



Transport  
for NSW

# Jannali Station Upgrade

## Determination Report



March 2016



Transport  
for NSW

# Jannali Station Upgrade Determination Report

**Transport Access Program**

Ref - 4899744

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### Document control

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<b>Document reviewers:</b>	Kai Budd, Nick Daly, John Burke, Kate McElhone, Ben Groth
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# Glossary and abbreviations

Term	Meaning
<b>CEMP</b>	Construction Environmental Management Plan
<b>CoA</b>	Condition of Approval
<b>Concept design</b>	The concept design is the preliminary design presented in the REF, which would be refined by the Contractor (should the Proposal proceed) to a design suitable for construction (subject to TfNSW acceptance).
<b>Contractor</b>	The Contractor for the Proposed Activity would be appointed by TfNSW to undertake the detailed design and construction of the Proposed Activity
<b>DDA</b>	<i>Disability Discrimination Act 1992 (Cwlth)</i>
<b>Detailed design</b>	Detailed design broadly refers to the process that the Contractor undertakes (should the Proposal proceed) to refine the concept design to a design suitable for construction (subject to TfNSW acceptance).
<b>DSAPT</b>	<i>Disability Standards for Accessible Public Transport (2002)</i>
<b>EP&amp;A Act</b>	<i>Environmental Planning and Assessment Act 1979 (NSW)</i>
<b>EP&amp;A Regulation</b>	<i>Environmental Planning and Assessment Regulation 2000 (NSW)</i>
<b>EPBC Act</b>	<i>Environment Protection and Biodiversity Conservation Act 1999 (Cwlth)</i>
<b>Infrastructure SEPP</b>	<i>State Environmental Planning Policy (Infrastructure) 2007 (NSW)</i>
<b>LGA</b>	Local Government Area
<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 Part 5 of the EP&A Act – in this instance, TfNSW
<b>Proposed Activity</b>	The construction and operation of the Jannali Station Upgrade
<b>REF</b>	Review of Environmental Factors
<b>TfNSW</b>	Transport for NSW (the Proponent)



# Executive summary

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## Overview of Proposed Activity

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

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

The Proposed Activity involves construction of a new pedestrian bridge, lifts and station entrances and other infrastructure to provide safe and equitable access to both station platforms and across the railway; and would also improve customer facilities and amenity. The improvements would in turn assist in supporting the growth in public transport use and would provide an improved customer experience for existing and future users of the station.

TfNSW, as the Proponent for the Proposed Activity, has undertaken a Review of Environmental Factors (REF) that details the scope of works and environmental impacts associated with the Proposed Activity. The REF was prepared by TfNSW in accordance with the requirements of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and clause 228 of the *Environmental Planning and Assessment Regulation 2000* (EP&A Regulation).

## Modifications to the Proposed Activity

No modifications have been made to the Proposed Activity since the REF was prepared, however modifications may be considered during the detailed design phase.

Should design modifications be required as a result of the detailed design process, these modifications would be assessed to determine consistency with the Approved Project, including significance of impact on the environment. Additional mitigation measures and/or consultation would be undertaken where necessary.

## Purpose of this report

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

## Conclusion

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

# 1 Introduction

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## 1.1 Background

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

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

On 23 April 2012, the Minister for Transport announced the Transport Access Program. The program provides a better experience for public transport customers across the State by ensuring infrastructure improvements are delivered in a co-ordinated and integrated way.

The Transport Access Program ensures the integrated planning and delivery of works with the aim of providing:

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

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

## 1.2 Review of Environmental Factors

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

The Jannali Station Upgrade REF was placed on public display from 29 January 2016 to 12 February 2016, with 22 submissions received. Issues raised in these submissions are addressed in Section 2.3 of this report.

### 1.3 Determination Report

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

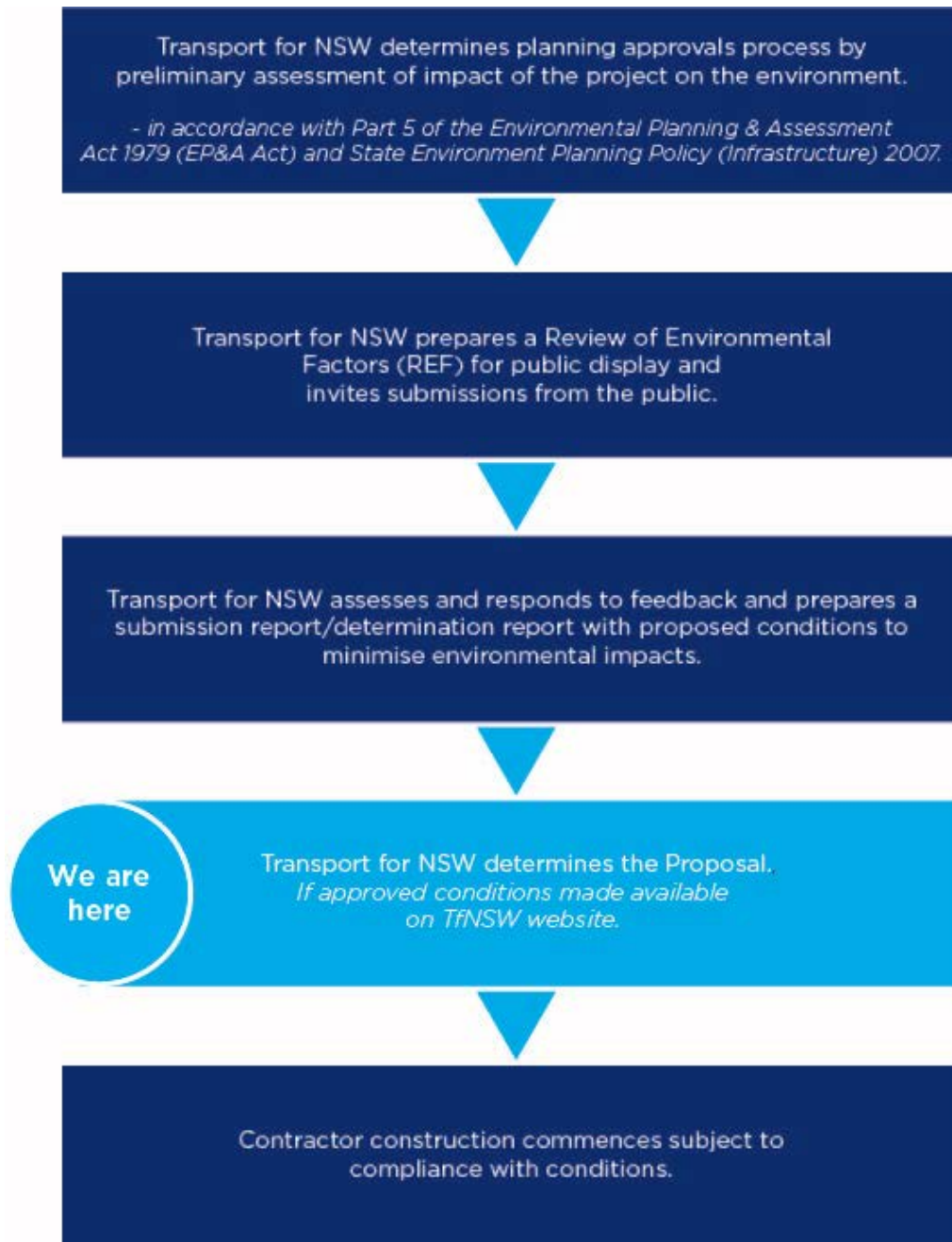


Figure 1: Planning approval process



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

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

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

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

## **1.4 Description of the Proposed Activity in the REF**

The Proposed Activity would include upgrade works to Jannali Station which is located approximately 23 kilometres south of Sydney, in the Sutherland Shire Local Government Area (LGA).

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

There is currently partial DDA-compliance to station platforms via stairs/ramps from each side of the railway. However, many of the footpaths around the station that connect to the bus stops, the taxi zone and car parks are non-compliant with steep grades, and do not align with pedestrian desire lines, presenting safety issues and other surveillance issues. In addition, the Railway Crescent road bridge, approximately 50 metres south of the station, is the only place for pedestrians/cyclists to cross the railway via a steep and indirect path.

The Jannali Station Upgrade is required to provide safe and equitable access to both station platforms and across the railway to the surrounding pedestrian network; and would also improve customer facilities and amenity. The improvements would in turn assist in supporting the growth in public transport use and would provide an improved customer experience for existing and future users of the station.

