



Transport
for NSW

Panania Station Upgrade

Determination Report



Artist's impression of the Panania Station Upgrade, subject to detailed design

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Glossary and abbreviations

Term	Meaning
CBD	Central Business District
CLP	Community Liaison Plan
CoA	Condition of Approval
Concept design	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).
Contractor	The Contractor for the Proposed Activity would be appointed by TfNSW to undertake the detailed design and construction of the Proposed Activity
CPTED	Crime Prevention Through Environmental Design
DDA	<i>Disability Discrimination Act 1992 (Cwlth)</i>
Detailed design	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).
DSAPT	<i>Disability Standards for Accessible Public Transport (2002)</i>
EP&A Act	<i>Environmental Planning and Assessment Act 1979 (NSW)</i>
EP&A Regulation	<i>Environmental Planning and Assessment Regulation 2000 (NSW)</i>
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999 (Cwlth)</i>
Infrastructure SEPP	<i>State Environmental Planning Policy (Infrastructure) 2007 (NSW)</i>
MCA	Multi-Criteria Assessment
NES	Matters of 'National Environmental Significance' under the EPBC Act
PDP	Public Domain Plan
Proponent	A person or body proposing to carry out an activity under Part 5 of the EP&A Act – in this instance, TfNSW
Proposed Activity	The construction and operation of the Panania Station Upgrade
REF	Review of Environmental Factors
SW LAP	South West Local Area Plan
TfNSW	Transport for NSW (the Proponent)
TMP	Traffic Management Plan
UDP	Urban Design Plan

Executive summary

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 Panania 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 the installation of three new lifts and stairs, a new pedestrian bridge and other infrastructure to provide an accessible path of travel to the platform and across the railway. Other works include upgrades of station and interchange facilities to 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 AECOM on behalf of 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 Panania 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 (CoA). TfNSW will continue to liaise with the community and other stakeholders as the Proposed Activity progresses through detailed design and into the construction phase.

1 Introduction

1.1 Background

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

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

The Transport Access Program has been established to provide 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, parents/carers with prams and customers with luggage
- 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 Panania 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 AECOM on behalf of 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 Panania Station Upgrade REF was placed on public display from 2 June to 17 June 2016, with 12 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 works to Panania Station and interchange area which is located within the City of Canterbury-Bankstown Local Government Area. The station is around 22 kilometres south-west of the Sydney Central Business District (CBD) in the suburb of Panania.

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

Stairs currently provide the only means of accessing the station platform from the existing footbridge and do not provide an accessible path of travel for the elderly, people with reduced mobility, parents/carers with prams or customers with luggage. In addition, the existing ramps which provide access to the footbridge from each of the station entrances are not DDA compliant and there is no weather protection over the existing footbridge, ramps and stairs. There is currently no family accessible toilet and no accessible parking facilities available for customers using the station.

The Panania Station Upgrade is required to provide safe and equitable access to the station platform and 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 Panania 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:

- installation of three new lifts and stairs to provide access to the island platform
- replacement of the existing footbridge with a new pedestrian bridge
- installation of new canopies at both station entrances and along the new pedestrian bridge, stairs, lift landings and sections of the platform
- refurbishment of the Platform Building with a new family accessible toilet, an accessible Customer Information Window and staff facilities to replace existing facilities
- new undercover bicycle rack on the southern side of the station and an upgrade to the existing bicycle rack on the northern side of the station
- provision of two new accessible parking spaces on both sides of the station
- upgrades to the existing kiss and ride and taxi rank facilities on Anderson Avenue (south) and installation of two additional kiss and ride spaces on Weston Street
- installation of a new raised pedestrian crossing on Weston Street, a new pedestrian refuge on Anderson Avenue (north) and new line marking on Braesmere Road
- new kerb ramps to provide an accessible path of travel to new and existing interchange facilities
- relocation of High Voltage electrical cables below ground at the station and surrounds
- ancillary works including platform regrading (as necessary), services diversion and/or relocation, station power supply upgrade, minor drainage works, adjustments to lighting, upgrades to fencing and landscaping, new ticketing facilities including additional Opal card readers, improvement to station communication systems (including CCTV cameras) and wayfinding signage.

The need for, and benefits of the Proposed Activity are outlined in Chapter 2 of the REF. Construction is expected to commence in 2017 and take around 18 months to complete.

2 Consultation and assessment of submissions

2.1 REF public display

The Panania Station Upgrade REF was placed on public display from 2 June to 17 June 2016 at three locations, as well as on the [TfNSW website](#)¹ and the NSW Government [Have Your Say website](#)²

Community consultation activities undertaken for the public display included:

- distribution of 3,600 flyers to customers at the station, nearby residents and businesses on 2 June 2016
- installation of project signage at Panania Station
- public display of the REF at the Panania Library, the City of Canterbury-Bankstown Council office and the TfNSW Community Information Centre at 388 George Street, Sydney
- placement of an advertisement in the Canterbury Bankstown Express on 7 June 2016 and in the Bankstown Torch on 8 June 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 the City of Canterbury-Bankstown Council as per the consultation requirements under clause 13 and 15 of the *State Environmental Planning Policy (Infrastructure) 2007* (NSW) (Infrastructure SEPP).

