

Inner West Busway along Victoria Road



MINISTRY OF TRANSPORT



INNER WEST BUSWAY ALONG VICTORIA ROAD (formerly known as Victoria Road Upgrade project)

Addendum Modification Report

White Bay Shared Path

November 2010



Document version	I	Modified	November 2010
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This project is funded
by the NSW Government

Bridge to Bay alliance partners



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1 Introduction

1.1 Background and purpose

The Inner West Busway along Victoria Road (formerly known as Victoria Road upgrade) project is currently under construction having been approved by the Minister for Planning on 9 April 2009. During consultation for this project, improvements to cyclist and pedestrian facilities in Drummoyne and Rozelle were identified as important issues. Following consultation with key stakeholders, the RTA developed a proposal (documented within the Inner West Busway along Victoria Road Cyclist and Pedestrian Improvements Review of Environmental Factors) to improve cyclist and pedestrian facilities within Drummoyne, Rozelle and a small section of Balmain. This was proposed to be done through the rationalisation of bus stops, and improvements to bicycle paths and shared-use paths. The Inner West Busway along Victoria Road Cyclist and Pedestrian Improvements REF was determined on 5 July 2010 by the RTA under Part 5 of the Environmental Planning and Assessment Act, 1979 (EP&A Act).

In addition to the proposal described in the Inner West Busway along Victoria Road Cyclist and Pedestrian Improvements REF (November, 2009), the RTA proposes to improve safety for cyclists and pedestrians around the White Bay bus stop. The proposal for White Bay bus stop safety improvement works is assessed in a modification report to the Inner West Busway project. The modification to the Minister for Planning's approval for the Victoria Road upgrade project was submitted to the Department of Planning on 15 July 2010.

The proposal being considered at present would make use of land within the former White Bay Power Station site to house equipment and materials (laydown area) for the construction of the shared-use path improvements at the White Bay bus stop.

In consultation with the Sydney Harbour Foreshore Authority (SHFA), the Roads and Traffic Authority (RTA) has revised that proposal. It is instead proposed to use the former site of the White Bay Hotel as a lay down area for materials instead of the car park area in the power station. This would further reduce potential heritage impacts on the site of the former White Bay Power Station and provide a more effective site from which to conduct the construction.

SHFA recently cleared the White Bay Hotel site of building rubble, levelled the area and filled it with sand (refer to the appendices for photographs). The site is securely fenced to restrict access to the former White Bay Power Station site.

A consistency assessment with the IWB modification report concluded the proposed change in location of the laydown area would be consistent with the objectives of the approved IWB project and does not result in a significant change to the IWB project.

The purpose of this report is to assess the potential environmental impacts to the White Bay Power Station as a result of the proposal to use the former White Bay Hotel site as a lay down area for materials instead of the car park area in the power station.

1.2 Modification process

1.2.1 Modifying a Part 3A project

Section 75W of the EP&A Act governs the modification of Part 3A projects. A modification is formally defined as changing the terms of the Minister's approval. This includes changing the project or the subject of the approval, and involves revoking or varying conditions of the approval or imposing additional conditions of approval.

As per section 75W clause (2) of the EP&A Act, the proponent may request the Minister to modify the Minister's approval for a project. The Minister's approval for a modification is not required if the project as modified will be consistent with the existing approval under this Part.

Where a modification request is made, the Minister for Planning may modify the approval (with or without conditions) or not approve the modification.

1.2.2 Consistency with the approval

The RTA has assessed the consistency of the proposed bus stop safety improvement works at White Bay with the original approval.

It was concluded that within the curtilage of the White Bay Power Station direct impacts were not contemplated in the Victoria Road Upgrade (Inner West Busway along Victoria Road) Environmental Assessment (October 2008) or the subsequent Part 3A approval. On this basis the RTA has decided that the proposal is not consistent with original approval and that a modification of the Minister's approval is required pursuant to section 75W of the EP&A Act.

1.2.3 Modification Report

The Modification Report:

- Describes the approved project at the White Bay bus stop,
- Describes the proposed changes to the approved project and why they are needed;
- Assesses the environmental impact of the proposed changes; and
- Identifies environmental safeguards to reduce or avoid impacts arising from the proposed changes.

This report is an amendment to the modification report of 15 July 2010 to reduce heritage impacts by using the former site of the White Bay Hotel as a lay down area for materials instead of the car park area in the power station.