An overview of the Proposed Activity, which is the subject of the Jannali Station Upgrade REF, is provided in the Executive Summary with full details set out in Chapter 3 of the REF. In summary, the Proposed Activity as outlined in the REF comprises:

- new stairs, lift and upgraded entry plaza on each side of the station
- new pedestrian bridge to provide access to both platforms and across the railway
- new canopies for weather protection above the pedestrian bridge, stairs, lift landings and entry plazas
- new Family Accessible Toilet on Platform 1

- installation of undercover bicycle racks on both sides of the station
- upgraded footpaths/ramps on Jannali Avenue, Mitchell Avenue and Railway Crescent
- bus zone works including construction of a shelter closer to the station entrance on Jannali Avenue and a new bus zone on Mitchell Avenue
- provision of five accessible parking spaces (three upgraded and two relocated), two kiss and ride spaces and a vehicle turning area in the Oxley Avenue car park connected to the station by a widened footpath
- provision of up to three part-time kiss and ride spaces in Railway Crescent (to be used during peak hours and then continue to be utilised as time-restricted parking during the off peak periods)
- ancillary works, including localised platform regrading (as necessary), adjustments to lighting, improvements to station communication systems with new infrastructure (including CCTV cameras), wayfinding signage, services diversion and/or relocation, station power supply upgrade, and minor drainage works.

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

Construction is expected to commence in 2016 and take around 18 months to complete.

## 2 Consultation and assessment of submissions

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### 2.1 REF public display

The Jannali Station Upgrade REF was placed on public display from 29 January 2016 to 12 February 2016 at three locations, as well as on the [TfNSW website](http://www.transport.nsw.gov.au/projects-tap)<sup>1</sup> and the NSW Government [Have Your Say website](http://www.haveyoursay.nsw.gov.au)<sup>2</sup>

Community consultation activities undertaken for the public display included:

- distribution of 5000 flyers to customers at the station/nearby residents and/or businesses on 29 January 2016
- installation of project signage at Jannali Station
- public display of the REF at Sutherland Shire Library, Sutherland Shire Council and the TfNSW Community Information Centre at 388 George Street, Sydney
- placement of ads in the St George and Sutherland Shire Leader on 2 February 2016
- placement of information on the TfNSW website
- a letter outlining the scope of the Proposed Activity, information on where to view the REF and specialist studies on the TfNSW website, along with details on how to make a submission was sent to Sutherland Shire Council as per the consultation requirements under clause 13 and 14 of the Infrastructure SEPP.

### 2.2 REF submissions

A total of 22 submissions were received by TfNSW, including one from Sutherland Shire Council. Submissions included feedback on a range of issues in relation to the Proposed Activity. The key issues raised in submissions were:

- need for the Proposed Activity
- traffic, transport and access
- visual amenity and urban design
- noise and vibration
- amenities
- street trees and landscaping
- drainage.

### 2.3 Consideration and response to submissions

#### Community submissions

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

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

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

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

No.	Submission no.	Issue/s raised	TfNSW response
<b>1</b>	<b>General</b>		
1.1	JAN01 JAN12 JAN13	Objection to some or all aspects of the Proposed Activity.	Noted.
1.2	JAN03 JAN04 JAN06 JAN07 JAN11 JAN14 JAN17	Support for the Proposed Activity, and/or for improving accessibility at the station.	Noted.
1.3	JAN10	Why were nearby property owners/neighbours not consulted during the preliminary phase/initial studies? Disappointed in the lack of consultation with major stakeholders.	<p>The REF assessed a concept design for the Proposed Activity and included an assessment of the potential impacts to nearby receivers.</p> <p>The findings of the specialist assessments and the REF were then publically exhibited for two weeks to seek feedback from the community. Nearby receivers were notified through a letter-box drop and invited to provide feedback, in addition to the other consultation activities listed in Section 2.1. All feedback from stakeholders is being taken into consideration prior to any determination of the Proposed Activity.</p> <p>The community would be notified of any activities related to the Project with the potential to impact on them prior to these activities taking place.</p>
1.4	JAN17	As part of the project, Sutherland Council should upgrade the park on the western side of the station under the mature trees, and make this a more usable and inviting open space for the community.	<p>Upgrading parks is outside the scope of the Proposed Activity, which is focused on improving public transport facilities.</p> <p>It is recommended that Sutherland Shire Council is approached directly in relation to these matters.</p>

No.	Submission no.	Issue/s raised	TfNSW response
<b>2</b>	<b>Need for the proposal</b>		
2.1	JAN01 JAN08 JAN12 JAN13 JAN15 JAN18	There is already step-free/street level access to the platforms; and access from one platform to another via the road bridge. The money for the new pedestrian bridge/lifts is not justified and is a waste of taxpayer's money.	<p>There is currently partial DDA-compliance to station platforms via stairs/ramps from each side of the railway. However, many of the footpaths around the station that connect to the bus stops, the taxi zone and car parks are non-compliant with steep grades, and do not align with pedestrian desire lines, presenting safety issues and other surveillance issues.</p> <p>In addition, the Railway Crescent road bridge, approximately 50 metres south of the station, is the only place for pedestrians/cyclists to cross the railway via a steep and indirect path. Such extended distances can then encourage illegal crossing of the railway or discourage use of public transport.</p> <p>The Proposed Activity (which includes upgrades to footpaths and a new pedestrian bridge and two new lifts) would allow for a safe and accessible path of travel for rail customers and the community to access both platforms and cross the railway. It would improve safety by accommodating a key pedestrian desire line from Mitchell Avenue to Box Road.</p>



No.	Submission no.	Issue/s raised	TfNSW response
2.2	JAN18	It is noted that the Jannali Station was recently upgraded to install (uncovered) ramps on the western side. Given the existing level access to each platform, a better proposition would have been to upgrade the paths that are external to the station (although having level pathways everywhere is just not possible).	<p>There is currently partial DDA-compliance to station platforms via stairs/ramps from each side of the railway. However, many of the footpaths around the station that connect to the bus stops, the taxi zone and car parks are non-compliant with steep grades, and do not align with pedestrian desire lines, presenting safety issues and other surveillance issues.</p> <p>The Proposed Activity (which includes upgrades to footpaths and a new pedestrian bridge and two new lifts) would allow for a safe and accessible path of travel for rail customers and the community to access both platforms and cross the railway.</p> <p>The scope of works for the Proposed Activity also includes upgrades to external footpaths to ensure compliant grades, additional seating (rest points) and kerb ramps.</p>
2.3	JAN08	The new pedestrian bridge is not required as it would not result in a quicker walking time for those parked on the north-eastern side of the station and who currently walk south past the eastern station entrance, across the road bridge and north back to the western station entrance.	The new pedestrian bridge would accommodate a key desire line from Box Road connecting with Mitchell Avenue, and is expected to improve walking distances for those wishing to travel from the north-eastern side of the station on Railway Crescent to the western side of the station, as they would be able to cross at the new pedestrian bridge rather than walking an additional 50 metres to the south, across the road bridge and returning north to the western station entrance.
2.4	JAN08	The new pedestrian bridge, stairs and canopies are not required and would be a waste of money, given there is only predicted to be a relatively small increase (1,378) in passengers from 5,560 in 2013 to 6,938 in 2036.	The new pedestrian bridge (and stairs), lift landings and station entrances are required to provide a safe and accessible path of travel for rail customers and the community; and have been designed with sufficient widths to allow for an appropriate level of service (i.e. pedestrian flow) in order to accommodate the estimated increase in patronage growth (designs are based on the expected 2036 patronage + 15 per cent).