2.2 REF submissions

A total of 12 submissions were received by TfNSW, including one from the City of Canterbury-Bankstown Council. Submissions included feedback on a range of issues in relation to the Proposed Activity. The key issues raised in submissions were:

- design of the Proposed Activity
- traffic, transport and access
- visual amenity and urban design

2.3 Consideration and response to submissions

Community submissions

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

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

² <http://www.haveyoursay.nsw.gov.au>

Table 1: Response to community submissions received

Issue no.	Submission no.	Issue/s raised	TfNSW response
1	General		
1.1	PAN02 PAN04 PAN05 PAN07 PAN08 PAN10	Support for the Proposed Activity, and/or for improving accessibility at the station.	Noted.
1.2	PAN04 PAN08 PAN09	Objection to the removal of the existing ramps.	Noted. The removal of the ramps is required to allow for the new lifts, pedestrian bridge and stairs to be designed and constructed in accordance with relevant standards to improve overall access to and from the station.
1.3	PAN06	Concerns that the consultation process is not adequate and does not consider customers who do not use computers.	<p>As part of the community consultation, the following activities were undertaken (in addition to the online display of the REF) to provide the community with information about the Proposed Activity:</p> <ul style="list-style-type: none"> • public display of REF hardcopies at various locations including Panania Library, City of Canterbury-Bankstown Council office and the TfNSW Community Information Centre • distribution of a flyer to customers at the station and nearby residents and businesses • advertisement of the REF public display in local newspapers. <p>If approved, a Community Liaison Plan (CLP) would be prepared and implemented to inform the local community of any activities related to the Proposed Activity with the potential to impact upon them (refer Condition of Approval (CoA) 7).</p>
1.4	PAN06	Request for details of when construction will commence.	Construction is expected to start in 2017. If approved, TfNSW would engage a Contractor who would confirm their program for the detailed design and construction of the Proposed Activity.

Issue no.	Submission no.	Issue/s raised	TfNSW response
1.5	PAN07	Request that if the station shutdown option is considered, further detailed consultation should be undertaken with the local community and commuters including details around replacement shuttle buses, impacts to adjacent stations and access across the railway.	<p>The use of an alternative construction option, which would use an extended (six week) temporary station closure, would reduce the overall program by up to six months. The decision to utilise this alternative construction option would be determined and further assessed during detailed design. If progressed, information on alternate transport options would be provided to the community prior to works commencing.</p> <p>Environmental and community impacts would also be managed through the implementation of the mitigation measures detailed in Section 7.2 of the REF and Appendix B of this document.</p>
2 Design			
2.1	PAN01 PAN03 PAN04 PAN05 PAN09	Request that the existing ramps be retained and/or weather protection be installed over the ramps.	<p>During the development of the concept design, feasible alternatives were developed for consideration. The options were then assessed using a Multi-Criteria Assessment (MCA) that included consideration of factors such as customer experience, accessibility, engineering constraints, modal integration and cost to select a preferred option.</p> <p>Following the workshops and review of MCA outcomes, a preferred option was selected to progress to the next stages of planning and design development.</p> <p>Retaining the existing ramps was not considered a viable option given the spatial and engineering constraints which would make it impractical to construct lifts and DDA compliant ramps (with appropriate slope and rest landings) within the constrained space available in the rail corridor, as detailed in Section 3.1.2 of the REF.</p> <p>The Proposed Activity would include the installation of new canopies for weather protection over both station entrances and along the new pedestrian bridge, stairs and lift landings.</p>

Issue no.	Submission no.	Issue/s raised	TfNSW response
2.2	PAN02 PAN09	Concerns that the Proposed Activity has not considered a potential future duplication of the railway line which will be required to accommodate the increased demand for train services associated with urban growth in South West Sydney.	The detailed design of the Proposed Activity would be undertaken by the Contractor in consultation with TfNSW and Sydney Trains. The detailed design would take into account a number of considerations including the potential future duplication of the railway line.
2.3	PAN04	Noted that the Ingleburn Station Upgrade retained non-DDA compliant ramps where lifts were installed.	<p>Access considerations are assessed on a case-by-case basis at each station. At Ingleburn it was feasible to construct the lifts and retain the existing footbridge and ramps.</p> <p>During the development of the concept design for Panania Station, feasible alternatives were developed for consideration. The design options were then assessed using a MCA that included consideration of factors such as customer experience, accessibility, engineering constraints, modal integration and cost to select a preferred option.</p> <p>Retaining the existing ramps was not considered a viable option for achieving the objectives of the Transport Access Program for the Proposed Activity given the spatial and engineering constraints at the station, which would make it impractical to construct lifts and DDA compliant ramps (with appropriate slope and rest landings) within the constrained space available in the rail corridor. As such, a new pedestrian bridge, lift and stairs would be constructed to provide an accessible path of travel to and from the station platform.</p>

Issue no.	Submission no.	Issue/s raised	TfNSW response
2.4	PAN04	Request that new ramps be installed if the existing ramps are removed to maintain access across the railway line.	<p>Access across the railway line would be maintained during operation with the installation of three new lifts, stairs and pedestrian bridge which would provide unpaid access for the public across the railway.</p> <p>Installing new ramps was not considered a viable option for the Proposed Activity given the spatial and engineering constraints at the station, which would make it impractical to construct lifts and DDA compliant ramps (with appropriate slope and rest landings) within the constrained space available in the rail corridor.</p> <p>During construction, temporary access stairs would be installed at both the northern and southern station entrances to replace the existing ramps to maintain access across the railway line.</p>
2.5	PAN08	Concerns regarding whether the three new lifts would be able to accommodate everyone who would be unable to use the stairs (particularly during peak periods).	<p>The proposed lifts would be 17 person lifts designed to comply with the Australian Standards 1735.12-1994 <i>Lifts, escalators and moving walks – Facilities for persons with disabilities for accessibility</i>.</p> <p>The Proposed Activity has been designed to cater for a daily patronage of 5,040 (which is the projected 2036 daily patronage plus an increase of 15 per cent). Patronage forecasts for Panania Station are based on the Bureau of Transport Statistic's Strategic Travel Model.</p>
2.6	PAN10	Request that landscaping be incorporated into the Proposed Activity.	<p>Landscaping treatments would be considered as part of the detailed design. A Public Domain Plan (PDP) would be prepared and would detail feasible landscape treatments and street tree planting around the station to enhance the station setting and improve the amenity of the surrounding streetscape.</p>

