed changes to the precinct.</li> </ol> <p>The following design guidelines are available to assist and inform the UDLP for the Project:</p> <ul style="list-style-type: none"> <li>• TAP Urban Design Plan Guidelines (TfNSW, Draft 2018)</li> <li>• Commuter Car Parks Urban Design Guidelines (TfNSW, Interim 2017)</li> <li>• Managing Heritage Issues in Rail Projects Guidelines (TfNSW, Interim 2016)</li> <li>• Creativity Guidelines for Transport Systems (TfNSW, Interim 2016)</li> <li>• Water Sensitive Urban Design Guideline SD-106 (TfNSW, 2017).</li> </ul> <p>The Urban Design Plan and Landscaping Plan shall be:</p> <ol style="list-style-type: none"> <li>I. prepared prior to concept design and finalised</li> <li>II. prepared in consultation with Local Council and relevant stakeholders</li> <li>III. prepared by a registered Architect and/or Landscape Architect.</li> </ol> <p><b>The UDLP shall be updated to include the deflection walls and shall be consistent with the Heritage Landscape Plan.</b></p>
<b>Flora and Fauna</b>	
20.	<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> (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>
21.	<p><b>Replanting Program</b></p> <p>All cleared vegetation shall be offset in accordance with TfNSW's <i>Vegetation Offset Guide</i> (ST-149). All vegetation planted on-site is to consist of locally endemic native species, unless otherwise agreed by the DES, following consultation with the relevant council, where relevant, and/or the owner of the land upon which the vegetation is to be planted.</p>

CoA	Condition
<b>Contamination and Hazardous Materials</b>	
22.	<p><b>Unidentified Contamination (Other Than Asbestos)</b></p> <p>If previously unidentified contamination (excluding asbestos) is discovered during construction, work in the affected area must cease immediately, and an investigation must be undertaken and report prepared to determine the nature, extent and degree of any contamination. The level of reporting must be appropriate for the identified contamination in accordance with relevant EPA guidelines, including the <i>Guidelines for Consultants Reporting on Contaminated Sites</i> (Office of Environment and Heritage, 2011).</p> <p>A copy of any contamination report shall be submitted to the EMR for review. The EMR is to be given a minimum period of seven days to review.</p> <p>A revised copy of the report shall be submitted to the DES for consideration upon completion of the EMR review period. The DES shall determine whether consultation with the relevant council and/or EPA is required prior to continuation of construction works within the affected area.</p> <p><b>Note:</b> <i>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 22 and Condition 23.</i></p>
23.	<p><b>Asbestos Management</b></p> <p>If previously unidentified asbestos contamination is discovered during construction, work in the affected area must cease immediately, and an investigation must be undertaken and a report prepared to determine the nature, extent and degree of the asbestos contamination. The level of reporting must be appropriate for the identified contamination in accordance with relevant EPA, Safe Work Australia and SafeWork NSW guidelines and include the proposed methodology for the remediation of the asbestos contamination. Remediation activities must not take place until receipt of the investigation report.</p> <p>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.</p> <p><b>Note:</b> <i>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 22 and Condition 23.</i></p>
24.	<p><b>Storage and Use of Hazardous Materials</b></p> <p>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 <i>Chemical Storage and Spill Response Guidelines</i> (SD-066) and Australian and ISO standards. These measures shall include:</p> <ol style="list-style-type: none"> <li>a) the storage of hazardous materials, and refuelling/maintenance of construction plant and equipment are to be undertaken in clearly marked designated areas designed to contain spills and leaks</li> <li>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</li> <li>c) all hazardous materials spills and leaks to be reported to site managers and actions to be immediately taken to remedy spills and leaks</li> <li>d) training in the use of spill kits to be given to all personnel involved in the storage, distribution or use of hazardous materials.</li> </ol>

CoA	Condition