No.	Submission no.	Issue/s raised	TfNSW response
2.5	JAN16	Jannali Station already has a pedestrian bridge, disabled access to both platforms and canopies over the platforms.	<p>There is currently partial DDA-compliance to station platforms via stairs/ramps from each side of the railway. In addition, the Railway Crescent road bridge, approximately 50 metres south of the station, is the only place for pedestrians/cyclists to cross the railway via a steep and indirect path. Such extended distances can then encourage illegal crossing of the railway or discourage use of public transport.</p> <p>The Proposed Activity (which includes upgrades to footpaths and a new pedestrian bridge and two new lifts) would allow for a safe and accessible path of travel for rail customers and the community to access both platforms and cross the railway.</p> <p>There is also an opportunity to increase canopy coverage, particularly at station entrances to improve customer amenity and provide weather protection.</p>
2.6	JAN12	The upgrade is a waste of money and it is not clear who would benefit, except for the consultants who prepared the impact statements which are meaningless.	<p>The Proposed Activity is part of the Transport Access Program and would improve accessibility and customer amenity at Jannali Station.</p> <p>It would also allow for better connectivity between different modes of transport and improve safety. The Proposed Activity would also assist in responding to forecasted growth in the region and as such would support growth in commercial and residential development.</p> <p>As part of any proposed station upgrade, TfNSW is required under legislation to consider the potential impacts of the activity. To meet these obligations, a REF and specialist reports were prepared to assess the potential impacts of the Proposed Activity and recommend mitigation measures to minimise potential impacts.</p>

No.	Submission no.	Issue/s raised	TfNSW response
2.7	JAN16	Bicycle racks are likely to stay empty as it is a very hilly area.	Providing facilities at transport interchanges to encourage cycling to stations is an objective of the NSW Government Bike and Ride Initiative. The number of bicycle racks for Jannali Station has been determined based on an assessment of the level of service required for now and in the future.
2.8	JAN18	To save money, the lifts could be moved south to the Railway Crescent overpass so that new stairs and a pedestrian bridge would not be required. It would also save the Red Cross shop.	<p>An option to extend/widen the Railway Crescent road bridge with new lifts was considered during design development but was discounted due to issues with the existing clearance levels between the track and bridge and other constructability issues.</p> <p>Providing lifts only at the Railway Crescent road bridge would not be viable as the pedestrian capacity of the existing road bridge would not be sufficient to meet the projected patronage growth, along with similar constructability and clearance issues similar to the option above.</p> <p>With respect to the Red Cross, TfNSW met with the Red Cross on 27 January 2016 to explain the Proposed Activity and impact. The Red Cross can continue to liaise with Sydney Trains about alternative arrangements.</p>
<b>3</b>	<b>Traffic, transport and access</b>		
3.1	JAN05	There are existing safety issues around the informal kiss and ride occurring in the taxi zone and the Traffic, Transport and Access Impact Assessment does not offer an adequate solution. A formal kiss and ride on the eastern side of the station is needed. It is proposed that a portion of the taxi rank and the 1-2 one hour parking spaces immediately east of the taxi rank on Railway Crescent are designated as kiss and ride.	<p>The Traffic, Transport and Access Impact Assessment noted that the taxi rank is used informally for kiss and ride. As such, it is proposed to establish up to three peak-period kiss and ride spaces in the existing parking area immediately east of the taxi rank to accommodate the demand for kiss and ride, although this was not part of the original scope when assessed in the Traffic, Transport and Access Impact Assessment. The requirement to establish kiss and ride on the eastern side of the station is outlined in Condition of Approval (CoA) 38.</p> <p>No changes to the taxi rank are proposed to maintain capacity and separate taxi activity from the kiss and ride.</p>

No.	Submission no.	Issue/s raised	TfNSW response
3.2	JAN07	Concerned about safety and the flow of pedestrians across the Railway Crescent intersection and who may cross against the lights or are distracted by phones etc. This problem is exacerbated by illegal kiss and ride activity in and around the taxi rank. Consultation with the Taxi Council should be undertaken to fix this. Or a boom gate installed at the entry to the taxi rank to prevent other vehicles from entering.	A new peak period kiss and ride is proposed immediately east of the taxi rank in Railway Crescent to provide a designated area for kiss and ride that is separate from the existing taxi rank (to be maintained).
3.3	JAN21	The taxi rank is not well utilised and should instead be converted to kiss and ride, rather than removing the parking directly on Railway Crescent for a restricted hours kiss and ride.	Taxis are an important interchange facility and it is not proposed to alter the taxi rank as part of the Proposed Activity. Up to three parking spaces on Railway Crescent would be restricted while the kiss and ride is used in peak periods.
3.4	JAN05	A formalised kiss and ride on the western side of the station, on both sides of Jannali Avenue, is needed. It is essential that there is kiss and ride on both sides of the road (and also on both sides of the station).	Options to locate kiss and ride on Jannali Avenue close to the station were investigated during design development but was discounted due to the potential safety issues around vehicles looking to overtake the kiss and ride area, where visibility of oncoming traffic is limited.  Options for a shared kiss and ride in the bus zone or peak period kiss and ride further south on Jannali Avenue, or further west on Mitchell Avenue would be investigated during detailed design (refer CoA 38).

No.	Submission no.	Issue/s raised	TfNSW response
3.5	JAN18	Kiss and ride is required on the western side of the station, however the proposed kiss and ride in the Oxley Avenue car park is impractical as it requires a longer distance to access by car and then a long walking distance to the station which is not suitable for those with luggage, the disabled or the elderly.	<p>The proposed kiss and ride and accessible parking in the Oxley Avenue car park would allow for safe operation of these facilities. The connecting footpath would be upgraded and a new seat (rest point) installed to comply with DDA requirements so that there is an accessible path of travel from the car park to the station.</p> <p>A peak period kiss and ride is proposed on the eastern side of the station immediately east of the taxi rank in Railway Crescent.</p> <p>Options to locate kiss and ride on Jannali Avenue close to the station were investigated but discounted due to the potential safety issues around vehicles looking to overtake the kiss and ride area, where visibility of oncoming traffic is limited.</p> <p>Options for a shared kiss and ride in the bus zone or peak period kiss and ride further south on Jannali Avenue, or further west on Mitchell Avenue would be investigated during detailed design (refer CoA 38).</p>
3.6	JAN15	More kiss and ride on both the western and eastern sides of the station is required, where currently there is none.	<p>A peak period kiss and ride is proposed on the eastern side of the station immediately east of the taxi rank in Railway Crescent.</p> <p>Options for a shared kiss and ride in the bus zone or peak period kiss and ride further south on Jannali Avenue, or further west on Mitchell Avenue would be investigated during detailed design (refer CoA 38).</p>



No.	Submission no.	Issue/s raised	TfNSW response
3.7	JAN07	<p>Other traffic measures to help improve safety on Railway Crescent that should be considered include:</p> <ul style="list-style-type: none"> <li>fencing on either side of Railway Crescent to prevent commuters crossing the road unless it is at the lights.</li> <li>installing a traffic island (with fence) in the middle of Railway Crescent down to Beatrice Road to prevent drivers from turning in front of incoming traffic</li> <li>speed humps and calming measures also welcome.</li> </ul>	<p>It is not proposed to undertake any additional road works on Railway Crescent, except to establish the peak period kiss and ride. Other road changes are outside the scope of the Proposed Activity which is focused on improving accessibility and customer amenity at Jannali Station. The operation and maintenance of Railway Crescent is the responsibility of Sutherland Shire Council.</p>
3.8	JAN04 JAN07 JAN14 JAN16 JAN18	<p>There is insufficient commuter parking in the area the upgrade should include a multi-level car park like at Sutherland Station or additional all day car parking spaces to cater for increase patronage and development in the area.</p>	<p>The objectives of the Proposed Activity are to improve accessibility and customer amenity at Jannali Station. The scope of the Proposed Activity does not include additional parking for rail customers.</p>
3.9	JAN15	<p>The existing car parks are too far away from the station for the new lifts to be of use to the elderly/those with a disability. A gated car park that opens after 9:30am close to the station would provide a better service (or restrict parking in sections of the existing car park with signage).</p>	<p>The connecting footpath between the Oxley Avenue car park would be upgraded and a new seat (rest point) installed to comply with DDA requirements, so that there is an accessible path of travel from the car park to the station.</p> <p>The objectives of the Proposed Activity are to improve accessibility and customer amenity at Jannali Station. The scope of the Proposed Activity does not include additional parking for rail customers.</p>

No.	Submission no.	Issue/s raised	TfNSW response
3.10	JAN18	The proposal would reduce unrestricted parking, which is a problem if patronage is to increase. A solution to the parking situation is to construct a car park over the railway cutting south from the Railway Crescent overpass. Putting a 'lid' over the cutting and extending it south to near the intersection of Buller Street and Railway Crescent would result in parking for some 200 cars.	Providing additional car parking around the station is not within the scope of the Proposed Activity which aims to improve accessibility and customer amenity. There would also be additional issues around constructing a car park over the rail cutting and live railway including ensuring that the structures meet the requirements of the necessary safety and rail standards.
3.11	JAN07 JAN19	There is no mention of the car park on the north-eastern side of the station on Railway Crescent. It is overgrown with shrubs and trees, there are potholes and there are no line markings which mean parking is inefficient. There is also no connecting footpath to the station. This should be improved as part of the upgrade.	Improvements such as line remarking in adjacent car parks managed by Sutherland Shire Council is outside the scope of the Proposed Activity.
3.12	JAN09	There are four parking spaces on the south-eastern side of the station between Box Road and the roundabout to the south that should remain open during construction to minimise impacts to adjacent businesses.  Construction vehicles should park on either side of Railway Crescent in the area near the taxi rank.	There is likely to be some temporary loss of parking on Jannali Avenue, Mitchell Avenue and Railway Crescent to allow for construction works and/or to maintain traffic flow if works are to encroach into the road corridor (e.g. for the placement of a crane during weekend track possessions). The specific locations would be dependent on the construction methodology to be developed by the Contractor.  The Contractor would be required to prepare and implement a construction Traffic Management Plan and Community Liaison Plan which would detail impacts to parking and notification requirements. The number of parking spaces to be temporarily removed would be minimised as far as practicable (refer CoA 32 and CoA 7).

