

Modification of Minister's Approval

Section 115ZI of the *Environmental Planning & Assessment Act 1979*

I grant approval to the modification of the project application referred to in schedule A, subject to the conditions in schedule B.



The Hon. Pru Goward MP
Minister for Planning

Sydney

February 17th 2015

SCHEDULE A

Infrastructure Approval:

SSI 6042 granted by the Minister for Planning and Infrastructure on 4 June 2014

For the following:

Land required for the construction and operation of the SSI (CBD and South East Light Rail) generally between Circular Quay and Randwick and Kingsford via Surry Hills and Moore Park. Land in the north west corner of the Royal Randwick Racecourse for a stabling facility and land within the Rozelle Goods line corridor immediately east of Catherine Street and adjacent to the Lilyfield light rail stop for a maintenance facility. Land required for construction compounds and substations, as detailed in the documents in schedule B.

Modification:

SSI 6042 MOD 1. Ten design modifications are proposed:

- removal of the World Square light rail stop.
- amending the Moore Park stop to reduce its scale and visual impact and to improve special event patronage management.
- realigning the track along Alison Road and relocating the Royal Randwick stop to the northern side of Alison Road. This includes flood mitigation works at Centennial Park.
- realigning the light rail track at the Anzac Parade and Alison Road intersection.
- increasing the length of light rail vehicles and stop platforms.
- revising the construction methodology for the tunnel under Anzac Parade.
- providing wire-free infrastructure within the CBD.
- increasing the height of components within the Randwick stabling facility, in order to accommodate the height of the required sand silo.
- revising the location of substations.
- amending the Grosvenor Street stop from two side platforms to an island platform.

SCHEDULE B CONDITIONS

1. Replace "Applicant" with "Proponent" throughout the instrument.
2. Revise the text in schedule A alongside "**State significant infrastructure**" to refer to 19 light rail stops instead of 20.
3. Replace existing condition A1 and A2 with the following:
 - A1. The Applicant shall carry out the SSI generally in accordance with the:
 - (a) SSI Application SSI 6042;
 - (b) *CBD and South East Light Rail Project Environmental Impact Statement* (eight volumes), prepared by Parsons Brinckerhoff for TfNSW and dated November 2013;
 - (c) *CBD and South East Light Rail Project Submissions Report (incorporating Preferred Infrastructure Report)*, prepared by Parsons Brinckerhoff for TfNSW and dated March 2014;
 - (d) Supplementary information provided by TfNSW;
 - (e) Modification application and supporting Modification Report prepared by Parsons Brinckerhoff for TfNSW and dated December 2014;
 - (f) Submissions Report to Project Modification prepared by Parsons Brinckerhoff for TfNSW and dated January 2015; and
 - (g) conditions of this approval.
 - A2. In the event of an inconsistency between:
 - (a) the conditions of this approval and any document listed from condition A1a) to A1f) inclusive, the conditions of this approval shall prevail to the extent of the inconsistency; and
 - (b) any of the documents listed from condition A1a) to A1f) inclusive, the most recent document shall prevail to the extent of the inconsistency.
4. Delete condition B12 as this condition is no longer applicable as the substation previously proposed in Wimbo Park will be relocated to Moore Park and be constructed underground.
5. Insert a new condition B19A, as follows:

B19A The Proponent shall, in design (and operation as appropriate) consider the reinstatement of the right turn from Alison Road (westbound into Darley Road) to be permitted during weekends and other off-peak traffic periods. This movement shall only be reinstated where it can be demonstrated, to the satisfaction of the Secretary, to have no discernible impact on the operation of the road network or light rail services. Management of this movement, should it be reinstated, must be included in the Operational Environmental Management Plan and Special Events Management Plan required by condition C11.
6. Replace existing condition B26 with the following:

B26 Prior to works impacting on key intersections, unless otherwise agreed by the Secretary, the Proponent shall prepare a **Network Management Plan** (NMP), for the SSI, in consultation with the Traffic and Transport Liaison Group identified in section 2.8.2 of the Construction Traffic and Transport Management Strategy (prepared by Booz and Co and dated 7 November 2013). The NMP shall determine appropriate measures and mitigations to manage the impacts of changed traffic patterns and operations as a result of the SSI, both locally and regionally, to the satisfaction of RMS. The Network Management Plan shall include:

 - a) Details of construction and operational impacts to the network, from closures, night works, diversions and traffic operations required to accommodate the SSI;
 - b) Details of further appropriate network/intersection modelling and analysis;
 - c) Consideration of cumulative impacts, both from internal and external sources;
 - d) Details regarding intersection upgrades, traffic management and mitigation measures by precinct including but not limited to the following road and intersection locations:
 - George Street/Ultimo Road
 - Alison Road / Anzac Parade / Dacey Avenue junction.
 - Alison Road at John Street
 - Alison Road/Doncaster Avenue
 - Alison Road/Darley Road
 - Anzac Parade/Moore Park Road
 - Anzac Parade/Roberston Road
 - Anzac Parade/Day Street
 - King Street/John Street intersection

- Arthur Street/Botany Street
- Arthur Street/Belmore Road
- Cleveland Street/South Dowling Street
- Alison Road junction at Botany Street
- High Cross Park - Belmore Road / Avoca Street junction
- Nine-Ways at Kingsford
- e) Traffic signal control plans;
- f) Access changes and mitigations (businesses, private property, pedestrians, cycleways, emergency vehicles, buses (infrastructure));
- g) Design elements (including platforms, footpaths, kerbside treatments, pedestrian facilities);
- h) Traffic and transport network management for special events;
- i) Consideration of the SCCAS in relation to the SSI;
- j) Monitoring of the performance and function of the pedestrian zones and an outline of mitigation measures to ameliorate any impacts; and
- k) Timeframes for implementation.

The Plan shall detail the construction and operation phases of the SSI. A copy of the NMP shall be provided to the Secretary for information prior to commencement of each phase.

7. Replace existing condition B27 with the following:

- B27 The Proponent shall prepare and implement **Stop Access and Design Plans** for all the SSI stops (including associated stop infrastructure). Key objectives of the Plans are to ensure all stops are designed to ensure safety, connectivity, efficiency and convenience is maximised. The Plan(s) shall include transport and access facilities and services, connecting footpaths, cycleways, passenger facilities, parking, traffic and road changes, and integration between current and proposed public domain and transport initiatives for each stop. The Plan(s) shall consider, but not necessarily be limited to:
- a) identification of design principles and standards based on:
 - i) local environmental values,
 - ii) urban design context,
 - iii) sustainable design and maintenance (including consideration of anti-graffiti materials),
 - iv) transport and land use integration and system functionality,
 - v) passenger and community safety and security, and
 - vi) community amenity and privacy.
 - vii) consideration of relevant design standards such as *Guidelines for the Development of Public Transport Interchange Facilities* (Ministry of Transport, 2008), *Crime Prevention through Environmental Design Principles*, *Water Sensitive Urban Design*, *NSW Sustainable Design Guidelines Version 3* (TfNSW, 2013), *AS4282-1997 Control of the obtrusive effects of outdoor lighting*, and relevant agency and Council design standards relevant to the LGA where the Stop is located (such as Randwick City Council's *Light Rail Urban Design Guidelines*).
 - b) independent safety audits for all stops, including appropriate platform sizes to accommodate the maximum number of passengers;
 - c) final design, infrastructure, management and service measures, and the level of access and service to be achieved for all users;
 - d) location and identification of existing and proposed landscaping and the Revegetation Compensation Package required by condition B52, with specific consideration to limiting impacts to vegetation listed on the relevant Council's significant tree register;
 - e) identification of stop names;
 - f) design details including sections, graphics, sketches and perspective views from different viewpoints of the built elements of the SSI, including:
 - i) hard and soft landscaping, catenary, lighting, station canopies, platforms, public art and street furniture;
 - ii) retaining walls, substations and the like, with detailed consideration given to undergrounding substations where reasonable and feasible,
 - iii) fencing/pedestrian barriers, noise mitigation, lighting, privacy screening,
 - iv) signage (including wayfinding signage),
 - v) stop infrastructure and passenger facilities (such as bus, taxi, vehicle and emergency vehicle access and parking, driver facilities, paths, bicycle parking and lockers, ticketing facilities, kiosks/cafes, amenities);
 - vi) measures to minimise the impact of these elements, particularly with respect to the impacts on adjoining residences, educational facilities, open space areas and heritage items and landscapes, and
 - vii) the level of access and service to be achieved for all users.
 - g) consideration of relevant legislation such as the *Disability Discrimination Act 1992*;

- h) in relation to the High Cross Park Interchange, information to satisfy the requirements of condition B32 relating to parking and the retention of the War Memorial;
- i) in relation to the Kingsford Transport Interchange, information to satisfy the requirements of condition C8 and the following:
 - i) measures to ensure pedestrian safety, and analysis of traffic light phasing and effects this may have on the behaviour on the safety of pedestrians (incorporating safety by design principles, customer experience and acceptable delays modelling;
 - ii) modelling of pedestrian and vehicular traffic flows around the interchange and the multi-road intersection known as the Nine Ways intersection and the surrounding precinct;
 - iii) investigations for replacement of the proposed slip lane from Anzac Parade southbound into Rainbow Street with a deceleration lane to increase the size of the adjacent landscaped area.
 - j) operational management provisions for future operational requirements, including maintenance, security and management responsibilities, and measures to maintain stops and landscaping works, including weed control, to the design standards established in the Plan, where necessary.