2 Description and need of the proposed modification

2.1 Approved project

Section 3 of the Inner West Busway along Victoria Road Cyclist and Pedestrian Improvements REF (November, 2009) refers to the description of the project as determined in the RTA Decision Report that was approved on the 15th March, 2010.

2.2 Description of the proposed changes to modified activity

No change to the proposal as detailed in the Inner West Busway along Victoria Road (formerly known as Victoria Road Upgrade) Modification Report: White Bay Shared Path (July 2010).

2.3 Need for the proposed modification

No change to the proposal as detailed in the Inner West Busway along Victoria Road (formerly known as Victoria Road Upgrade) Modification Report: White Bay Shared Path (July 2010).

2.4 Construction activities

2.4.1 Work methodology

The proposed modification would involve similar work methods to that described in the Victoria Road Upgrade (Inner West Busway along Victoria Road) Environmental Assessment (October, 2008) and Inner West Busway along Victoria Road (formerly known as Victoria Road Upgrade) Modification Report: White Bay Shared Path (July 2010).

2.4.2 Earthworks, stockpiles and compound sites

No change to the proposal as detailed in the Inner West Busway along Victoria Road (formerly known as Victoria Road Upgrade) Modification Report: White Bay Shared Path (July 2010). However it is proposed to use the site of the former White Bay Hotel as a lay down area for materials instead of the car park area in the White Bay Power Station.

2.4.3 Source of materials

No change to the proposal as detailed in the Inner West Busway along Victoria Road (formerly known as Victoria Road Upgrade) Modification Report: White Bay Shared Path (July 2010).

2.4.4 Plant and equipment

No change to the proposal as detailed in the Inner West Busway along Victoria Road (formerly known as Victoria Road Upgrade) Modification Report: White Bay Shared Path (July 2010).

2.4.5 Traffic management and access

No change to the proposal as detailed in the Inner West Busway along Victoria Road (formerly known as Victoria Road Upgrade) Modification Report: White Bay Shared Path (July 2010). Access to the White Bay Hotel area would be via Victoria Road during lane closures at night.

2.4.6 Workforce and working hours

No change to the proposal as detailed in the Inner West Busway along Victoria Road (formerly known as Victoria Road Upgrade) Modification Report: White Bay Shared Path (July 2010).

2.5 Public utility adjustment

No change to the proposal as detailed in the Inner West Busway along Victoria Road (formerly known as Victoria Road Upgrade) Modification Report: White Bay Shared Path (July 2010).

2.6 Property acquisition

No change to the proposal as detailed in the Inner West Busway along Victoria Road (formerly known as Victoria Road Upgrade) Modification Report: White Bay Shared Path (July 2010).

3 Environmental assessment

Key issues

3.1 Transport

3.1.1 Potential impacts of the modified project

No change to the proposal as detailed in the Inner West Busway along Victoria Road (formerly known as Victoria Road Upgrade) Modification Report: White Bay Shared Path (July 2010).

Due to the temporary nature of the works and minimal impact on parking, the impact to commercial operations is considered minor.

3.1.2 Mitigation and management measures

- All relevant mitigation and management measures proposed for the Inner West Busway along Victoria Road project and Inner West Busway along Victoria Road Cyclist and Pedestrian improvements project would be implemented and maintained for the duration of the construction period.

3.2 Contamination

3.2.1 Potential impacts of the modified project

No change to the proposal as detailed in the Inner West Busway along Victoria Road (formerly known as Victoria Road Upgrade) Modification Report: White Bay Shared Path (July 2010). The White Bay Hotel site has been cleared for use by the Sydney Harbour Foreshore Authority. This site is proposed to be used as a storage site and lay down area only.

3.2.2 Mitigation and management measures

- All relevant mitigation and management measures proposed for the Inner West Busway along Victoria Road project and Inner West Busway along Victoria Road Cyclist and Pedestrian improvements project would be implemented and maintained for the duration of the construction period.

3.3 Noise and vibration

3.3.1 Potential impacts of the modified project

No change to the proposal as detailed in the Inner West Busway along Victoria Road (formerly known as Victoria Road Upgrade) Modification Report: White Bay Shared Path (July 2010). It is anticipated that there would be no additional noise or vibration impacts to nearby residents and businesses during construction.

3.3.2 Mitigation and management measures

- All relevant mitigation and management measures proposed for the Inner West Busway along Victoria Road project and Inner West Busway along Victoria Road Cyclist and Pedestrian improvements project would be implemented and maintained for the duration of the construction period.