Issue no.	Submission no.	Issue/s raised	TfNSW response
2.7	PAN10	Request that the Proposed Activity include the provision of a larger station entry plaza at the southern entrance through the acquisition and demolition of adjacent properties.	<p>During the development of the concept design, feasible alternatives were developed for consideration which included some options involving property acquisition to allow for a larger entry to the station. The design options were assessed using a MCA that included consideration of factors such as customer experience, accessibility, engineering constraints, modal integration and cost to select a preferred option. The option to acquire land on the southern side of the station was not considered a viable option and is explained more in Section 2.4 of the REF.</p> <p>The Proposed Activity would introduce well-considered modern architectural elements, which are complementary to the scale and form of the commercial precinct in Panania, support effective pedestrian circulation and provide positive Crime Prevention Through Environmental Design (CPTED) outcomes for the station entry plazas (such as improvements to lighting and CCTV).</p>
2.8	PAN10	Concerns that the detailed design would not provide a comparable visual appearance as provided in the artist's impression of the concept design as detailed in Figure 9 and the covering page of the REF.	<p>The artist's impression shown in the REF is indicative only and is based on a concept design. The design of the Proposed Activity would be further developed and refined during detailed design. An Urban Design Plan (UDP) would be prepared and would address details to ensure that the design of the station is sensitive to the amenity and character of the local area, including surrounding heritage items (refer CoA 36).</p>
2.9	PAN11	Concerns that the Proposed Activity would not include the provision of Tactile Ground Surface Indicators (TGSIs) on platforms, accessible toilets and accessible payphones.	<p>The Proposed Activity would provide safe and equitable access to the platform and the surrounding pedestrian network and would also improve customer facilities and amenity.</p> <p>The Proposed Activity would ensure that Panania Station meets the legislative requirements under the DSAPT and the DDA.</p>

Issue no.	Submission no.	Issue/s raised	TfNSW response
3	Traffic, transport and access		
3.1	PAN01	Concerns that the removal of the ramps and replacement with the new pedestrian bridge will divide the suburb and result in limited access across the railway line.	<p>The principles of connectivity and integration have formed a fundamental component of the design of the station upgrade, and access across the railway line would be maintained during operation with the installation of three new lifts, stairs and a pedestrian bridge, which would provide unpaid access for the public across the railway.</p> <p>These principles would continue to be reinforced during the detailed design, through the preparation of a UDP which would address the connectivity of Panania Station with surrounding local and regional transport networks including street networks and the integration with surrounding local and regional open space and built environment (refer CoA 36).</p> <p>During construction, temporary access stairs would be installed at both the northern and southern station entrances to replace the existing ramps to maintain access across the railway line.</p>

Issue no.	Submission no.	Issue/s raised	TfNSW response
3.2	PAN01 PAN03 PAN04 PAN05 PAN06 PAN08	Concerns that the removal of the existing ramps will mean that accessibility impaired customers will not be able to move easily across the railway line when the lifts are out of order.	<p>Sydney Trains will be responsible for the operation of the lifts, and each station typically manages lift issues based on station risk profiles, with different arrangements in place for lift maintenance, lift breakdown and emergency situations (e.g. providing advanced notification of lift maintenance, or arrangements for alternative access). Information on lifts can also be accessed on TfNSW's Transport Status website³ to help customers plan their journey.</p> <p>Processes for lift breakdowns would be developed by Sydney Trains for Panania Station prior to operation of the Proposed Activity. However, in general, Sydney Trains typically respond to lift breakdowns immediately and a technician would be present on-site within 30 minutes for an emergency situation and within 60 minutes for a non-emergency breakdown.</p>
3.3	PAN03 PAN04 PAN08	Concerns regarding the distance to alternative accessible railway crossing locations when lifts are out of order.	Refer to the response above for item 3.2.
3.4	PAN04	Concerns that the REF does not adequately consider the role of the existing footbridge as a connection across the railway (other than for station platform access).	<p>The potential impacts as a result of changes to access across the railway and the proposed measures to mitigate these impacts are detailed in Section 6.1.2 and 6.1.3 of the REF. The Proposed Activity would retain the unpaid cross-corridor access and improve accessibility for all customers at Panania Station including those with a disability, the ageing, parents/carers with prams and customers with luggage, by providing an accessible path of travel to the platform and across the railway through the provision of three new lifts, stairs and pedestrian bridge.</p>

³ <http://www.transportnsw.info/sites/en/transport-status/index.page>

Issue no.	Submission no.	Issue/s raised	TfNSW response
3.5	PAN04	Concerns that the REF assumes that the public is comfortable operating and using a lift.	<p>The proposed lifts would be 17 person lifts designed to comply with the Australian Standards 1735.12-1994 <i>Lifts, escalators and moving walks – Facilities for persons with disabilities for accessibility</i>.</p> <p>A key objective of the Proposed Activity is to improve customer experience and convenience. The lifts would be fitted with information and wayfinding signage and an emergency phone to assist customers when using the lifts.</p> <p>Subject to the detailed design, the lifts would also be constructed with glazing which would provide views out of and into the lifts.</p>

Other stakeholder submissions

Table 2 outlines issues raised by the City of Canterbury-Bankstown Council in their submission, along with TfNSW's response.

Table 2: Response to the City of Canterbury-Bankstown Council's submission

Issue no.	Issue/s raised	TfNSW response
1	General	
1.1	In support of the concept design for the Panania Station Upgrade.	Noted.
1.2	Suggestion that the current request for tender process is reviewed so that Council has an opportunity to provide comments on the concept design prior to the request for tenders being released.	<p>Council was consulted during the development of options for the concept design to understand key issues. To inform the development of options for Panania Station, a meeting was held with Bankstown City Council (now part of the City of Canterbury-Bankstown Council) on 20 October 2015 to discuss the concept design development. A summary of the key issues raised by Council is discussed in Section 5.1 of the REF.</p> <p>During detailed design, further consultation would be undertaken with Council in accordance with the CLP (refer CoA 7).</p>
1.3	Request that the actions outlined in the South West Local Area Plan (SW LAP) (City of Canterbury-Bankstown, 2016) be considered and that TfNSW partner with Council to ensure a collaborative approach in delivering outcomes for the Panania Local Centre.	<p>The objective of the Proposed Activity is to provide a better experience for public transport customers by delivering accessible, modern, secure and integrated transport infrastructure. However, the Proposed Activity would not preclude the actions of the SW LAP to be implemented by Council. Council would be consulted during the detailed design process and the development of the UDP and PDP for the Proposed Activity (refer CoA 36 and 37). The PDP would address details including materials and finishes for structures, the location and design of street furniture, landscaping, and opportunities for public art.</p>