No.	Submission no.	Issue/s raised	TfNSW response
3.13	JAN10	Concerned about traffic impacts during construction.	<p>Potential traffic impacts associated with the construction of the Proposed Activity were considered as part of the Traffic, Transport and Access Impact Assessment and are summarised in Section 6.1.2 of the REF.</p> <p>A number of traffic mitigation measures, including but not limited to, maintaining access to the station, limiting temporary parking losses and the preparation and implementation of a construction Traffic Management Plan would be adopted (refer CoA 32).</p>
3.14	JAN10	Concerned about access impacts during construction including access to property (backyard, driveway) and the station.	<p>Access to private property would be maintained during construction unless otherwise agreed by the property owner. Public access to the station would also be maintained during construction.</p> <p>Both property and station access would be addressed as part of the construction Traffic Management Plan (refer CoA 32).</p>
3.15	JAN15	The traffic on the overpass (road) bridge and Jannali is bad enough without adding to the congestion by funnelling passengers on/off the bridge.	<p>The Traffic, Transport and Access Impact Assessment concluded that the Proposed Activity is not anticipated to have a direct increase in traffic generation and that as a result of the works, access to and from the station would be slightly shifted towards active forms of transport as the upgrade would encourage walking and cycling as alternatives to vehicle transport modes.</p> <p>The new pedestrian bridge (and stairs), lift landings and station entrances have been designed with sufficient widths to allow for an appropriate level of service (i.e. pedestrian flow) in order to accommodate the estimated increase in patronage growth (designs are based on the expected 2036 patronage + 15 per cent).</p>
3.16	JAN17	It is not clear whether the pedestrian bridge is part of the 'paid area' of the station or not.	<p>The pedestrian bridge would be unpaid and therefore could be used by the community (as well as rail customers) to cross the railway.</p>

No.	Submission no.	Issue/s raised	TfNSW response
3.17	JAN18	The proposed pedestrian crossing at the bottom of Mitchell Avenue would pose a safety risk and also remove parking for nearby businesses.	<p>An initial Road Safety Audit has been conducted which suggests that the sight distances are appropriate. This would be confirmed as part of a subsequent Road Safety Audits that are required to be undertaken as part of detailed design and upon completion of construction (refer CoA 34).</p> <p>Section 6.2 of the Traffic, Transport and Access Impact Assessment assessed the removal of four parking spaces in this area, and concluded that this was likely to have a minor impact.</p>
3.18	JAN10 JAN13	Commented about train services to Jannali Station and questioned why the 2-5 peak services to the city were removed?	The Proposed Activity is focused on improving accessibility and customer amenity at Jannali Station and consideration of current or future train services is outside the scope, and would not be affected by the Proposed Activity.
3.19	JAN07	Additional bus services should be provided to reduce cars in the area, which would in turn improve safety in the area.	The Proposed Activity is focused on improving accessibility and customer amenity at Jannali Station and consideration of current or future bus services is outside the scope.
3.20	JAN18	There seems to be no need for a bus stop in Mitchell Avenue. Passengers alighting from city trains wishing to catch Como/Bonnet Bay buses have a short walk to the existing stop.	<p>The existing bus stop is located on Railway Crescent and is reached via a steep path and roundabout. The relocation of the bus stop to Mitchell Avenue would allow for an accessible path of travel from the platform to the bus stop and is consistent with the <i>Guidelines for the Development of Public Transport Interchange Facilities</i> (Ministry of Transport, 2008) that recommends that bus stops should be located within 50 metres of the station entrance.</p>

No.	Submission no.	Issue/s raised	TfNSW response
<b>4</b>	<b>Visual amenity and urban design</b>		
4.1	JAN01	The proposed bridge and lifts shafts would be an eyesore and are not in keeping with the surrounding village and leafy suburban area.	<p>A Visual Impact Assessment was prepared for the Proposed Activity, and is summarised in Section 6.2 of the REF. The new elements such as the pedestrian bridge would be visually filtered and partially screened by existing mature tree planting within the station precinct as well as tree cover extending alongside the rail corridor.</p> <p>The Visual Impact Assessment concluded that the Proposed Activity is unlikely to result in a significant impact on the sensitivity of existing views as key infrastructure, including the lifts and pedestrian bridge, would generally be consistent with the scale of some existing multi-storey residential and commercial buildings within the Jannali urban village. The Proposal would also introduce visual elements commonly associated with other stations in urban environments. As part of the Urban Design Plan, the Contractor will be required to consider urban design refinements such as refinement of the pedestrian bridge to reduce visual bulk (refer CoA 35).</p>
4.2	JAN17	The screens on the pedestrian bridge at Oatley Station are hard to see through and reduce visibility for users. Screens with high through-visibility, such as glass, should be used at Jannali Station.	<p>The materials for the façade of the pedestrian bridge would be considered in more detail during the next stages of design and would consider urban design principles, and also the need to comply with various rail and safety standards.</p> <p>An Urban Design Plan would be prepared by a registered architect and/or landscape architect with urban design expertise, and would consider the appropriateness of materials (refer CoA 35).</p>
4.3	JAN17	The pedestrian bridge will have a strong impact from Box Road and this impact should be softened by landscaping and planting on the eastern side of the station.	A Public Domain Plan that would address landscaping would be prepared and implemented by the Contractor (refer CoA 36). CoA 36 also requires that landscaping on both the eastern and western sides of the station adjacent to the station entrances) is considered.



No.	Submission no.	Issue/s raised	TfNSW response
<b>5</b>	<b>Noise and vibration</b>		
5.1	JAN10	Concerned about noise impacts during construction.	Potential noise impacts associated with the construction of the Proposed Activity were considered as part of the Noise and Vibration Impact Assessment and are summarised in Section 6.3.2 of the REF. A number of noise mitigation measures, including the preparation and implementation of a Noise and Vibration Management Plan would be adopted to ensure noise impacts associated with the construction of the Proposed Activity are minimised to the greatest extent that is reasonable and feasible (refer CoA 24).
<b>6</b>	<b>Amenities</b>		
6.1	JAN01	CCTV and undercover bike parking are excellent ideas.	Noted.
6.2	JAN06 JAN11	Supportive of the new lifts as they will make travel easier for the elderly/those with a disability.	Noted.
6.3	JAN02	There is currently a lack of covered areas on the eastern side of the station, please include more shelter on the eastern side of the station.	A new sheltered station entrance on the eastern side would be constructed as part of the Proposed Activity, and would result in an increase in canopy coverage from the existing arrangement.
6.4	JAN15	Disagree with the claim that toilets are to be improved, when a previous 'improvement' resulted in the removal of toilets from the eastern side.	Toilet facilities at the station would be improved through the construction of a new Family Accessible Toilet on the western side of the station (Platform 1). Existing toilet facilities would remain operational.
6.5	JAN18	Supportive of the new Family Accessible Toilet (western side) but concerned no toilet facilities are proposed on the eastern side of the station.	Due to existing space constraints, it is not proposed to install toilet facilities on the eastern side of the station. Existing toilet facilities and the new Family Accessible Toilet on the western side of the station (Platform 1) could be accessed by customers by crossing the pedestrian bridge, if required.

No.	Submission no.	Issue/s raised	TfNSW response
6.6	JAN20	Concerned that the upgrade will affect the Red Cross, which has been there for 40 years, and is a valuable fundraising shop and community meeting place. It is hoped that Transport for NSW could continue assisting the Red Cross.	TfNSW met with the Red Cross on 27 January 2016 to explain the Proposed Activity and impact to the Red Cross. The Red Cross can continue to liaise with Sydney Trains about alternative arrangements.
<b>7</b>	<b>Street trees and landscaping</b>		
7.1	JAN17	Concerned about the removal of two mature native trees, possibly more as they significantly contribute to the character of the area. Their removal should be minimised.	It is noted that the existing trees in the area, and in particular on Jannali Avenue and Mitchell Avenue have a high amenity value and contribute to the streetscape. Where possible, the design has sought to minimise the number of trees to be removed and would also include tree replanting at the station entrance to maintain the visual continuity and amenity (refer CoA 36).
7.2	JAN17	Existing native trees should be protected during construction.	Tree protection measures for trees to be retained would be developed and implemented as part of the Construction Environmental Management Plan and would be monitored through the construction phase (refer CoA 11).
7.3	JAN17	It is noted that one tree is to be replaced by an advanced tree in a planter but the size of the replacement tree is not stated. A planter is also not appropriate as it will constrain growth.	Details of tree replanting would be developed further during detailed design, including selection of appropriate species and planters (if appropriate) by a qualified landscape architect (refer CoA 20 and CoA 36).
7.4	JAN17	Recent public transport projects in the area have used an excessive amount of concrete, and green landscaping has been an under-used feature of projects to minimise environmental impacts and improve community amenity.	A Public Domain Plan that would address landscaping would be prepared and implemented by the Contractor (refer CoA 36). CoA 36 also requires that landscaping on both the eastern and western sides of the station (adjacent to the station entrances) is considered.