25.	<p><b>Hazardous Materials Survey</b></p> <p>A Hazardous Materials Survey in accordance with <i>AS 2601 (2001) Demolition of Structures</i> shall be undertaken by an appropriately qualified environmental scientist prior to the demolition of parts of the existing station footbridge for the new lifts and the station building internal retaining walls</p> <p>Subsequent removal of any hazardous material is to be undertaken in accordance with applicable EPA, SafeWork NSW and Safe Work Australia guidelines.</p>
<b>Erosion and Sediment Control</b>	
26.	<p><b>Erosion and Sediment Control</b></p> <p>Soil and water management measures shall be prepared, implemented and maintained as part of the CEMP for the mitigation of water quality impacts during construction of the Project. The management measures shall be prepared in accordance with <i>Managing Urban Stormwater: Soils and Construction Volume 1 4<sup>th</sup> Edition</i> (Landcom, 2004).</p>
<b>Heritage Management</b>	
27.	<p><b>Aboriginal and Non-Aboriginal Heritage</b></p> <p>If previously unidentified Aboriginal or non-Aboriginal heritage/archaeological items are uncovered during construction works, the procedures contained in the TfNSW <i>Unexpected Heritage Finds Guideline</i> (SD-115) shall be followed and all works in the vicinity of the find shall cease. The EMR shall be immediately notified to co-ordinate a response, which may include seeking appropriate advice from a suitably qualified and experienced Heritage Architect (in consultation with Heritage NSW, and/or the Energy, Environment and Science Group of the Department of Planning, Industry and Environment, as applicable). Works in the vicinity of the find shall not re-commence until clearance has been received from TfNSW and/or the Heritage Architect.</p>
28.	<p><b>Protection of heritage items listed on the TAHE Section 170 Conservation Register</b></p> <p>Design and construction of the Project within the curtilage of the Section 170 listed 'Killara Railway Station Group' must be undertaken in accordance with the recommendations made in the Statement of Heritage Impact (AECOM, 2021b), Addendum Statement of Heritage Impact (<b>Addendum 1</b>) (AECOM, 2021f) and the <b>Addendum Statement of Heritage Impact (Addendum 2)</b> (AECOM, 2022b).</p>
29.	<p><b>Heritage Architect</b></p> <p>A suitably qualified and experienced Heritage Architect who is independent of the design and construction team's personnel shall be engaged to the satisfaction of the DES. The Heritage Architect shall provide ongoing heritage, design and conservation advice throughout detailed design and any subsequent relevant design modifications to ensure that the final design adheres to the recommendations of the heritage assessments provided in the EIA.</p> <p>The Heritage Architect involvement and reporting shall include, but not be limited to:</p> <ul style="list-style-type: none"> <li>• attendance at design meetings and/or heritage meetings to provide iterative heritage advice to actively inform design development</li> <li>• targeted historical research to inform the iterative advice as required (to be documented as part of the below summary)</li> <li>• summary of the iterative heritage advice provided which should capture (as a minimum): <ul style="list-style-type: none"> <li>○ the optioneering process undertaken as part of the design development, including heritage pros &amp; cons</li> <li>○ discussion on why particular heritage sensitive solutions might be discounted</li> <li>○ discussion of the relevant detailed design stage</li> <li>○ recommendations for next steps to further mitigate heritage impacts.</li> </ul> </li> </ul> <p>A progress draft of the above is to be provided at each detailed design stage. A final copy of the summary report is to be provided to TfNSW no later than 1 week after final submission. The summary report is to also include:</p> <ol style="list-style-type: none"> <li>a) confirmation of the extent of involvement of the Heritage Architect in the detailed design process at the completion of Approved for Construction (AFC) design stage</li> </ol>

CoA	Condition
	<ul style="list-style-type: none"> <li>b) identification and assessment of any changes to, and/or additional to the scope of work from those identified in the EIA which would affect heritage significance</li> <li>c) a description of the impacts, and recommended mitigation measures relating to any new or amended scope of work identified in (b) above including the requirement for additional heritage approvals for consultation</li> <li>d) confirmation that the detailed design is compliant with the requirements of the EIA.</li> </ul>