Issue no.	Issue/s raised	TfNSW response
1.4	<p>Concerns that the REF has not considered all actions from the SW LAP, including Action 4 <i>'incorporation of the redevelopment of the existing retail shops on railway land to create a modern and safe entrance into and from the station. This will include reinforcing Robyn Lane as a pedestrian access. This action will be delivered via the Panania Centre Transport Action Plan'</i>.</p>	<p>During the development of the concept design, feasible alternatives were developed for consideration which included some options involving property acquisition. The design options were assessed using a MCA that included consideration of factors such as customer experience, accessibility, engineering constraints, modal integration and cost to select a preferred option. The option to acquire land on the southern side of the station was not considered a viable option and is explained more in Section 2.4 of the REF.</p> <p>The preferred option (i.e. the Proposed Activity) does not include property acquisition but would not preclude the actions of the SW LAP to be implemented by Council at a later stage. The Proposed Activity would introduce well-considered modern architectural elements, which are complementary to the scale and form of the commercial precinct in Panania, support effective pedestrian circulation and provide positive CPTED outcomes for the station entry plazas (such as improvements to lighting and CCTV).</p>
<p>2 Urban design and amenity</p>		
2.1	<p>Request that TfNSW consider the acquisition of adjacent properties at the southern entrance to accommodate a widened station entry with consideration given to CPTED principles.</p>	<p>Refer to the response above for item 1.4.</p>
2.2	<p>Request that TfNSW reconsider Option 3 as the preferred design to improve physical presence within the urban landscape of Panania Station and that Council have the opportunity to review Option 3.</p>	<p>Refer to the response above for item 1.4. The principles of connectivity and integration have formed a fundamental component of the design of the station upgrade.</p> <p>These principles would continue to be reinforced during the detailed design, through the preparation of a UDP and PDP. The UDP would address the connectivity of Panania Station with surrounding local and regional transport networks including street networks and the integration with surrounding local and regional open space and built environment. The PDP would address details including materials and finishes for structures, the location and design of street furniture, landscaping, and opportunities for public art (refer CoA 36 and 37).</p>

Issue no.	Issue/s raised	TfNSW response
2.3	Support for the selection of suitable materials and finishes to complement the existing heritage fabric.	Noted. CoA 39 outlines initiatives to minimise impacts on the heritage fabric of Panania Station.
2.4	Request to review design plans as they are developed and suggestion that the design include provisions to limit graffiti, support community art projects, utilise energy efficient systems and contain all necessary signage.	<p>During detailed design, further consultation would be undertaken with Council. Detailed design of the Proposal would be undertaken in accordance with the <i>NSW Sustainable Design Guidelines – Version 3.0</i> (TfNSW, 2013b) and energy efficient systems would also be considered (such as LED lighting) as described in Appendix C of the REF.</p> <p>A UDP and PDP would be prepared in consultation with Council to investigate provisions such as limiting graffiti and supporting community art projects (refer CoA 36 and 37).</p>
2.5	Council opposes the proposed on-street accessible parking on Weston Street and the associated footpath narrowing due to existing traffic environment and historic speeding issues at the corner of Anderson Avenue (south), a preference for accessible parking to be provided at the commuter car park, and the footpath providing the main access to the station entry plaza.	This feedback would be considered during detailed design where the location of accessible parking on the southern side of the station would be confirmed, in consultation with Council.
2.6	Request that if the proposed on-street accessible parking on Weston Street is retained, Council must be consulted regarding the relocation of existing services and trees, and pavement replacement to specified Council standards.	Consultation would be undertaken with Council during detailed design in accordance with the CLP regarding the location of accessible parking on the southern side of the station and any associated impacts on services, restoration and/or vegetation.

Issue no.	Issue/s raised	TfNSW response
2.7	Concerns that the REF has not considered the Proposed Activities visual impact on future high rise development outlined in the SW LAP such as future six-story development on Anderson Avenue and Sherlock Avenue; and four-storey development on Weston Street.	<p>The Visual Impact Assessment (AECOM, 2016b) undertaken for the Proposed Activity considered the existing environment in its current form and the potential impacts associated with the Proposed Activity. The visual impacts of the Proposed Activity have been determined to range from low to moderate for surrounding receivers. Mitigation measures detailed in Section 6.2.3 of the REF would be implemented to manage the visual impacts of the Proposed Activity during construction and operation.</p> <p>The Proposed Activity would introduce well-considered modern architectural elements, which are complementary to the scale and form of the commercial precinct in Panania, and which would be unlikely to reduce the visual amenity for future developments in the area.</p>
2.8	Council supports the preparation of an Urban Design Plan to be prepared by the Contractor in consultation with Council.	Noted – refer CoA 36.
2.9	Council supports the preparation of a Public Design Plan to be prepared by the Contractor in consultation with Council.	Noted – refer CoA 37.
3 Infrastructure		
3.1	Concerns that the REF does not consider the upgrade of the (currently non-DDA compliant) southern commuter car park. Suggestion that TfNSW partner with Council to address the issues of the southern commuter car park.	This feedback and the potential for additional scope would be considered during detailed design.
3.2	Council supports the proposed kiss and ride facilities.	Noted.
3.3	Concerns that the proposed bicycle rack on the southern side of the station is located in an area previously subject to theft and vandalism with existing CPTED issues including lack of passive surveillance.	<p>This feedback would be considered during detailed design where the location of the bicycle rack on the southern side of the station would be confirmed.</p> <p>The Proposed Activity would include provisions for positive CPTED outcomes for the station entry plazas (such as improvements to lighting and CCTV).</p>