3.4 Visual amenity and urban design

3.4.1 Potential impacts of the modified project

No change to the proposal as detailed in the Inner West Busway along Victoria Road (formerly known as Victoria Road Upgrade) Modification Report: White Bay Shared Path (July 2010).

3.4.2 Mitigation and management measures

- All relevant mitigation and management measures proposed for the Inner West Busway along Victoria Road project and Inner West Busway along Victoria Road Cyclist and Pedestrian improvements project would be implemented and maintained for the duration of the construction period.
- No change to the proposal detailed in the Inner West Busway along Victoria Road (formerly known as Victoria Road Upgrade) Modification Report: White Bay Shared Path (July 2010).

3.5 Socioeconomic

3.5.1 Potential impacts of the modified project

No change to the proposal detailed in the Inner West Busway along Victoria Road (formerly known as Victoria Road Upgrade) Modification Report: White Bay Shared Path (July 2010).

3.5.2 Mitigation and management measures

- All relevant mitigation and management measures proposed for the Inner West Busway along Victoria Road project and Inner West Busway along Victoria Road Cyclist and Pedestrian improvements project would be implemented and maintained for the duration of the construction period.

3.6 Non-Aboriginal heritage

3.6.1 Potential impacts of the modified project

In consultation with the Sydney Harbour Foreshore Authority, the RTA has revised the proposal to use the site of the former White Bay Hotel as a lay down area for materials instead of the car park area in the power station. This would reduce potential heritage impacts on the site of the former White Bay Power Station as access would be further restricted to sensitive heritage areas. In addition, the site of the former White Bay Hotel would be more easily accessible and therefore would provide a more effective site from which to conduct the construction.

SHFA recently cleared the site of former White Bay Hotel of building rubble, levelled the area and filled it with sand (refer to the appendices for photographs). The site is securely fenced to restrict access to the former White Bay Power Station site. Aside from minor compaction activities, no additional materials works would be required.

3.6.2 Mitigation and management measures

- Use of the former White Bay Hotel site shall be contained within perimeter fencing.
- All relevant mitigation and management measures proposed for the Inner West Busway along Victoria Road project, the Inner West Busway Cyclist and Pedestrian Improvements project and supplementary planning documents requested by the Department of Planning, including but not limited to:
 - Modified design of the shared pedestrian/cyclist pathway along Victoria Road in the vicinity of the White Bay Power Station and the former White Bay Hotel site: addendum heritage impact statement (Cosmos Archaeology, October 2010)

Other issues

3.7 Air quality

3.7.1 Potential impacts of the modified project

No change to the proposal detailed in the Inner West Busway along Victoria Road (formerly known as Victoria Road Upgrade) Modification Report: White Bay Shared Path (July 2010).

3.7.2 Mitigation and management measures

- All relevant mitigation and management measures proposed for the Inner West Busway along Victoria Road project and Inner West Busway along Victoria Road Cyclist and Pedestrian improvements project would be implemented and maintained for the duration of the construction period.

3.8 Geology and soils

3.8.1 Potential impacts of the modified project

No change to the proposal detailed in the Inner West Busway along Victoria Road (formerly known as Victoria Road Upgrade) Modification Report: White Bay Shared Path (July 2010).

3.8.2 Safeguards and management measures

- All relevant mitigation and management measures proposed for the Inner West Busway along Victoria Road project and Inner West Busway along Victoria Road Cyclist and Pedestrian improvements project would be implemented and maintained for the duration of the construction period.

3.9 Water

3.9.1 Potential impacts of the modified project

No change to the proposal detailed in the Inner West Busway along Victoria Road (formerly known as Victoria Road Upgrade) Modification Report: White Bay Shared Path (July 2010).

3.9.2 Mitigation and management measures

- All relevant mitigation and management measures proposed for the Inner West Busway along Victoria Road project and Inner West Busway along Victoria Road Cyclist and Pedestrian improvements project would be implemented and maintained for the duration of the construction period.

3.10 Biodiversity

3.10.1 Potential impacts of the modified project

No change to the proposal detailed in the Inner West Busway along Victoria Road (formerly known as Victoria Road Upgrade) Modification Report: White Bay Shared Path (July 2010).

3.10.2 Mitigation and management measures

- All relevant mitigation and management measures proposed for the Inner West Busway along Victoria Road project and Inner West Busway along Victoria Road Cyclist and Pedestrian improvements project would be implemented and maintained for the duration of the construction period.