30.	<p><b>Heritage Interpretation Plan and Heritage Landscape Plan</b></p> <p>If required by the recommendations of the Statement of Heritage Impact (AECOM, 2021b), Addendum Statement of Heritage Impact (<b>Addendum 1) (AECOM, 2021f) and the Addendum Statement of Heritage Impact (Addendum 2) (AECOM, 2022b)</b> heritage interpretation shall be planned and integrated into the detailed design of the Project. The heritage interpretation planning shall be prepared by the Heritage Architect (and sub-consultants as required i.e. graphics) with reference to <i>Sydney Trains Heritage Interpretation Guidelines</i>. The heritage interpretation planning shall be captured in a Heritage Interpretation Plan (HIP) that is to be issued as a progress report at each stage of detailed design.</p> <p>The HIP is to be submitted to the DES for approval at least 14 days prior to the commencement of construction of the Project (or such time as is otherwise agreed by the DES).</p> <p><b>The HIP shall be revised to include and address the deflection walls and canopy reduction amendments to the Project.</b></p> <p><b>A Heritage Landscape Plan shall be prepared to identify methods to reduce the visual impact of the deflection walls on the heritage gardens and the station platform. The material and finishes used for the deflection walls shall be as visually recessive as possible. The Heritage Landscape Plan shall be prepared in consultation with local Council and stakeholders. The outcomes of the Heritage Landscape Plan shall be incorporated into an updated Urban Design Landscape Plan and shall be integrated into the detailed design of the deflection walls and the project whole. The Heritage Landscape Plan shall investigate opportunities for public access to parts of the Werona Avenue station gardens, including maintenance arrangements.</b></p>
31.	<p><b>Photographic Archival Recording</b></p> <p>Archival recording of 'Killara Railway Station Group' shall be undertaken in accordance with the Heritage NSW guidelines prior to works commencing. The archival recording shall be reviewed and endorsed by the EMR prior to submission to Heritage NSW or other government body.</p> <p>Digital copies of the archival recording are to be provided to Ku-ring-gai Council and the TfNSW Heritage team for future reference.</p>
<b>Lighting</b>	
32.	<p><b>Lighting Scheme</b></p> <p>A lighting scheme for the construction and operation of the Project is to be developed by a suitably qualified lighting designer and prepared in accordance with <i>AS 1158 Lighting for Roads and Public Spaces</i> and <i>AS 4282 Control of the Obtrusive Effects of Outdoor Lighting</i>. The lighting scheme shall address the following as relevant:</p> <ul style="list-style-type: none"> <li>a. consideration of lighting demands of different areas</li> <li>b. strategic placement of lighting fixtures to maximise ground coverage</li> <li>c. use of LED lighting</li> <li>d. minimising light spill by directing lighting into the station, carpark and onto the pathways</li> <li>e. control systems for lighting that dim or switch-off lights settings according to the amount of daylight the zone is receiving</li> <li>f. motion sensors to control low traffic areas</li> </ul>

CoA	Condition
	<p>g. allowing the lighting system to use low light or switch off light settings while meeting relevant lighting Standards requirements, and</p> <p>h. ensuring security and warning lighting is not directed at neighbouring properties.</p>
<b>Property</b>	
33.	<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> <p>a) all buildings/structures/roads within a plan distance of 50 metres from the edge of the Designated Works</p> <p>b) all heritage listed buildings and other sensitive structures within 150 metres from the edge of the Designated Works.</p> <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 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>	
34.	<p><b>Infrastructure Sustainability Council (ISC) Ratings</b></p> <p>The Project shall be registered with the Infrastructure Sustainability Council (IS Council), and shall aim to achieve a minimum 'Infrastructure Sustainability Rating Tool' (v1.2) 'Excellent' rating with an overall score of 65 for 'Design' and 'As-Built' components of the Project.</p>
35.	<p><b>Sustainability Officer</b></p> <p>A suitably qualified and experienced Sustainability Officer shall be appointed who is responsible for implementing the sustainability objectives for the Project, in line with the Program's overarching Sustainability Strategic Management Plan.</p> <p>Details of the Sustainability Officer including defined responsibilities, duration and resource allocation throughout the appointment are to be submitted to the satisfaction of the Director - Sustainability prior to the preparation of the Sustainability Management Plan.</p>