## Other stakeholder submissions

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

**Table 2: Response to Sutherland Shire Council's submission**

Issue no.	Issue/s raised	TfNSW response
<b>1</b>	<b>General</b>	
1.1	<p>These works are both welcome and supported in their aim to improve accessibility (i.e. meeting relevant accessibility/building standards), safety, amenity and promoting/encouraging greater utilisation of the rail network and public/active transport in general.</p> <p>Though there are a number of issues identified arising from the REF, Council looks forward to the proposed upgrade of Jannali Station and where the opportunity exists, working together with TfNSW in achieving an optimal outcome for the precinct and community.</p>	<p>Noted. Consultation with Sutherland Shire Council would be ongoing, through the implementation of the Community Liaison Plan (refer CoA 7).</p>
1.2	<p><b>Concept construction work site management plan:</b> The site constraints (topography and physical constraints) at Jannali will strongly influence the location of work compounds, stock piles, plant, cranes and vehicle parking etc. This has the potential to adversely impact on the large remnant trees in the precinct, movement of pedestrian and vehicular traffic in and around the area and displacement of on street car parking.</p>	<p>Section 3.2.7 of the REF noted that a temporary construction compound to accommodate a site office, amenities, laydown and storage area for materials, would likely be established in the north-western area of the station, or within a small section of the Oxley Avenue car park. However the specific compound locations would be dependent on the Contractor's construction methodology and would be confirmed after the Contractor is appointed.</p> <p>If an area, other than that what is specified in the REF is to be utilised for a compound, this location would be assessed as per the requirements of CoA 2.</p> <p>The potential traffic impacts associated with the construction activities (including parking) would be managed through the preparation and implementation of a construction Traffic Management Plan (refer CoA 32).</p>

Issue no.	Issue/s raised	TfNSW response
<b>2</b>	<b>Traffic, transport and access</b>	
2.1	<p><b>Oxley Avenue car park kiss and ride zone:</b> Council shares the view of the traffic consultant's report (Section 6.6, page 31) that there is little likelihood of the kiss and ride spaces at this location being utilised due to their remoteness. It is recommended that alternative options be explored on Mitchell Road. This may include the extension/management of time restricted or No Parking zones rather than formalised kiss and ride zones.</p>	<p>The Traffic, Transport and Access Impact Assessment noted that the proposed kiss and ride is located outside the current path of vehicles travelling on the external road network and will unlikely attract much kiss and ride traffic. Given the findings of this assessment and feedback received during the public display of the REF, options for a shared kiss and ride in the bus zone or peak period kiss and ride further south on Jannali Avenue, or further west on Mitchell Avenue would be investigated during detailed design (refer CoA 38).</p> <p>Options for a kiss and ride closer to the station entrance were discounted during the development of the concept design due to the potential safety issues around vehicles looking to overtake the kiss and ride area, where visibility of oncoming traffic is limited.</p>
2.2	<p><b>Jannali Avenue kiss and ride zone:</b> The proposed formal kiss and ride zone at Jannali Ave presents heightened potential for conflict between vehicles and pedestrians/mobility impaired. It is recommended that alternative options be developed with Council input to best manage vehicle and pedestrian movements in this area. This may include measures that make better use of time restricted, No Parking and taxi zones.</p>	<p>No kiss and ride on Jannali Avenue is currently proposed as part of the concept design that was assessed in the REF.</p> <p>Options to locate kiss and ride on Jannali Avenue close to the station were investigated but discounted due to the potential safety issues around vehicles looking to overtake the kiss and ride area, where visibility of oncoming traffic is limited.</p> <p>However, options for a shared kiss and ride in the bus zone or peak period kiss and ride further south on Jannali Avenue, or further west on Mitchell Avenue would be investigated during detailed design (refer CoA 38).</p>
2.3	<p><b>Mitchell Road pedestrian crossing:</b> The proposed pedestrian crossing at Mitchell Road is not supported due to vehicle speeds/sight lines, loss of on-street car parking and low pedestrian usage. It is recommended (with input from Council) that alternative options such as the provision of a pedestrian refuge island in the vicinity of the station be examined.</p>	<p>An initial Road Safety Audit has been conducted which suggests that the sight distances are appropriate. This would be confirmed as part of a subsequent Road Safety Audits that are required to be undertaken as part of detailed design and upon completion of construction (refer CoA 34).</p>

Issue no.	Issue/s raised	TfNSW response
<b>3</b>	<b>Visual amenity and urban design</b>	
3.1	<p><b>Sutherland Shire Council Public Domain Design Manual:</b> To best integrate the station precinct into the Jannali town centre it is recommended that Council's <i>Public Domain Design Manual</i> be incorporated into guiding the choice of materials and finishes at the station. The manual is available on the <a href="http://www.sutherlandshire.nsw.gov.au/Development/Public-Domain-Works/Public-Domain-Design-Manual">Sutherland Shire website</a><sup>3</sup>.</p>	<p>An Urban Design Plan and Public Domain Plan are to be prepared and implemented as part of the Proposed Activity. CoA 35 and CoA 36 include a requirement that these plans are prepared with consideration of the <i>Sutherland Shire Public Domain Design Manual</i>.</p>
<b>4</b>	<b>Amenities</b>	
4.1	<p><b>Bus shelters:</b> Further clarification is needed with Council in regard to the removal of the bus shelters on Mitchell Road and Jannali Avenue due to matters pertaining to their ownership and management.</p>	<p>It is proposed to remove the existing bus shelter on Jannali Avenue (on the eastern side, south of the station entrance) and relocate it or install a new shelter closer to the station entrance. If not reused, the existing shelter would be salvaged and returned to Sutherland Shire Council (refer CoA 39).</p> <p>A new bus zone (but no seat/shelter) is proposed at Mitchell Avenue. No other changes to bus shelters are proposed.</p>
<b>5</b>	<b>Drainage</b>	
5.1	<p>Due to the topography and physical constraints of this site the potential for these issues to significantly affect/alter the proposal due to cumulative and adverse impacts are more acute. Therefore as a precautionary measure it is recommended that the following should be included as part of the REF assessment rather than being deferred to a later date</p> <p><b>Drainage concept plan:</b> It is not possible to assess what impact the drainage infrastructure will have on the existing drainage network, building and footpaths, existing vegetation /trees and extent of landscaping etc.</p>	<p>A stormwater drainage assessment was prepared by AECOM in December 2015 and will be provided to Sutherland Shire Council. The objective of the investigation was to assess the existing stormwater drainage system (both inside and outside the rail corridor) and provide a strategy for the likely drainage discharge outlet/s for the concept design.</p> <p>The proposed drainage works fall within the area assessed in the REF, and includes connections to Sutherland Shire Council's existing pits. Further investigation and consultation with Council would be undertaken during the next stages of design. Where works are undertaken in paved areas etc. these areas would be rehabilitated upon completion of the works.</p>

<sup>3</sup> <http://www.sutherlandshire.nsw.gov.au/Development/Public-Domain-Works/Public-Domain-Design-Manual>



## 2.4 Future consultation

Should TfNSW proceed with the Proposed Activity, consultation activities would continue, including consultation with Sutherland Shire Council regarding design development. In addition TfNSW would notify residents, businesses and community members in the lead up to and during construction. The consultation activities would help to ensure that:

- local council and other stakeholders have an opportunity to provide feedback on the detailed design
- the community and stakeholders are notified in advance of any upcoming works, 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 [TfNSW email address](mailto:projects@transport.nsw.gov.au)<sup>4</sup> and TfNSW Infoline (1800 684 490) would continue to be available during the construction phase. Targeted consultation methods, such as use of letters, notifications, signage and verbal communications, would continue to occur. The [TfNSW website](http://www.transport.nsw.gov.au/projects-tap)<sup>5</sup> would also include updates on the progress of construction.