Issue no.	Issue/s raised	TfNSW response
3.4	Council opposes the proposed relocation of the taxi rank on the southern side of the station from Sherlock Avenue to Weston Street. Concerns this will increase the travel distance for patrons traveling in a south-westerly direction and that this proposal has been previously rejected by the Taxi Council and Council. Council suggests further consultation with the Taxi Council.	This feedback would be considered during detailed design where the location of the taxi rank on the southern side of the station would be confirmed, in consultation with Council and the Taxi Council.
3.5	Council supports the provision of a raised pedestrian crossing at Weston Street, providing the mature Eucalypt trees are not affected.	Noted. The mature Eucalypt trees are not nominated for removal and any works in close proximity to these and other trees would have appropriate tree protection measures in place.
3.6	Council opposes the proposed pedestrian refuge at the intersection of Anderson Avenue and Marco Avenue as this would remove an existing water sensitive urban design facility.	It is proposed to remove the pedestrian refuge at the intersection of Anderson Avenue and Marco Avenue from the scope, and retain the existing water sensitive urban design facility, which will be confirmed during detailed design.
3.7	Request for Council to explore opportunities with the local community for public art to be placed on throw screens, lift wells and vertical concrete surfaces.	During detailed design, further consultation would be undertaken with Council. A UDP and PDP would be prepared in consultation with Council to investigate provisions such as limiting graffiti and supporting community art projects (refer CoA 36 and 37).
4	Construction	
4.1	Council opposes the proposed heavy vehicle haulage routes as vehicles would travel through the main Panania shopping strip passing three raised threshold crossings in a designated 40 kilometres per hours and high pedestrian activity zone. Suggestion that Weston Street is used as an alternative route.	The proposed construction vehicle routes outlined in Section 6.1 of the REF are indicative only and would be investigated further to address this feedback, and confirmed during detailed design as part of a Traffic Management Plan (TMP) which would be prepared by the Contractor in consultation with the relevant roads authority (refer CoA 33).
4.2	Request that community consultation is undertaken in the event that construction vehicles or personnel are required to park within the commuter car parks.	A TMP would be prepared for the Proposed Activity and include the management of impacts and changes to on and off street parking and would identify suitable parking locations for construction workers away from Panania Station (refer CoA 33). Further, the CLP would outline measures to ensure the local community is informed of any temporary changes to the availability of on and off street parking during the Proposed Activity.

Issue no.	Issue/s raised	TfNSW response
4.3	Request for further specific information around commencement of construction and project duration, and that this information is clearly communicated to the public.	<p>Construction is expected to start in 2017. If approved, TfNSW would engage a Contractor who would confirm their program for the detailed design and construction.</p> <p>During detailed design, a CLP would be prepared to inform the local community of any activities related to the Proposed Activity with the potential to impact upon them (refer CoA 7).</p>
5 Environmental management		
5.1	Council note the proposed removal of vegetation is from within the rail corridor and replacement planting will be two trees planted for each one removed.	Vegetation offsets would be undertaken in accordance with TfNSW's <i>Vegetation Offset Guide</i> (TfNSW, 2013a) and in consultation with the Council and/or the owner of the land upon which the vegetation is to be planted (refer CoA 20).
5.2	Council notes an error in the REF that 'the increase in hardstand area would increase the total impervious area of the station.'	Noted.
5.3	Request that discharges from the railway corridor due to the proposed upgrade works should not be increased, and a flood impact assessment is to be undertaken to confirm no additional impacts result on downstream properties.	The final drainage arrangements for the Proposed Activity would be subject to detailed design and investigated through further hydrological assessment. Details of the proposed connection to Council's stormwater network would be provided to the Council during detailed design.
5.4	Council supports further hydrological assessment and additional assessment considering the impact of increased runoff as a result of climate change.	Noted. A Climate Change Impact Assessment Report would be prepared during detailed design and provide recommendations to minimise risks associated with climate change, including increased run off.
5.5	Council supports consultation regarding any increased discharge in stormwater into Council's drainage system. Suggestion that a further commitment that 'discharges from the railway corridor not be increased as a result of the proposed upgrade and that a flood impact assessment be undertaken to confirm no additional adverse flood impacts result on downstream properties' be adopted.	Noted. Refer to the response above for 5.3.

Issue no.	Issue/s raised	TfNSW response
6	Community	
6.1	Request clarification whether the forecasted increase in station patronage outlined in the REF considered the increase in density anticipated with the SW LAP rezoning.	<p>The Bureau of Transport Statistics has provided patronage forecasts for Panania Station based on its Strategic Travel Model where it is estimated that patronage will increase to around 4,400 by 2036. For the purposes of the REF, this forecasted increase in patronage plus an increase of 15 per cent was used to determine the forecasted increase in station patronage (e.g. daily patronage of 5,040).</p> <p>The Strategic Travel Model, built largely in the Emme transport modelling software, uses a series of models and processes that attempt to replicate, in a simplified manner, people's travel choices and behaviour under a given scenario. The Strategic Travel Model combines an understanding of travel behaviour with likely population and employment size and distribution (although not specific information from council plans/zoning), and likely road and public transport networks and services to estimate future travel under different strategic land use and transport scenarios.</p>
6.2	Request to explore the potential for community art projects in areas of throw screens, lift wells and vertical concrete surfaces.	Refer to the response for item 3.7.
6.3	Concerns that the REF did not identify the University of Western Sydney as a key stakeholder. Suggestion that targeted consultation is undertaken with the University of Western Sydney.	<p>During detailed design, a CLP will be prepared for the Proposed Activity which would identify all key stakeholders. The University of Western Sydney will be included as a key stakeholder within the CLP (refer CoA 7).</p> <p>Patronage forecasts from the Bureau of Transport Statistics plus an increase of 15 per cent was used to determine the forecasted increase in station patronage which accommodates additional users such as the University of Western Sydney.</p>