The Plan(s) shall be prepared in consultation with the Reference Groups in Schedule B Part A of this approval, City of Sydney, Randwick City Council and RMS and shall be supported by traffic and transport analysis. Where necessary, consultation shall also be undertaken with major landholders adjoining stop locations. The Plans shall detail a delivery and implementation program and shall be provided to the Secretary and made publicly available prior to construction, unless otherwise agreed by the Secretary. Evidence of consultation shall be provided as part of the Plan(s).

Note: Any consultation with Councils or other organisations required in this approval shall be undertaken in addition to any representation associated with participation through a Reference Group.

8. Insert a new condition, condition B27A, as follows:

B27A Reinstatement of the dedicated left turn lane from George Street northbound to Grosvenor Street is not permitted unless the Proponent, following further analysis of the intersection operation, can demonstrate to the satisfaction of the Secretary that demand or geometry of the intersection requires this movement.

9. Abbreviate Business Reference Group in condition B29 as BRG.

10. Replace existing condition B33 with the following:

B33 A **Pedestrian and Cyclist Network and Facilities Strategy** shall be prepared in consultation with Councils, RMS, Bicycle NSW, Centennial Park and Moore Park Trust and relevant Reference Groups. The Strategy shall identify alternative pedestrian and cycle paths, during construction and operation, including facilitation of future cycle paths and dedicated cycleways as identified in state and local government plans, with the objective of providing seamless, coherent, visible, and safe pedestrian and cycle access throughout and adjacent to the corridor. The Strategy shall consider:

- (a) existing and proposed local and regional pedestrian and cycle facilities and strategies;
- (b) safety for pedestrians in pedestrianised zones;
- (c) alternative cycle routes during construction, based on safety and efficiency, and contingencies in the event that relocated routes are found to be inadequate;
- (d) pedestrian and cycle access, including local and regional pedestrian and bicycle connections;
- (e) demand for pedestrian and cycle facilities with consideration of encouraging an increased pedestrian and cycle mode share;
- (f) signage and way finding along the routes;
- (g) cycle storage facilities on light rail vehicles; and
- (h) the requirements of relevant design standards, including Austroads and NSW bicycle guidelines.

The Proponent shall implement the Strategy and incorporate it into the **Stop Access and Design Plan(s)** (condition B27).

11. Replace existing B35 with the following condition:

B35 The Proponent shall, during the detailed design, consult with bus operators in relation to the provisions of both short and long term bus layover, drop-off or pick-up facilities where these are

directly impacted by the SSI, including but not restricted to Eddy Avenue, Rawson Place, Randwick Racecourse, Darley Road, High Street, Anzac Parade and Todman Avenue during construction and operation. The Proponent shall ensure that the reasonable requests of bus operators are met.