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<sup>4</sup> [projects@transport.nsw.gov.au](mailto:projects@transport.nsw.gov.au)

<sup>5</sup> <http://www.transport.nsw.gov.au/projects-tap>

### 3 Consideration of the environmental impacts

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

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

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

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

The likely significance of the environmental impacts of the Proposed Activity has been assessed in accordance with the then NSW Department of Planning's 1995 best practice guideline [\*Is an EIS Required?\*](#)<sup>6</sup> It is concluded that the Proposed Activity is not likely to significantly affect the environment (including critical habitat) or threatened species, populations of ecological communities, or their habitats. Accordingly, an environmental impact statement under Part 5.1 of the EP&A Act is not required.

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

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

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

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<sup>6</sup> Refer to the National Library of Australia's 'Trove' website  
<http://trove.nla.gov.au/work/7003034?selectedversion=NBD11474648>

## **4 Conditions of Approval**

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

## 5 Conclusion

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

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

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

## References

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- AECOM, 2015, *Jannali Station Easy Access Upgrade Stormwater Drainage Investigation and Assessment*, Sydney
- AECOM, 2016, *Jannali Station Easy Access Upgrade Construction Noise and Vibration Assessment*, Sydney
- Cardno, 2015, *Jannali Station Precinct Accessibility Upgrade Traffic, Transport and Access Impact Assessment*, Sydney
- GBD, 2016, *Jannali Station Easy Access Upgrade Transport Access Program – Visual Impact Assessment*, Sydney
- Ministry of Transport, 2008, *Guidelines for the Development of Public Transport Interchange Facilities*, Sydney
- Sutherland Shire Council, 2015, *Sutherland Shire Public Domain Design Manual*, Sydney

# Appendix A      Review of Environmental Factors

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

<http://www.transport.nsw.gov.au/projects-tap/current-works/jannali>

## **Appendix B      Conditions of Approval**



## CONDITIONS OF APPROVAL

### Jannali Station Upgrade

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

#### Schedule of acronyms and definitions used:

Acronym	Definition
AS	Australian Standard
CECR	Construction Environmental Compliance Report
CEMP	Construction Environmental Management Plan
CLP	Community Liaison Plan
CoA	Condition of Approval
dBA	Decibels (A-weighted scale)
ECM	Environmental Controls Map
EIA	Environmental Impact Assessment
EPA	NSW Environment Protection Authority
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EPL	Environment Protection Licence issued by the Environmental Protection Authority under the <i>Protection of the Environment Operations Act 1997</i> .
EMS	Environmental Management System
ISO	International Standards Organisation
OEH	NSW Office of Environment and Heritage
OOHWP	Out of Hours Works Protocol
PCSR	Pre-Construction Sustainability Report
PDP	Public Domain Plan
PECM	Pre-Construction Environmental Compliance Matrix
PMEM	TfNSW Principal Manager Environmental Management (or nominated delegate)
PMS	TfNSW Principal Manager Sustainability (or nominated delegate)
POCR	Pre-Operational Compliance Report
RBL	Rating Background Level
REF	Review of Environmental Factors

Acronym	Definition
<b>TfNSW</b>	Transport for NSW
<b>TMP</b>	Traffic Management Plan
<b>UDP</b>	Urban Design Plan

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

CoA number	Type
	General
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>Jannali Station Upgrade – Review of Environmental Factors</i>, (TfNSW, January 2016)</li> <li>b) <i>Jannali Station Upgrade – Determination Report</i>, (TfNSW, March 2016).</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. The Proponent shall comply with any additional requirements from the assessment of the Project modification.</p>
3	<p><b>Statutory Requirements</b></p> <p>These conditions do not relieve the Proponent of the obligation to obtain all other licences, permits, approvals and land owner consents from all relevant authorities and land owners as required under any other legislation for the Project. The Proponent shall comply with the terms and conditions of such licences, permits, approvals and permissions.</p>
4	<p><b>Pre-Construction Environmental Compliance Matrix</b></p> <p>A Pre-Construction Environmental Compliance Matrix (PECM) for the Project (or such stages of the Project as agreed to by the Principal Manager Environmental Management (PMEM)) shall be prepared detailing compliance with all relevant conditions and mitigation measures prior to commencement of construction. The PECM shall also include details of approvals, licences and permits required to be obtained under any other legislation for the Project.</p> <p>A copy of the PECM shall be submitted to the PMEM for approval, at least 21 days prior to commencement of construction of the Project (or within such time as otherwise agreed to by the PMEM).</p>

CoA number	Type
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**5 Construction Environmental Compliance Report**

A Construction Environmental Compliance Report (CECR) for the Project shall be prepared which addresses the following matters:

- a) compliance with the Construction Environmental Management Plan (CEMP) and these conditions
- b) compliance with the *NSW Sustainable Design Guidelines – Version 3.0* compliance checklist (7TP-FT-249)
- c) compliance with any approvals or licences issued by relevant authorities for construction of the Project
- d) implementation and effectiveness of environmental controls (the assessment of effectiveness should be based on a comparison of actual impacts against performance criteria identified in the CEMP)
- e) environmental monitoring results, presented as a results summary and analysis
- f) details of the percentage of waste diverted from landfill and the percentage of spoil beneficially reused
- g) number and details of any complaints, including summary of main areas of complaint, actions taken, responses given and intended strategies to reduce recurring complaints (subject to privacy protection)
- h) details of any review and amendments to the CEMP resulting from construction during the reporting period
- i) any other matter as requested by the PMEM.

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

**6 Pre-Operation Compliance Report**

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

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

CoA number	Type
<b>Communications</b>	
<b>7</b>	<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 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) details of the protocols and procedures for disseminating information and liaising with the community and other key stakeholders about construction activities (including timing and staging) and any associated impacts during the construction period</li> <li>b) stakeholder and issues identification and analysis</li> <li>c) procedures for dealing with complaints or disputes and response requirements, including advertising the 24 hour construction response line number</li> <li>d) details (including a program) of training for all employees, contractors and sub-contractors on the requirements of the CLP.</li> </ul> <p>The CLP shall be prepared to the satisfaction of the Director Community Engagement prior to the commencement of construction and implemented, reviewed and revised as appropriate during construction of the Project.</p>
<b>8</b>	<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 Community Engagement or as required by the Environment Protection Authority (EPA) (where an Environment Protection Licence (EPL) is in effect).</p>
<b>9</b>	<p><b>Website</b></p> <p>The Proponent shall provide electronic information (or details of where hard copies of this information may be accessed by members of the public) related to the Project, on dedicated pages within its existing website, including:</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 Web Content Accessibility Guidelines 2.0.</p>

CoA number	Type
10	<p data-bbox="336 304 655 336"><b>Complaints Management</b></p> <p data-bbox="336 342 1203 374">The Proponent shall set up a 24 hour construction response line number.</p> <p data-bbox="336 380 1422 624">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 data-bbox="336 631 1390 723">Information on all complaints received during the previous 24 hours shall be forwarded to the TfNSW Community Engagement Manager and TfNSW Environment and Planning Manager each working day.</p>



CoA number	Type
<b>Environmental Management</b>	
<b>11</b>	<p><b>Construction Environmental Management Plan</b></p> <p>A Construction Environmental Management Plan (CEMP) shall be prepared prior to commencement of construction which addresses the following matters, as a minimum:</p> <ol style="list-style-type: none"> <li>traffic and pedestrian management (in consultation with the relevant roads authority)</li> <li>noise and vibration management</li> <li>water and soil management</li> <li>air quality management (including dust suppression)</li> <li>indigenous and non-indigenous heritage management</li> <li>flora and fauna management</li> <li>storage and use of hazardous materials</li> <li>contaminated land management (including acid sulphate soils)</li> <li>weed management</li> <li>waste management</li> <li>sustainability</li> <li>environmental incident reporting and management procedures</li> <li>non-compliance and corrective/preventative action procedures.</li> </ol> <p>The CEMP shall:</p> <ol style="list-style-type: none"> <li>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>comply with the relevant requirements of <i>Guideline for Preparation of Environmental Management Plans</i> (Department of Infrastructure, Planning and Natural Resources, 2004)</li> <li>include an Environmental Policy.</li> </ol> <p>The Proponent shall:</p> <ol style="list-style-type: none"> <li>consult with relevant government agencies and service/utility providers as part of the preparation of the CEMP</li> <li>submit a copy of the CEMP to the PMEM for approval at least 21 days prior to the commencement of construction (or within such time as otherwise agreed to by the PMEM)</li> <li>review and update the CEMP at regular intervals, and in response to any actions identified as part of Project audits</li> <li>ensure updates to the CEMP are made within seven days of the completion of the review or receipt of actions identified by any audit of the document, and be submitted to the PMEM for approval.</li> </ol> <p>The CEMP must be approved by the PMEM prior to the commencement of construction work associated with the Project.</p>
<b>12</b>	<p><b>Environmental Management Representative</b></p> <p>Not used.</p>

**CoA  
number****Type****13****Environmental Controls Map**

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

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

The ECM shall be prepared as a map – suitably enlarged (e.g. A3 size or larger) for mounting on the wall of a site office and included in site inductions, supported by relevant written information.