36.	<p><b>Sustainability Management Plan</b></p> <p>A Sustainability Management Plan (SMP) which details the approach to managing sustainability requirements and opportunities during design and construction shall be prepared. The SMP shall include the following as a minimum:</p> <p>a) a completed electronic checklist demonstrating compliance with the Infrastructure Sustainability Council (IS Council) scorecard demonstrating credits targeted to meet an Infrastructure Sustainability Rating Scheme (v1.2) of 'Excellent' rating for the 'Design' and 'As-Built' phases of the Project.</p> <p>b) a statement outlining the Construction Contactor's own corporate sustainability policies, obligations, goals, targets and commitments</p>

CoA	Condition
	<p>c) a description of the processes and methodologies for encouraging and identifying innovative sustainability outcomes on the Project, and the areas targeted for innovative sustainable solutions to be explored and/or implemented on the Project</p> <p>d) the approach to the identification of opportunities to reduce carbon emissions, energy use and embodied lifecycle impacts of the Project. This should include a summary of initiatives proposed for implementation to meet energy and carbon management objectives and targets</p> <p>e) the approach to sustainable procurement including how procurement processes have taken in to account the principles of ISO 20400: 2017 – Sustainable Procurement in the selection of all materials, products and services</p> <p>f) a description of the processes, standards and procedures for undertaking climate change risk assessments and strategies for mitigation of risks associated with climate change and extreme weather events.</p> <p>g) a copy of the SMP shall be submitted to the Director - Sustainability at least 30 days prior to the commencement of construction, for approval (or such time as is otherwise agreed by the Director – Sustainability).</p>
<b>Site Specific Conditions</b>	
37.	<p><b>Pedestrian crossings</b></p> <p>As part of the detailed design for the Proposed Activity, Transport for NSW shall investigate opportunities for pedestrian crossings on Werona Avenue near the station entrance in consultation with Ku-ring-gai Council.</p>
38.	<p><b>Werona Avenue footpath design changes</b></p> <p>In addition to the mitigation measures outlined in the Landscape Character and Visual Impact Assessment (AECOM, 2021c), the following measures are recommended to minimise visual impacts during the design development process:</p> <ul style="list-style-type: none"> <li>• landscaping between the existing garden bed and the station garden would include shrubs complimentary to the existing heritage garden within the station</li> <li>• planting within the garden bed on Werona Avenue between the fenced station heritage garden and the proposed footpath would include shrubs and groundcovers that grade from the lowest ground covers at the edge of the bed near the footpath to taller shrubs, to reduce the visual prominence of the fencing surrounding the station</li> <li>• replacement of the street tree proposed for removal within the road verge would be considered during detailed design. Species selection would reflect the heritage character of the station and the surrounding landscape.</li> </ul>
39.	<p><b>Electrical Upgrades</b></p> <p>The proposed low voltage services in the vicinity of the formal garden must be installed via controlled underbore below the extant garden edging at the northern end of the garden area to ensure the garden edging does not collapse during the works. At the completion of trenching works through the garden area, the site is to be back filled to match the surrounding ground levels, and grass reinstated over the top of the site.</p>
40.	<p><b>Metal ceiling replacement</b></p> <p>A 'like for like' replacement of the metal ceiling should be investigated as part of the detailed design process to minimise the impact of its removal.</p>
41.	<p><b>Construction compound</b></p> <p>To minimise impacts on commuter car parking, the size of the construction compound within the Culworth Avenue commuter car park shall be reduced whenever possible throughout the duration of construction.</p>

CoA	Condition
42.	<p data-bbox="296 248 667 282"><b>Offset commuter car parking</b></p> <p data-bbox="296 297 1417 427">Prior to the establishment of the construction compound and throughout the duration of construction, opportunities to provide offset commuter car parking shall be investigated and implemented in consultation with Council. This should include offset parking within the Council owned Marian Street Theatre car park.</p>