12. Replace existing condition B36 with the following:

- B36 Prior to construction of the Randwick Stabling Facility, the Proponent shall prepare a detailed design for the facility. The design of the facility must be prepared in consultation with the UDRG, CRG and Randwick City Council. If the design criteria, as outlined below, are not achieved, the design of the facility shall be submitted to the Secretary for approval accompanied by justification for any changes and evidence of consultation. The final design shall be implemented as part of the SSI. The design must ensure:
- (a) Identification of urban design principles and standards based on:
 - i) local environmental and heritage values;
 - ii) urban design context;
 - iii) sustainable design and maintenance;
 - iv) community amenity and privacy; and
 - v) consideration of relevant design standards such as *Crime Prevention through Environmental Design Principles* and agency and Council design standards including Council's *Light Rail Urban Design Guidelines* and *Randwick City Council's DCP 2013*.
 - (b) Retention, to the maximum extent possible, of the row of trees along the western boundary of the site, screening the residential properties fronting Doncaster Avenue,
 - (c) To minimise visual impact to surrounding residential properties as well as views from Randwick Racecourse, provision of appropriate landscaping, including details on the location of existing and retained vegetation, the proposed removal of vegetation and proposed landscaping;
 - (d) Where the finished floor level of any building or structure is greater than 2 metres above ground level (existing) and faces a residential building, facades shall be designed to ensure visual impact is minimised to the greatest extent practicable and include the use of privacy screening and façade relief treatments (including, but not limited to the introduction of articulated facades and variation in finished materials etc).
 - (e) The maximum height of any buildings or structures required as part of the stabling facility is 10.5 metres above ground level (existing) with the exception of the sand silo where it can be demonstrated to the satisfaction of the Secretary that it cannot be designed, constructed and operated to meet this requirement;
 - (f) The minimum setback of any building from any residential property boundary is 5 metres;
 - (g) Structures (such as noise walls) where the top of the structure is greater than 3 metres above the existing ground level shall be setback 1 metre from the residential boundary for every half a metre above 3 metres in height;
 - (h) Compliance with the overshadowing/solar access provisions of Randwick DCP 2013;
 - (i) Consideration of the location for a future cycleway connecting Alison Road to High Street via the Randwick Racecourse within the stabling facility land;
 - (j) Compliance with the noise levels within the Industrial Noise Policy (inclusive of traffic movements generated by the facility), including details of noise mitigation measures;
 - (k) No worsening of flooding impacts to adjoining residential areas and/or the Royal Randwick Racecourse as defined in condition B65;
 - (l) Impacts on heritage items within the Royal Randwick Racecourse and Doncaster Avenue are minimised;
 - (m) New external lighting:
 - i) Complies with *AS 4282-1997 Control of Obtrusive effects of outdoor lighting*; and
 - ii) Is directed in a way that it does not create a nuisance or light spill to adjoining buildings or properties;
 - (n) In meeting the criteria listed above, the following is to be provided to the Department to document compliance:
 - i) Graphics such as sections, perspective views and sketches on key elements of the stabling facility (such as administration, parking, wash plant, track configuration, acoustic shed if relevant and noise walls) from various view points;
 - ii) Plans outlining design details of materials and colours of all exterior and landscape elements;
 - iii) How relevant design standards have been considered in the design; and
 - iv) Evidence of consultation in relation to the design of the facility.

13. Replace existing condition B37 with the following:

- B37 Prior to construction of the Lilyfield Maintenance Facility the Proponent shall prepare a detailed design for the facility. The design of the facility must be prepared in consultation with the UDRG,

CRG and Leichhardt Municipal Council. If the design criteria, as outlined below, are not achieved, the design of the facility shall be submitted to the Secretary for approval accompanied by justification for any changes and evidence of consultation. The final design shall be implemented as part of the SSI. The design must ensure:

- a) Identification of urban design principles and standards based on;
 - i) urban design context and surrounding land use and built form;
 - ii) sustainable design and maintenance; and
 - iii) consideration of relevant design standards such as Crime Prevention through Environmental Design Principles and relevant agency and Council design standards.
- b) Retention, to the maximum extent possible, of the existing mature trees that line Lilyfield Road that provide visual screening to adjacent residences;
- c) Provision of appropriate landscaping, including details on the location of existing and retained vegetation, the proposed removal of vegetation and proposed landscaping;
- d) The maximum height of any buildings or structures required as part of the maintenance facility is 10.5 metres above ground level (existing);
- e) New external lighting:
 - i) Complies with AS 4282-1997 Control of Obtrusive effects of outdoor lighting; and
 - ii) Is directed in a way that it does not create a nuisance or light spill to adjoining buildings or properties;
- f) The internal road layout and access to the facility minimises vehicle headlights shining into residential properties along Lilyfield Road;
- g) Alternative access arrangements for existing tenants on the site impacted by the facility are provided where required;
- h) Compliance with the noise limits in condition C2, including details of noise mitigation measures;
 - i) In meeting the criteria listed above, the following is to be provided to the Department to document compliance:
 - ii) Graphics and design details including as sections, perspective views and sketches on key elements of the maintenance facility (such as the maintenance building, parking areas, substations(s) and internal access arrangements) from various view points;
 - iii) Plans outlining design details of materials and colours of all exterior and landscape elements;
 - iv) How relevant design standards have been considered in the design; and
 - v) Evidence of consultation in relation to the design of the facility.

14. Replace existing condition B38 with the following:

B38 Prior to construction of the Anzac Parade Pedestrian Bridge, the Proponent shall prepare a detailed design for the bridge. The design of the bridge must be prepared in consultation with OEH (Heritage), RMS, the UDRG, CRG, City of Sydney and the Centennial Park and Moore Park Trust. If the design criteria, as outlined below, are not achieved, the design of the facility shall be submitted to the Secretary for approval accompanied by justification for any changes and evidence of consultation with the abovementioned organisations. The final design shall be implemented as part of the SSI. The design of the bridge must be sympathetic to the design of the adjacent Albert (Tibby) Cotter Walkway with the aim of minimising its visual impact and ensure:

- a) Identification of urban design principles and standards based on:
 - i) local environmental and heritage values;
 - ii) urban design context;
 - iii) sustainable design and maintenance;
 - iv) lighting;
 - v) community amenity; and
 - vi) consideration of relevant design standards such as *Crime Prevention through Environmental Design Principles* and *Bridge Aesthetics: Design Guidelines to Improve the Appearance of Bridges in NSW* (RTA, 2003).
- b) Provision of appropriate landscaping, including details on the location of existing and retained vegetation, the proposed removal of vegetation and proposed landscaping;
- c) Specific measures to limit visual impacts of the bridge on surrounding landuses and adjacent lands managed by the Centennial Park and Moore Park Trust;
- d) Consideration of direct access from the bridge to the Moore Park stop platform;
- e) Cumulative impacts are mitigated from the construction of the concurrent RMS pedestrian bridge over Anzac Parade at Moore Park;
- f) Graphics and design details of built elements to meet the following criteria;
 - i) minimum height clearance over Anzac Parade roadway of 5.5 metres;
 - ii) no support structures within the Anzac Parade median;
 - iii) a total width across the Anzac Parade roadway of no more than 5 metres including deck, truss and safety screens;

- iv) no advertising structures or material to be affixed to the bridge;
- g) Specific measures to avoid or minimise heritage impacts to the bear pit in the vicinity of Sydney Girls High School and the heritage value of Anzac Parade;
- h) In meeting the criteria listed above, the following is provided to the Department to document compliance:
 - i) graphics such as sections, perspective views and sketches of the bridge and its accesses from various view points;
 - ii) plans outlining design details of materials and colours, screens and support structures;
 - iii) how relevant design standards have been considered in the design; and
 - iv) evidence of consultation in relation to the design of the facility.

15. Insert a new condition, B38A, as follows:

B38A Where direct access from the Anzac Parade Pedestrian Bridge to the Moore Park stop platform cannot be provided, the Proponent shall prepare a safety case demonstrating, to the satisfaction of the Office of the National Rail Safety Regulator, that schoolchildren can safely access the Moore Park stop during peak school start and finish times.

16. Replace existing condition B39 with the following:

- B39 Prior to construction of the Moore Park Portals, bridge over the Eastern Distributor and the relocated Surry Hills substation, the Proponent shall prepare a detailed design for the structure(s). The design of the structure(s) must be prepared in consultation with the UDRG, CRG, City of Sydney and the Centennial Park and Moore Park Trust. If the design criteria, as outlined below, are not achieved, the design of the facility shall be submitted to the Secretary for approval accompanied by justification for any changes and evidence of consultation. The final design shall be implemented as part of the SSI. The design must ensure:
- a) Identification of urban design principles and standards based on:
 - i) urban design context;
 - ii) sustainable design and maintenance;
 - iii) lighting;
 - iv) community amenity; and
 - v) consideration of relevant design standards such as *Crime Prevention through Environmental Design Principles* and *Bridge Aesthetics: Design Guidelines to Improve the Appearance of Bridges in NSW* (RTA, 2003).
 - b) Provision of appropriate landscaping, including details on the location of existing and retained vegetation, the proposed removal of vegetation and proposed landscaping;
 - c) Specific measures to limit visual and 'land-take' impacts of the bridge, portals and substation on surrounding playing fields and adjacent heritage items. In relation to the substation, it must be located entirely underground with access and ventilation integrated with the tunnel structure. No component of the substation shall intrude into or impact on the use of the surface of Moore Park;
 - d) Safety measures to address:
 - i) Public access into the portals;
 - ii) Private vehicle or bike movements into the portals;
 - iii) Stray balls (anti-throw screening); and
 - iv) Sight distance/speed of light rail vehicles interacting with South Dowling Street footpath and road users.
 - e) In meeting the criteria listed above, the following is provided to the Department to document compliance:
 - i) Graphics such as sections, perspective views and sketches of the bridge and portals from various view points;
 - ii) Plans outlining design details of materials and colours, screens and support structures;
 - iii) How relevant design standards have been considered in the design; and
 - iv) Evidence of consultation in relation to the design of the facility.