Updates to the ECM shall be made within seven days of the completion of the review or receipt of actions identified by any audit of the document, and submitted to the PMEM for approval.

**Contamination and Hazardous Materials****14****Unidentified Contamination (other than asbestos)**

If previously unidentified contamination (excluding asbestos) is discovered during construction, work in the affected area must cease immediately, and an investigation must be undertaken and a report prepared to determine the nature, extent and degree of any contamination. The level of reporting must be appropriate for the identified contamination in accordance relevant EPA guidelines, including *Guidelines for Consultants Reporting on Contaminated Sites* (OEH, 2011).

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

**Note:** *In circumstances where both previously unidentified asbestos contamination and other contamination are discovered within a common area, nothing in these conditions shall prevent the preparation of a single investigation report to satisfy the requirements of both Condition 14 and Condition 15.*

**15****Asbestos Management**

If previously unidentified asbestos contamination is discovered during construction, work in the affected area must cease immediately, and an investigation must be undertaken and a report prepared to determine the nature, extent and degree of the asbestos contamination. The level of reporting must be appropriate for the identified contamination in accordance with relevant EPA and WorkCover guidelines and include the proposed methodology for the remediation of the asbestos contamination. Remediation activities must not take place until receipt of the investigation report.

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

**Note:** *In circumstances where both previously unidentified asbestos contamination and other contamination are discovered within a common area, nothing in these conditions shall prevent the preparation of a single investigation report to satisfy the requirements of both Condition 14 and Condition 15.*

**CoA  
number****Type****16****Storage and Use of Hazardous Materials**

Construction hazard and risk issues associated with the use and storage of hazardous materials shall be addressed through risk management measures, which shall be developed prior to construction as part of the overall CEMP, in accordance with relevant EPA guidelines, TfNSW's *Chemical Storage and Spill Response Guidelines* (9TP-SD-066) and Australian and ISO standards. These measures shall include:

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

**17****Hazardous Materials Survey**

A hazardous materials survey in accordance with AS 2601 (2001) *Demolition of Structures* shall be undertaken by an appropriately qualified environmental scientist prior to the demolition of the following structures:

- a) existing waiting room on Platform 1
- b) building immediately west of Platform 1 (currently leased by the Red Cross)
- c) existing stairs/awnings on both platforms
- d) bus shelter on Jannali Avenue.

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

**Erosion and Sediment Control****18****Erosion and Sediment Control**

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

**Flora and Fauna****19****Removal of Trees or Vegetation**

Separate approval, in accordance with TfNSW's *Removal or Trimming of Vegetation Application* (9TP-FT-078), is required for the trimming, cutting, pruning or removal of trees or vegetation where the impact has not already been identified in the EIA for the Project. The trimming, cutting, pruning or removal of trees or vegetation shall be undertaken in accordance with the conditions of that approval.

CoA number	Type
20	<b>Replanting Program</b> <p>All cleared vegetation shall be offset in accordance with TfNSW's <i>Vegetation Offset Guide</i> (9TP-ST-149). All vegetation planted on-site is to consist of locally endemic native species, unless otherwise agreed by the PMEM, following consultation with the relevant council, where relevant, and/or the owner of the land upon which the vegetation is to be planted.</p>
<b>Heritage Management</b>	
21	<b>Indigenous and Non-Indigenous Heritage</b> <p>If previously unidentified Indigenous or non-Indigenous heritage/archaeological items are uncovered during construction works, the procedures contained in the TfNSW <i>Unexpected Heritage Finds Guideline</i> (3TP-SD-115) shall be followed and all works in the vicinity of the find shall cease. The TfNSW Environment and Planning Manager shall be immediately notified to co-ordinate a response, which may include seeking appropriate advice from a suitably qualified and experienced heritage consultant (in consultation with the Heritage Division, OEH where appropriate). Works in the vicinity of the find shall not re-commence until clearance has been received from TfNSW and/or the heritage consultant.</p>
<b>Hours of Work</b>	
22	<b>Standard Construction Hours</b> <p>Construction activities shall be restricted to the hours of 7.00am to 6.00pm (Monday to Friday); 8.00am to 1.00pm (Saturday) and at no time on Sundays and public holidays except for the following works which are permitted outside these standard hours:</p> <ol style="list-style-type: none"> <li>any works which do not cause noise emissions to be more than 5 dBA higher than the rating background level (RBL) at any nearby residential property and/or other noise sensitive receivers, subject to approval by the PMEM</li> <li>out of hours work identified and assessed in the EIA or the approved Out of Hours Work Protocol (OOHWP)</li> <li>the delivery of plant, equipment and materials which is required outside these hours as requested by police or other authorities for safety reasons and with suitable notification to the community as agreed by the PMEM</li> <li>Emergency Work to avoid the loss of lives, property and/or to prevent environmental harm</li> <li>any other work as agreed by the PMEM (or nominated delegate) and considered essential to the Project, or as approved by the EPA (where an EPL is in effect).</li> </ol>
23	<b>High Noise Generating Activities</b> <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 PMEM, or as approved by the EPA (where relevant to the issuing of an EPL).</p>

CoA number	Type
Noise and Vibration	
24	<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 Strategy</i> (7TP-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 be limited to:</p> <ul 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 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 22 of this approval, including a risk assessment process which deems the out of hours activities to be of low, medium or high environmental risk, is to be developed. All out of hours works are subject to approval by the PMEM, or as approved by the EPA (where relevant to the issuing of an EPL). The OOHWP should be consistent with TfNSW's <i>Construction Noise Strategy</i> (7TP-ST-157)</li> <li>f) a description of how the effectiveness of actions and measures shall be monitored during the proposed works, clearly indicating the frequency of monitoring, the locations at which monitoring shall take place, recording and reporting of monitoring results and if any exceedance is detected, the manner in which any non-compliance shall be rectified.</li> </ul>
25	<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> <ul style="list-style-type: none"> <li>a) for structural damage vibration – the German Standard DIN 4150:Part 3 – 1999: <i>Structural Vibration in Buildings: Effects on Structures</i> and British Standard BS 7385-2:1993 <i>Guide to Evaluation of Human Exposure to Vibration in Buildings (1 Hz to 80 Hz)</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 the British Standard BS 7385-2:1993 <i>Guide to Evaluation of Human Exposure to Vibration in Buildings (1 Hz to 80 Hz)</i>.</li> </ul> <p>These limits apply unless otherwise approved by the PMEM through the CEMP.</p>
26	<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>

CoA number	Type
27	<b>Piling</b> Wherever practical, piling activities shall be completed using non-percussive piles. If percussive piles are proposed to be used, approval of the PMEM shall be obtained prior to commencement of piling activities.
<b>Lighting</b>	
28	<b>Lighting Scheme</b> All permanent lighting for the Project is to be developed by a suitably qualified lighting designer and prepared in accordance with AS 1158 <i>Road Lighting</i> and AS 4282 <i>Control of the Obtrusive Effect of Outdoor Lighting</i> . The lighting scheme shall address the following as relevant: <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 and car parks</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> <li>g) allowing the lighting system to use low light or switch off light settings while meeting relevant lighting Standards requirements</li> <li>h) ensuring security and warning lighting is not directed at neighbouring properties.</li> </ul> The proposed lighting scheme is to be submitted prior to the first design submission (System Definition Review) and accepted by TfNSW's Precincts and Urban Design team.