Issue no.	Issue/s raised	TfNSW response
6.4	Concerns that the removal of eight timed parking spaces will have a direct impact on local businesses, however the reconsideration of the on-street accessible spaces, relocated taxi rank and providing timing restrictions on the kiss and ride as suggested by Council may alleviate these concerns. Suggestion that targeted consultation is undertaken with local business owners.	<p>This feedback would be considered during detailed design where the location of accessible spaces, taxi rank and kiss and ride areas would be confirmed in consultation with Council.</p> <p>The removal of eight timed on-street parking spaces would decrease the available parking within the Panania local centre, however this is consistent with the priority principles of interchange facilities outlined in the <i>Customer Focused Transport Interchange Design Handbook</i> (TfNSW, 2012) which ranks parking as a last priority for transport interchanges.</p> <p>During detailed design, a CLP would be prepared for the Proposed Activity which would identify all key stakeholders including local business owners (refer CoA 7).</p>

2.4 Future consultation

Should TfNSW proceed with the Proposed Activity, consultation activities would continue, including consultation with the City of Canterbury-Bankstown 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 stakeholder 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)⁴ 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)⁵ would also include updates on the progress of construction.

⁴ projects@transport.nsw.gov.au

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

3 Consideration of the environmental impacts

Environmental Planning and Assessment Act 1979

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

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

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

Environment Protection and Biodiversity Conservation Act 1999

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

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

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

4 Conditions of Approval

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

5 Conclusion

Having regard to the assessment in the REF, 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

AECOM, June 2016, *Panania Station Upgrade Review of Environmental Factors*, Sydney

AECOM, 2016b, *Visual Impact Assessment – Panania Station Upgrade*, Sydney

AECOM, 2016c, *Statement of Heritage Impact – Panania Station Upgrade*, Sydney

TfNSW, 2013a, *Vegetation Offset Guide*, Sydney

TfNSW, 2013b, *NSW Sustainable Design Guidelines - Version 3.0*, Sydney

TfNSW, 2012, *Customer Focused Transport Interchange Design Handbook*, Sydney

Appendix A Review of Environmental Factors

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

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

Appendix B Conditions of Approval

CONDITIONS OF APPROVAL

Panania Station Upgrade

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

Schedule of acronyms and definitions used:

Acronym	Definition
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
EPL	Environment Protection Licence issued by the Environmental Protection Authority under the <i>Protection of the Environment Operations Act 1997</i> .
ISO	International Standards Organisation
OEH	NSW Office of Environment and Heritage
OOHWP	Out of Hours Works Protocol
PCSR	Pre-Construction Sustainability Report
PDP	Public Domain Plan
PECM	Pre-Construction Environmental Compliance Matrix
POCR	Pre-Operational Compliance Report
PMEIA	TfNSW Principal Manager Environmental Impact Assessment (or nominated delegate)
PMEM	TfNSW Principal Manager Environmental Management (or nominated delegate)
PMS	TfNSW Principal Manager Sustainability (or nominated delegate)
RBL	Rating Background Level
TfNSW	Transport for NSW
TMP	Traffic Management Plan
UDP	Urban Design Plan

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

**CoA
number**

Type

General

1

Terms of Approval

The Project shall be carried out generally in accordance with the environmental impact assessment (EIA) for this Project, which comprises the following documents:

Panania Station Upgrade – Review of Environmental Factors, (AECOM, June 2016)

Panania Station Upgrade – Determination Report, (AECOM, August 2016).

In the event of an inconsistency between these conditions and the EIA, these conditions will prevail to the extent of the inconsistency.

2

Project Modifications

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.

3

Statutory Requirements

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.

4

Pre-Construction Environmental Compliance Matrix

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.

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).

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).

Communications**7****Community Liaison Plan**

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:

- a) details of the protocols and procedures for disseminating information and liaising with the community and other key stakeholders about construction activities (including timing and staging) and any associated impacts during the construction period
- b) stakeholder and issues identification and analysis
- c) procedures for dealing with complaints or disputes and response requirements, including advertising the 24 hour construction response line number
- d) details (including a program) of training for all employees, contractors and sub-contractors on the requirements of the CLP.

The CLP shall be prepared to the satisfaction of the Director Community Engagement (or nominated delegate) prior to the commencement of construction and implemented, reviewed and revised as appropriate during construction of the Project.

8**Community Notification and Liaison**

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

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

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

9**Website**

The Proponent shall provide electronic information (or details of where hard copies of this information may be accessed by members of the public) related to the Project, on dedicated pages within its existing website, including:

- a) a copy of the documents referred to under Condition 1 of this approval
- b) a list of environmental management reports that are publicly available
- c) 24 hour contact telephone number for information and complaints.

All documents uploaded to the website must be compliant with the Web Content Accessibility Guidelines 2.0.

**CoA
number**

Type

10

Complaints Management

The Proponent shall set up a 24 hour construction response line number.

Details of all complaints received during construction are to be recorded on a complaints register. A verbal response to phone enquiries on what action is proposed to be undertaken is to be provided to the complainant within two hours during all times construction is being undertaken and within 24 hours during non-construction times (unless the complainant agrees otherwise). A verbal response to written complaints (email/letter) should be provided within 48 hours of receipt of the communication. A detailed written response is to be provided to the complainant within seven calendar days for verbal and/or written complaints.

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

Environmental Management

11

Construction Environmental Management Plan

A Construction Environmental Management Plan (CEMP) shall be prepared prior to commencement of construction which addresses the following matters, as a minimum:

- a) traffic and pedestrian management (in consultation with the relevant roads authority)
- b) noise and vibration management
- c) water and soil management
- d) air quality management (including dust suppression)
- e) indigenous and non-indigenous heritage management
- f) flora and fauna management
- g) storage and use of hazardous materials
- h) contaminated land management (including acid sulphate soils)
- i) weed management
- j) waste management
- k) sustainability
- l) environmental incident reporting and management procedures
- m) non-compliance and corrective/preventative action procedures.