17. Insert a new condition, B39A as follows:

B39A Prior to construction within the boundary of Centennial Park from the intersection of Alison Road and Anzac Parade to the intersection of Alison Road and Darley Road, including the route alignment, works to increase the height of the flood levee or associated retaining wall, shared pathway or the Randwick Racecourse stop, the Proponent shall prepare a detailed design for works in this area. The design must be prepared in consultation with the Centennial Park and Moore Park Trust, UDRG, CRG, and Randwick City Council. If the design criteria, as outlined below, are not achieved, the design of the works shall be submitted to the Secretary

for approval accompanied by justification of any changes and evidence of consultation. The final design shall be implemented as part of the SSI. The design must ensure:

- (a) Identification of urban design principles and standards based on:
 - i) urban design context;
 - ii) sustainable design and maintenance;
 - iii) lighting;
 - iv) community amenity; and
 - v) consideration of relevant design standards such as *Crime Prevention through Environmental Design Principles*, agency and Randwick City Council's design standards including *Light Rail Urban Design Guidelines* and DCP 2013;
- (b) Minimising the amount of land owned by the Centennial Park and Moore Park Trust to be used by the SSI
- (c) Details of how transplanting of any trees requiring removal has been considered, as required by Condition B48;
- (d) Provision of appropriate landscaping, including details on the location of existing and retained vegetation (i.e. avoidance of the trees associated with "Maiden's Row"), the proposed removal of vegetation and proposed landscaping;
- (e) Specific measures to limit visual and 'land-take' impacts, including measures to soften the appearance of the retaining wall;
- (f) No worsening of flooding impacts to Centennial Park as defined in Condition B65;
- (g) Safety measures to address:
 - i) Event crowds accessing the platform; and
 - ii) Conflicts between pedestrian and cyclist movements on the shared path.
- (h) In meeting the criteria listed above, the following is provided to the Department to document compliance:
 - i) Graphics such as sections, perspective views and sketches of the works from various view points;
 - ii) Plans outlining design details of materials and colours;
 - iii) How relevant design standards have been considered in the design; and
 - iv) Evidence of consultation in relation to the design of the works.

18. Insert a new condition, B39B and associated heading "Moore Park Event Staff Amenities and Back-up Control and Communications Building" as follows:

B39B Prior to the construction of the Moore Park Amenities building, the Proponent shall prepare a detailed design for the building in consultation with the UDRG, CRG, Centennial Park and Moore Park Trust and City of Sydney. If the design criteria, as outlined below, are not achieved, the design of the building shall be submitted to the Secretary for approval accompanied by justification of the changes and evidence of consultation. The final design shall be implemented as part of the SSI. The design must ensure:

- (a) Identification of urban design principles and standards based on:
 - i) urban design context;
 - ii) sustainable design and maintenance;
 - iii) lighting;
 - iv) community amenity; and
 - v) consideration of relevant design standards such as *Crime Prevention through Environmental Design Principles* and relevant agency and Council design standards;
- (b) Consideration of locating the building underground within the stop envelope and if not, reasons to justify why it is required aboveground.
- (c) Specific measures to limit visual and 'land-take' impacts;
- (d) In meeting the criteria listed above, the following is to be provided to the Department to document compliance:
 - i) Graphics such as sections, perspective views and sketches on key elements of the building from various viewpoints clearly indicating its scale and appearance;
 - ii) Plans outlining design details of materials and colours of all exterior and landscape elements;
 - iii) How relevant design standards have been considered in the design; and
 - iv) Evidence of consultation in relation to the design of the facility.

19. Replace existing condition B44 with the following:

B44 The SSI shall be designed, constructed and operated wire-free from its commencement at Circular Quay to Wynyard, and the full extent of the pedestrian zone along George Street (except where transitioning between power supply sources at the Town Hall stop), unless it can be demonstrated to the satisfaction of the Secretary that catenary is required to maintain the reliability of the service between Circular Quay and Wynyard.

20. Replace existing condition B47 with the following:

B47 The Proponent shall, to the greatest extent possible, minimise the removal of vegetation, including at Circular Quay, Moore Park and surrounds, Anzac Parade, Centennial Park and surrounds, Royal Randwick Racecourse (along Alison and Wansey Roads), High Cross Park and within the UNSW lands. Where vegetation has been removed, reinstatement and supplement landscaping shall be undertaken in accordance with the Revegetation Compensation Package required by condition B52. The two mature fig trees located on Centennial Park and Moore Park Trust lands at the end of the heritage listed perimeter fence on the corner of Alison Road and Darley Road shall not be impacted by the SSI.

21. Insert a new condition B47A as follows:

B47A In the first instance the Proponent shall avoid the removal of trees that provide visual screening for Martin Road/Robertson Road residents. However, should trees be required to be removed for operational reasons, the Proponent is required to demonstrate, to the satisfaction of the Secretary, why sharing the bus lane further north (between Robertson Road and Alison Road) is not feasible. This does not include the requirement to remove the two mature trees located adjacent to the corner of Alison Road and Anzac Parade as these require removal to accommodate the left turn slip lanes from Anzac Parade to Alison Road.