CoA number	Type
	<b>Property</b>
<b>29</b>	<p><b>Property Condition Surveys</b></p> <p>Subject to landowner agreement, property condition surveys shall be completed prior to piling, excavation or bulk fill or any vibratory impact works including jack hammering and compaction (Designated Works) in the vicinity of the following buildings/structures:</p> <ol style="list-style-type: none"> <li>all buildings/structures/roads within a plan distance of 20 metres from the edge of the Designated Works</li> <li>all heritage listed buildings and other sensitive structures within 50 metres from the edge of the Designated Works.</li> </ol> <p>Property condition surveys need not be undertaken if a risk assessment indicates that selected buildings/structures/roads identified in (a) and (b) will not be affected as determined by a qualified geotechnical and construction engineering expert with appropriate registration on the National Professional Engineers Register prior to commencement of Designated Works.</p> <p>Selected potentially sensitive buildings and/or structures shall first be surveyed prior to the commencement of the Designated Works and again immediately upon completion of the Designated Works.</p> <p>All owners of assets to be surveyed, as defined above, are to be advised (at least 14 days prior to the first survey) of the scope and methodology of the survey, and the process for making a claim regarding potential property damage.</p> <p>A copy of the survey(s) shall be given to each affected owner. A register of all properties surveyed shall be maintained.</p> <p>Any damage to buildings, structures, lawns, trees, sheds, gardens, etc. as a result of construction activity direct and indirect (i.e. including vibration and groundwater changes) shall be rectified at no cost to the owner(s).</p>
	<b>Sustainability</b>
<b>30</b>	<p><b>Sustainability Officer</b></p> <p>The Proponent shall appoint a suitably qualified and experienced Sustainability Officer who is responsible for implementing the sustainability objectives for the Project.</p> <p>Details of the Sustainability Officer, including defined responsibilities, duration and resource allocation throughout the appointment, consistent with the Proponent's sustainability objectives are to be submitted to the satisfaction of the Principal Manager Sustainability (PMS) prior to preparation of the Pre-Construction Sustainability Report (PCSR).</p>



**CoA  
number****Type****31 Pre-Construction Sustainability Report**

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

- a) a completed electronic checklist demonstrating compliance with the *NSW Sustainable Design Guidelines – Version 3.0* (7TP-ST-114)
- b) a statement outlining the Proponent's own corporate sustainability obligations, goals, targets, in house tools, etc
- c) a documented process to identify and progress innovation initiatives on the Project as appropriate. Areas of innovation that have been confirmed, and those subject to ongoing evaluation for implementation on the Project, are to be identified.

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

**Traffic and Access****32 Traffic Management Plan**

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

- a) ensuring adequate road signage at construction work sites to inform motorists and pedestrians of the work site ahead to ensure that the risk of road accidents and disruption to surrounding land uses is minimised
- b) maximising safety and accessibility for pedestrians and cyclists
- c) ensuring adequate sight lines to allow for safe entry and exit from the site
- d) ensuring access to railway stations, businesses, entertainment premises and residential properties (unless affected property owners have been consulted and appropriate alternative arrangements made)
- e) managing impacts and changes to on and off street parking and requirements for any temporary replacement parking
- f) parking locations for construction workers away from stations and busy residential areas and details of how this will be monitored for compliance
- g) routes to be used by heavy construction-related vehicles to minimise impacts on sensitive land uses and businesses
- h) details for relocating kiss and ride, taxi ranks, bus stops (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
- 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.

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

**CoA  
number****Type****33****Road Condition Reports**

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

**34****Road Safety Audit**

A Road Safety Audit shall be undertaken as part of the detailed design process and on completion of construction. The Road Safety Audit shall include specific assessment of:

- a) sight distances for vehicles and detailed assessment of the operation of the pedestrian crossing at Jannali Avenue/Mitchell Avenue, bus zone on Mitchell Avenue and any new kiss and ride areas; intersection and mitigation measures proposed.

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

**Urban Design and Landscaping****35****Urban Design Plan**

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

- a) the appropriateness of the proposed design with respect to the existing surrounding landscape, built form, behaviours and use-patterns (including consideration of Crime Prevention Through Environmental Design principles). This is to include but not be limited to:
  - i. connectivity with surrounding local and regional movement networks including street networks, other transport modes and active transport networks. Existing and proposed paths of travel for pedestrians and bicycles should be shown
  - ii. integration with surrounding local and regional open space and or landscape networks. Existing and proposed open space infrastructure/landscape elements should be shown
  - iii. integration with surrounding streetscape including street wall height, active frontages, awnings, street trees, entries, vehicle cross overs etc
  - iv. integration with surrounding built form (existing or desired future) including building height, scale, bulk, massing and land use
- (b) design detail that is sensitive to the amenity and character of the local area and heritage items located within or adjacent to the Project site
- (c) total water management principles to be integrated into the design where considered appropriate
- (d) consideration of design refinements listed below during design development to maximise the urban design outcomes of the Project, along with a justification if any of the below is unable to be progressed:
  - i. an alternative location for the new Family Accessible Toilet within the existing station building in Platform 1
  - ii. refinement of the pedestrian bridge to reduce visual bulk
  - iii. reduction of the canopy extent at the station entrance on Railway Crescent to the minimum required to provide protection over the lift entry and bicycle racks
- (e) any other matters which the conditions require the UDP to address.

The UDP shall be:

- 1) prepared and submitted to TfNSW prior to the first design submission (System Definition Review)
- 2) prepared in consultation with councils and relevant stakeholders
- 3) prepared by a registered architect and/or landscape architect who has appropriate and relevant urban design expertise
- 4) prepared with consideration of the *Sutherland Shire Public Domain Design Manual* (Sutherland Shire Council, 2015)
- 5) endorsed by TfNSW's Precincts and Urban Design team.

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### Public Domain Plan

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

- a) materials, finishes, colour schemes and maintenance procedures including graffiti control for new walls, barriers and fences
- b) location and design of pedestrian and bicycle pathways, street furniture including relocated bus and taxi facilities, bicycle storage (where relevant), telephones and lighting equipment
- c) landscape treatments and street tree planting to integrate with surrounding streetscape which, at a minimum, must address the following:
  - i. landscape details, including details of soil preparation, mulches, plant selection, plant sizes (planting container and expected final sizes)
  - ii. landscaping (i.e. trees and shrubs) for both station entrances to soften the visual impact of new infrastructure and to assist with integration into the streetscape. This must include at least one advanced tree at the western station entrance
  - iii. outline requirements for replanting/screen planting for residential receivers on Mitchell Avenue.
  - iv. a schedule which details the landscape maintenance requirements to be implemented for the 12 month period following the commencement of operation
- d) opportunities for public art created by local artists to be incorporated, where considered appropriate, into the Project
- e) total water management principles to be integrated into the design where considered appropriate
- f) design measures included to meet TfNSW's *NSW Sustainable Design Guidelines - Version 3.0* (7TP-ST-114)
- g) identification of design and landscaping aspects that will be open for stakeholder input, as required
- h) any other matters which the conditions require the PDP to address.

The PDP shall be:

1. prepared and submitted to TfNSW prior to the first design submission (System Definition Review)
2. prepared in consultation with councils and relevant stakeholders
3. prepared by a registered landscape architect
4. prepared with consideration of the *Sutherland Shire Public Domain Design Manual* (Sutherland Shire Council, 2015)
5. endorsed by TfNSW's Precincts and Urban Design team.

CoA number	Type
<b>Additional Conditions</b>	
<b>37</b>	<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 are to be maintained free of graffiti and advertising not authorised by the Proponent during the construction period. Graffiti and unauthorised advertising will be removed or covered within the following timeframes:</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>
<b>Site Specific Conditions</b>	
<b>38</b>	<p><b>Kiss and Ride Facilities</b></p> <p>As part of the development of the first design submission (System Definition Review), the Project shall:</p> <ul style="list-style-type: none"> <li>a) confirm arrangements for the peak period kiss and ride in the existing parking area (up to three parking spaces) immediately east of the taxi rank on Railway Crescent</li> <li>b) investigate, identify opportunities for, and provide recommendations for a suitable and safe location for a shared/permanent/peak period kiss and ride on Jannali Avenue and/or Mitchell Avenue.</li> </ul> <p>The above should be developed in consultation with the relevant roads authority and addressed as part of the Road Safety Audit undertaken during detailed design (refer Condition 34). Should an option for kiss and ride on the western station not be feasible for safety reasons, then a written justification outlining the reasons must be submitted to TfNSW, prior to the finalisation of detailed design.</p>
<b>39</b>	<p><b>Salvage of Existing Infrastructure</b></p> <p>The existing bicycle racks and bus shelters shall be salvaged, if practicable, for reuse or returned to the asset owner.</p>
<b>40</b>	<p><b>Former Heritage Signal Box</b></p> <p>Further investigation shall be undertaken to determine the location/former location of the original pre-1925 signal box and determine whether it is in the Project area. Should the signal box be located within the Project area then an assessment of the significance and integrity of the signal box must be undertaken in consultation with the relevant stakeholders.</p> <p>No works are permitted within the vicinity of the Signal Box (or remnants) unless otherwise agreed by the PMEM.</p>

END OF CONDITIONS

# Appendix C      Environmental Impact Assessment

## JANNALI STATION UPGRADE

### APPROVAL

I, FIL CERONE, as delegate of the Secretary, Transport for NSW:

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



Fil Cerone  
A/Director, Planning and Environment Services  
Infrastructure and Services Division  
**Transport for NSW**

Date: 23/3/16