The CEMP shall:

- i) comply with the Conditions of Approval, conditions of any licences, permits or other approvals issued by government authorities for the Project, all relevant legislation and regulations, and accepted best practice management
- ii) comply with the relevant requirements of *Guideline for Preparation of Environmental Management Plans* (Department of Infrastructure, Planning and Natural Resources, 2004)
- iii) include an Environmental Policy.

The Proponent shall:

1. consult with relevant government agencies and service/utility providers as part of the preparation of the CEMP
2. 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)
3. review and update the CEMP at regular intervals, and in response to any actions identified as part of Project audits
4. ensure updates to the CEMP are made within seven days of the completion of the review or receipt of actions identified by any audit of the document, and be submitted to the PMEM for approval.

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

12

Environmental Management Representative

Not used.

**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.*

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 existing footbridge, ramps and stairs.

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****Replanting Program**

All cleared vegetation shall be offset in accordance with TfNSW's *Vegetation Offset Guide* (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.

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

If previously unidentified Indigenous or non-Indigenous heritage/archaeological items are uncovered during construction works, the procedures contained in the TfNSW *Unexpected Heritage Finds Guideline* (3TP-SD-115) shall be followed and all works in the vicinity of the find shall cease. The TfNSW Environment and Planning Manager shall be immediately notified to co-ordinate a response, which may include seeking appropriate advice from a suitably qualified and experienced heritage consultant (in consultation with the Heritage Division, OEH where appropriate). Works in the vicinity of the find shall not re-commence until clearance has been received from TfNSW and/or the heritage consultant.

Hours of Work**22****Standard Construction Hours**

Construction activities shall be restricted to the hours of 7.00am to 6.00pm (Monday to Friday); 8.00am to 1.00pm (Saturday) and at no time on Sundays and public holidays except for the following works which are permitted outside these standard hours:

- a) any works which do not cause noise emissions to be more than 5 dBA higher than the rating background level (RBL) at any nearby residential property and/or other noise sensitive receivers, subject to approval by the PMEM
- b) out of hours work identified and assessed in the EIA or the approved Out of Hours Work Protocol (OOHWP)
- c) the delivery of plant, equipment and materials which is required outside these hours as requested by police or other authorities for safety reasons and with suitable notification to the community as agreed by the PMEM
- d) Emergency Work to avoid the loss of lives, property and/or to prevent environmental harm
- e) any other work as agreed by the PMEM (or nominated delegate) and considered essential to the Project, or as approved by the EPA (where an EPL is in effect).

23**High Noise Generating Activities**

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

Noise and Vibration

24

Construction Noise and Vibration

Construction noise and vibration mitigation measures shall be implemented through the CEMP, in accordance with TfNSW's *Construction Noise Strategy* (7TP-ST-157) and the EPA's *Interim Construction Noise Guideline* (Department of Environment and Climate Change, 2009). The mitigation measures shall include, but not be limited to:

- a) details of construction activities and an indicative schedule for construction works
- b) identification of construction activities that have the potential to generate noise and/or vibration impacts on surrounding land uses, particularly sensitive noise receivers
- c) detail what reasonable and feasible actions and measures shall be implemented to minimise noise impacts (including those identified in the EIA)
- d) procedures for notifying sensitive receivers of construction activities that are likely to affect their noise and vibration amenity, as well as procedures for dealing with and responding to noise complaints
- e) an Out Of Hours Work Protocol (OOHWP) for the assessment, management and approval of works outside the standard construction hours identified in Condition 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 *Construction Noise Strategy* (7TP-ST-157)
- 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.

25

Vibration Criteria

Vibration (other than from blasting) resulting from construction and received at any structure outside of the Project shall be limited to:

- a) for structural damage vibration – the German Standard DIN 4150:Part 3 – 1999: *Structural Vibration in Buildings: Effects on Structures* and British Standard BS 7385-2:1993 *Guide to Evaluation of Human Exposure to Vibration in Buildings (1 Hz to 80 Hz)*
- b) for human exposure to vibration – the acceptable vibration values set out in the *Environmental Noise Management Assessing Vibration: A Technical Guideline* (Department of Environment and Conservation, 2006), which includes the British Standard BS 7385-2:1993 *Guide to Evaluation of Human Exposure to Vibration in Buildings (1 Hz to 80 Hz)*.

These limits apply unless otherwise approved by the PMEM through the CEMP.

26

Non-Tonal Reversing Beepers

Non-tonal reversing beepers (or an equivalent mechanism) shall be fitted and used on all construction vehicles and mobile plant regularly used on site (i.e. greater than one day) and for any out of hours work.

**CoA
number****Type****27****Noise Impacts on Educational Facilities**

Potentially affected pre-schools, schools, universities and any other affected permanent educational institutions shall be consulted in relation to noise mitigation measures to identify any noise sensitive periods (e.g. exam periods). As much as reasonably practicable, noise intensive construction works in the vicinity of affected educational buildings are to be minimised.

28**Piling**

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

Lighting**29****Lighting Scheme**

All permanent lighting for the Project is to be developed by a suitably qualified lighting designer and prepared in accordance with AS 1158 *Road Lighting* and AS 4282 *Control of the Obtrusive Effect of Outdoor Lighting*. The lighting scheme shall address the following as relevant:

- a) consideration of lighting demands of different areas
- b) strategic placement of lighting fixtures to maximise ground coverage
- c) use of LED lighting
minimising light spill by directing lighting into the station
- d) control systems for lighting that dim or switch-off lights settings according to the amount of daylight the zone is receiving
- e) motion sensors to control low traffic areas subject to security considerations
- f) allowing the lighting system to use low light or switch off light settings while meeting relevant lighting Standards requirements and security considerations
- g) ensuring security and warning lighting is not directed at neighbouring properties.