22. Insert a new condition, B47B as follows:

B47B The Proponent shall limit the removal of significant trees (mature and semi-mature fig trees) along Anzac Parade as part of the construction of the cut and cover tunnel. Prior to the removal of any trees for the construction of the tunnel, the Proponent shall demonstrate, to the satisfaction of the Secretary, that it has investigated the following options, and any other option that may be identified by the contractor, to further reduce the impacts to trees in the construction footprint as a result of the Anzac Parade lane diversions:

- (a) Temporarily relocating the footpaths on either side of the road (or temporarily limiting the provision of footpaths to one side of the road) to provide more space for traffic lanes; and
- (b) Providing five traffic lanes for Anzac Parade instead of six.

Where these options do not result in traffic flow arrangements acceptable to the RMS, information must be submitted to the Secretary to justify why this is the case, including supporting information from the RMS.

Notwithstanding whether one of the above options is implemented as part of construction, the Proponent shall also employ construction techniques that minimise impacts to tree root zones at all times along Anzac Parade (to its intersection with Alison Road), Alison Road and Wansey Road, including but not limited to those identified in environmental management measure T4 within Table 4.2 of the Modification Report referred to in condition A1e).

23. Replace existing condition B48 with the following:

B48 The Proponent shall commission an independent arborist, approved by the Secretary, to prepare a comprehensive Tree Report for the SSI. The report shall be prepared in consultation with the UDRG and identify the impacts of the SSI on trees and vegetation within and adjacent to the construction zone. The report shall recommend measures to avoid the removal of trees or minimise damage to existing trees and is to ensure the health and stability of those trees to be protected. This includes details of any proposed canopy or root pruning, excavation works, site controls on waste disposal, vehicular access, storage of materials and protection of public utilities. Where it is found that tree removal is necessary, the arborist shall identify whether trees to be removed can be transplanted within the vicinity of their current locations. The locations shall be determined in consultation with the relevant Council and/or the Centennial Park and Moore Park Trust. A copy of the report shall be submitted to the Secretary prior to the commencement of construction. All recommendations of the report shall be implemented by the Proponent, unless otherwise agreed by the Secretary.

24. Replace existing condition B51 with the following:

B51 Prior to the commencement of construction of permanent built works, the Proponent shall prepare an **Urban Design and Landscape Plan** for the SSI in consultation with the UDRG, City of Sydney, Randwick City Council and Centennial Park and Moore Park Trust and submit it to the Secretary for approval. The Plan may be submitted in stages to suit the staged construction of the SSI, however shall include, but not necessarily be limited to:

- (a) identification of design objectives and standards based on local environmental and heritage values, urban design context, sustainable design and maintenance, transport and land use integration, passenger and community safety and security, community amenity and privacy, and consideration of relevant design standards and guidelines and Council guidelines including *Randwick City Council Light Rail Urban Design Guidelines*;
- (b) details on the plans to provide, mitigate and/or augment landscaped areas and elements, with landscaping works to offset the removal of vegetation along the route;
- (c) landscape screening of the SSI where receivers have been identified as likely to experience high residual visual impacts, in consultation with affected receivers and opportunities for providing at-receiver landscaping to further screen views;
- (d) design details of the built elements of the SSI and the measures to minimise the impact of these elements, particularly with respect to the impacts on adjoining residences, educational facilities, open space areas, heritage items and landscapes;
- (e) specific plans proposed to enhance the public domain and integrate the proposal within its environment;
- (f) details on pedestrian and cycle access elements and fixtures, including crossings, secure cycle facilities, and other fixtures such as seating, lighting, fencing, signage etc, to enhance connectivity and the provision of a safe and secure environment;
- (g) details on public art and heritage (indigenous and non-indigenous) interpretation installations;
- (h) graphics such as sections, perspective views and sketches for key elements, but not limited to built elements;
- (i) implementation, management and monitoring strategies to ensure the establishment and ongoing maintenance of built elements and landscaped areas (including weed control), including performance standards and contingency measures; and
- (j) evidence of consultation with the abovementioned organisations on proposed materials palette, landscaping treatments and other urban design elements prior to its finalisation.

25. Replace condition B52 with the following condition:

- B52** The Proponent shall develop and implement a **Revegetation Compensation Package** for the SSI to outline how vegetation impacts will be compensated for within and adjacent to the corridor. The Package shall be prepared and submitted to the Secretary for approval prior to removal of vegetation, unless otherwise agreed by the Secretary, and in consultation with relevant Councils, the UDRG and the Centennial Park and Moore Park Trust in accordance with TfNSW's Vegetation Offset Guide (2013). The Package should ensure that all vegetation loss, is appropriately offset through regeneration or replanting and include:
- (a) the identification of the extent and types of vegetation impacts as a result of the final design of the SSI;
 - (b) details of impact mitigation measures to compensate for vegetation removal;
 - (c) measures for the management, protection and monitoring of the compensatory vegetation, for a minimum period of two years;
 - (d) timing and responsibilities for the implementation of the provisions of the Package.