3.11 Aboriginal heritage

3.11.1 Potential impacts of the modified project

No change to the proposal detailed in the Inner West Busway along Victoria Road (formerly known as Victoria Road Upgrade) Modification Report: White Bay Shared Path (July 2010).

3.11.2 Mitigation and management measures

- All relevant mitigation and management measures proposed for the Inner West Busway along Victoria Road project and Inner West Busway along Victoria Road Cyclist and Pedestrian improvements project would be implemented and maintained for the duration of the construction period.

3.12 Waste minimisation and management

3.12.1 Potential Impacts of the modified project

No change to the proposal detailed in the Inner West Busway along Victoria Road (formerly known as Victoria Road Upgrade) Modification Report: White Bay Shared Path (July 2010).

3.12.2 Mitigation and management measures

- All relevant mitigation and management measures proposed for the Inner West Busway along Victoria Road project and Inner West Busway along Victoria Road Cyclist and Pedestrian improvements project would be implemented and maintained for the duration of the construction period.

3.12.3 Climate change and greenhouse gas emissions

3.12.4 Potential impacts of the modified project

No change to the proposal detailed in the Inner West Busway along Victoria Road (formerly known as Victoria Road Upgrade) Modification Report: White Bay Shared Path (July 2010).

3.12.5 Mitigation and management measures

- All relevant mitigation and management measures proposed for the Inner West Busway along Victoria Road project and Inner West Busway along Victoria Road Cyclist and Pedestrian improvements project would be implemented and maintained for the duration of the construction period.

3.13 Hazards and risks

3.13.1 Potential impacts of the modified project

- No change to the proposal detailed in the Inner West Busway along Victoria Road (formerly known as Victoria Road Upgrade) Modification Report: White Bay Shared Path (July 2010).

3.13.2 Mitigation and management measures

- All relevant mitigation and management measures proposed for the Inner West Busway along Victoria Road project and Inner West Busway along Victoria Road Cyclist and Pedestrian improvements project would be implemented and maintained for the duration of the construction period.

3.14 Cumulative impacts

3.14.1 Potential impacts of the modified project

No change to the proposal detailed in the Inner West Busway along Victoria Road (formerly known as Victoria Road Upgrade) Modification Report: White Bay Shared Path (July 2010).

3.14.2 Mitigation and management measures

- All relevant mitigation and management measures proposed for the Inner West Busway along Victoria Road project and Inner West Busway along Victoria Road Cyclist and Pedestrian improvements project would be implemented and maintained for the duration of the construction period.

4 Environmental management

4.1 Environmental management plans

The environmental mitigation and management measures outlined in the modification report (July 2010) would minimise the identified potential adverse environmental impacts of the proposal on the surrounding environment.

4.2 Summary of mitigation and management measures

Table 4-1 Summary of environmental mitigation and management measures

Environmental aspect	Safeguard
Transport	<ul style="list-style-type: none">• All relevant mitigation and management measures proposed for the Inner West Busway along Victoria Road project and Inner West Busway along Victoria Road Cyclist and Pedestrian improvements project would be implemented and maintained for the duration of the construction period..
Contamination	<ul style="list-style-type: none">• All relevant mitigation and management measures proposed for the Inner West Busway along Victoria Road project and Inner West Busway along Victoria Road Cyclist and Pedestrian improvements project would be implemented and maintained for the duration of the construction period.
Noise and vibration	<ul style="list-style-type: none">• All relevant mitigation and management measures proposed for the Inner West Busway along Victoria Road project and Inner West Busway along Victoria Road Cyclist and Pedestrian improvements project would be implemented and maintained for the duration of the construction period.
Visual amenity and urban design	<ul style="list-style-type: none">• All relevant mitigation and management measures proposed for the Inner West Busway along Victoria Road project and Inner West Busway along Victoria Road Cyclist and Pedestrian improvements project would be implemented and maintained for the duration of the construction period.
Social and economic	<ul style="list-style-type: none">• All relevant mitigation and management measures proposed for the Inner West Busway along Victoria Road project and Inner West Busway along Victoria Road Cyclist and Pedestrian improvements project would be implemented and maintained for the duration of the construction period.
Non-Aboriginal heritage	<ul style="list-style-type: none">• Use of the former White Bay Hotel site shall be contained within the perimeter fencing.• All relevant mitigation and management measures proposed for the Inner West Busway along Victoria Road project, the Inner West Busway Cyclist and Pedestrian Improvements project and supplementary planning documents requested by the Department of Planning, including but not limited to:

Environmental aspect	Safeguard
	<ul style="list-style-type: none"> - Modified design of the shared pedestrian/cyclist pathway along Victoria Road in the vicinity of the White Bay Power Station and the former White Bay Hotel site: addendum heritage impact statement (Cosmos Archaeology, October 2010)
Air quality	<ul style="list-style-type: none"> • All relevant mitigation and management measures proposed for the Inner West Busway along Victoria Road project and Inner West Busway along Victoria Road Cyclist and Pedestrian improvements project would be implemented and maintained for the duration of the construction period.
Geology and soils	<ul style="list-style-type: none"> • All relevant mitigation and management measures proposed for the Inner West Busway along Victoria Road project and Inner West Busway along Victoria Road Cyclist and Pedestrian improvements project would be implemented and maintained for the duration of the construction period.
Water	<ul style="list-style-type: none"> • All relevant mitigation and management measures proposed for the Inner West Busway along Victoria Road project and Inner West Busway along Victoria Road Cyclist and Pedestrian improvements project.
Biodiversity	<ul style="list-style-type: none"> • All relevant mitigation and management measures proposed for the Inner West Busway along Victoria Road project and Inner West Busway along Victoria Road Cyclist and Pedestrian improvements project would be implemented and maintained for the duration of the construction period.
Aboriginal heritage	<ul style="list-style-type: none"> • All relevant mitigation and management measures proposed for the Inner West Busway along Victoria Road project and Inner West Busway along Victoria Road Cyclist and Pedestrian improvements project.
Waste minimisation and management	<ul style="list-style-type: none"> • All relevant mitigation and management measures proposed for the Inner West Busway along Victoria Road project and Inner West Busway along Victoria Road Cyclist and Pedestrian improvements project would be implemented and maintained for the duration of the construction period.
Climate change and greenhouse emissions	<ul style="list-style-type: none"> • All relevant mitigation and management measures proposed for the Inner West Busway along Victoria Road project and Inner West Busway along Victoria Road Cyclist and Pedestrian improvements project would be implemented and maintained for the duration of the construction period.
Cumulative impacts	<ul style="list-style-type: none"> • All relevant mitigation and management measures proposed for the Inner West Busway along Victoria Road project and Inner West Busway along Victoria Road Cyclist and Pedestrian improvements project would be implemented and maintained for the duration of the construction period.

5 Consultation

5.1 Community and stakeholder involvement

In addition to the consultation activities detailed in the modification report (July, 2010) the RTA has liaised with SHFA and Department of Planning (DoP) to resolve mitigation and management measures for the White Bay Power Station.

5.2 Future consultation

If the proposal is determined to proceed, further consultation would be undertaken in accordance with the processes described in the Inner West Busway along Victoria Road (formerly known as Victoria Road Upgrade) Modification Report: White Bay Shared Path (July 2010).

6 Conclusion

The consistency assessment determined that proposed design alterations are consistent with objectives of the approved project and do not result in significant changes to the approved project. In addition, it was not previously assessed for additional land to be acquired from SHFA for the widening of the shared use path behind the bus shelters at White Bay. However, potential impacts on the White Bay Power Station site are not consistent with those identified in the Victoria Road upgrade Environmental Assessment (October 2008) and the Minister's Conditions of Approval for potential impacts related to heritage value for this site and encroachment onto SHFA.

The revised modified project would assist in improving the quality of cyclist and pedestrian facilities within Drummoyne and Rozelle as part of the key objectives of the approved project and further reduce potential impacts on the White Bay Power Station.

Negative environmental impacts are generally limited to temporary disruptions during construction (such as noise, traffic and visual impacts), particularly at night.

Negative environmental impacts have been identified as mostly short-term and manageable. The proposal is not expected to result in any long-term impacts on the environment. No significant impact on the environment as a result of the proposal is expected.

7 References

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Tree Wise Men 2008 (unpublished), *Supplementary arboricultural impact assessment for proposed shared path ramp at Victoria Road upgrade, Drummoyne*

Wakefield Planning 2008, *Victoria Road upgrade social and economic assessment*

Wilkinson Murray 2008, *Victoria Road upgrade project, noise and vibration study*

8 Appendix A

Former White Hotel site - proposed laydown area



Photograph 1: Aerial view of the old White Bay pub site. The red line defines boundary fencing.



Photograph 2: View looking north towards the White Bay Power Station.



Photograph 3: View looking south east



Photograph 4: View looking south



Photograph 5: View looking north east. Note boundary fencing around the perimeter