To mitigate visual impacts, direct replacement of vegetation lost should be undertaken in the vicinity of where the vegetation was impacted (where space permits). For all other vegetation to be replanted as part of the Revegetation Compensation Package, vegetation shall be replaced within the same Local Government Area as the impact occurs, unless otherwise agreed by the Secretary.

Where monitoring shows inadequate compensation has been achieved, remedial actions must be undertaken to ensure that the objectives of the Package are achieved.

26. Delete reference to "the Swab building" in condition B60.

27. Replace existing condition B62 with the following:

- B62** The Proponent shall not destroy, modify or otherwise physically affect any heritage items outside the approved SSI alignment (as defined in the documents referred to in condition A1), unless otherwise agreed by the Secretary.

28. Replace existing condition B65 with the following:

- B65** The Proponent shall design and construct the SSI, to the extent that is reasonable and feasible and as agreed by the Secretary, to not worsen existing flood characteristics in the vicinity of the SSI. Not worsen is defined as:
- (a) A maximum increase flood levels of 10 mm in a 100 year average recurrence interval (ARI) flood event; and

- (b) A maximum increase in time of inundation of one hour in a 100 year ARI flood event; and
- (c) any increase in high hazard flooding as defined in Appendix L of the NSW Government's *Floodplain Development Manual* (2005).

29. Insert a new condition, B86A as follows:

B86A The design of the SSI along Alison Road must ensure the new infrastructure provided by the SSI appropriately connect and integrate with elements within the Centennial Park Master Plan 2040 (dated November 2013). Any required revisions to the Master Plan design, required as a result of the SSI, shall be coordinated and funded by the Proponent in consultation with Centennial Park and Moore Park Trust. Any costs associated with rectification works within the area of disturbance of the SSI or as a consequence of the SSI, shall be borne by the Proponent, or as otherwise agreed by the Secretary.

Note: The removal of the Darley Road left turn slip lane from Alison Road was identified as a future work with a value of \$150,000 in the Centennial Park Master Plan 2040. As the Proponent will undertake this work as part of the SSI, the value shall be subtracted from any additional costs incurred by the Proponent in meeting the requirement of this condition

30. Insert a new condition C1A, as follows:

C1A The Proponent shall undertake a reassessment of operational noise impacts from the SSI in accordance with the *Rail Infrastructure Noise Guideline* (EPA, 2012) if frequencies increase as part of normal operations such that more frequent services occur, within the first 10 years of operation. More frequent services are defined as:

- (a) a light rail service more frequent than one every 3.25 minutes between 7.00 am and 7.00 pm within the CBD; or
- (b) a light rail service more frequent than one every 6.5 minutes on either the Kensington or Randwick branch lines.

If the reassessment shows that there are additional exceedances of the trigger levels, reasonable and feasible mitigation measures shall be identified in consultation with the affected property owner. Any required mitigation measures shall be implemented prior to the change to service frequency, or as otherwise agreed by the Secretary.

31. Replace Table C2 in schedule B with the following table:

Table C2 – Operational Noise Limits for Substations at Sensitive Receivers (dBA)

Location	L_{Aeq} (15 min) at all Times	Receiver Description
Circular Quay	55	Residential
Martin Place	65	Commercial
Haymarket (Parker Street)	65	Library
Chalmers Street	60	Residential
	65	Commercial
Moore Park	50	Passive Recreation
Kensington/Moore Park	55	Active Recreation
Royal Randwick Racecourse/Stabling Facility	44	Residential
High Cross Park	48	Residential
High Street (adjacent to Anzac Parade)	51	Residential
Kingsford	51	Residential

32. Insert a new condition, C13A as follows:

C13A In the event of the change to the future frequency of services outlined in condition C1A, the Proponent shall undertake noise and vibration monitoring to assess the adequacy of mitigation

measures to demonstrate compliance with the predictions of the noise assessment referred to in the Operational Noise and Vibration Review required by condition C12. If the report indicates an exceedance of the noise and vibration criteria identified in the Operational Noise and Vibration Review, the Proponent shall implement further reasonable and feasible measures to mitigate these exceedances in consultation with affected property owners and/or occupiers. A copy of the report shall be submitted to the Secretary within 28 days of its completion.

33. Replace the map in Appendix 1 with the following map (with World Square stop removed):