The proposed lighting scheme is to be submitted with the first design submission (System Definition Review) and accepted by TfNSW's Precincts and Urban Design team.

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Property

30

Property Condition Surveys

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

- a) all buildings/structures/roads within a plan distance of 20 metres from the edge of the Designated Works
- b) all heritage listed buildings and other sensitive structures within 50 metres from the edge of the Designated Works.

Property condition surveys need not be undertaken if a risk assessment indicates that selected buildings/structures/roads identified in (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.

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

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

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

Any damage to buildings, structures, lawns, trees, sheds, gardens, etc. as a result of construction activity direct and indirect (i.e. including vibration and groundwater changes) shall be rectified at no cost to the owner(s).

Sustainability

31

Sustainability Officer

The Proponent shall appoint a suitably qualified and experienced Sustainability Officer who is responsible for implementing the sustainability objectives for the Project.

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).

32 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**33 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.

34**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.

35**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 raised pedestrian crossing on Weston Street, the proposed accessible parking spaces on either side of the station, new kerb ramps and any new kiss and ride areas and taxi ranks; and mitigation measures proposed.

The Road Safety Audit is to be submitted to and accepted by TfNSW. The findings of the Road Safety Audit shall be provided to the City of Canterbury-Bankstown Council for information.

Urban Design and Landscaping**36****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 the 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. minimise bulk of the replacement platform canopy and new pedestrian bridge to and ensure that the heritage Platform Building is the dominant feature
 - ii. selection of appropriate materials and colour finishes for new elements of the Project to minimise visual impacts and enhance the overall appearance
 - iii. consideration of the selection and location of new tree plantings along Anderson Avenue (north) that may provide partial screening

- e) any other matters which the conditions require the UDP to address.

The UDP shall be:

1. prepared and submitted to TfNSW with the first design submission (System Definition Review) and updated and submitted for subsequent design submissions
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. endorsed by TfNSW's Precincts and Urban Design team.

37**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. selection and location of new tree plantings along Anderson Avenue (north) that may provide partial screening of the station from surrounding receivers and facilitate improved amenity
 - iii. 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 with the first design submission (System Definition Review) and updated and submitted for subsequent design submissions
 2. prepared in consultation with councils and relevant stakeholders
 3. prepared by a registered landscape architect
 4. endorsed by TfNSW's Precincts and Urban Design team.
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Additional Conditions

38

Graffiti and Advertising

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:

- a) offensive graffiti will be removed or concealed within 24 hours
 - b) highly visible (yet inoffensive) graffiti will be removed or concealed within a week
 - c) graffiti that is neither offensive or highly visible will be removed or concealed within a month
 - d) any unauthorised advertising material will be removed or concealed within 24 hours.
-

Site Specific Conditions

39

Minimisation of Heritage Impacts to Panania Railway Station

In order to minimise impacts on the heritage fabric of the station, which is listed on RailCorp's Section 170 Heritage and Conservation Register, the following shall be implemented during detailed design:

- a) consideration is to be given to the requirement for a sympathetic design that responds to the heritage context of Panania Station, in particular the external elements of the Project including, but not limited to, the three new lifts, canopies and pedestrian bridge, along with proposed alterations to the Platform Building
- b) heritage recommendations included in the Panania Station Upgrade Statement of Heritage Impact (AECOM, 2016c) are to be incorporated into the detailed design where reasonable and feasible and accepted by TfNSW
- c) a suitably qualified and experienced heritage consultant, who is independent of the Contractor's personnel and approved by the TfNSW Principal Manager Environmental Impact Assessment (PMEIA) (or nominated delegate), is to provide input to the detailed design process to ensure the design is sympathetic to the heritage values of the station. The independent heritage consultant shall undertake the following:
 - i. preparation of a detailed Heritage Impact Assessment in accordance with OEH guidelines and based on the detailed design, for works that would affect the fabric of the existing station. The Heritage Impact Assessment is to demonstrate compliance with a) and b) of this condition
 - ii. an archival recording of the station as a whole, which would be undertaken prior to the commencement of construction in accordance with the NSW Heritage Division guidelines *Photographic recording of heritage items using film or digital capture* (NSW Heritage Office, 2006) and *How to prepare archival records* (NSW Heritage Office, 1998). Copies are to be provided to the Sydney Trains Heritage Team for future reference. In particular the following elements should be concentrated on:
 - Platform Building (1931)
 - existing footbridge, ramps and stairs (1956)
 - platform canopies (2010)
- d) the final design is to be accepted by TfNSW, in consultation with the Sydney Trains Heritage Team prior to the commencement of construction. The Sydney Trains Heritage Team is to be provided with a copy of the detailed design and heritage documentation, and is to be given a minimum 21 days advance written notice of the construction commencement date, to allow for notification to be issued to the OEH Heritage Division regarding the demolition works associated with the existing footbridge, ramps and stairs, and the platform canopies.

40

Vibration Impacts to Heritage Listed Structures

In addition to Conditions 24 and 25, the following controls are to be implemented to protect listed heritage structures within proximity to the works:

- a) attended vibration monitoring is to be undertaken at the commencement of vibration generating activities to determine site specific safe working distances
- b) vibration intensive works are not to proceed within the safe working distances unless a permanent vibration monitoring system is installed approximately one metre from the building footprint, to warn operators (via flashing light, audible alarm, SMS etc.) when vibration levels are approaching the acceptable vibration limit
- c) if an exceedance is recorded, vibratory works are to cease immediately, and less vibration intensive methods of construction or equipment implemented to achieve compliance.

41

Noise Impacts to adjacent receivers

During detailed design, further investigation is to be undertaken to confirm the noise impacts on the nearest residential receivers (including as a minimum R1 and R2 as identified in the REF) due to their proximity and potential sensitivity to construction works. Feasible and reasonable mitigation and management measures will be determined, in consultation with the affected receivers, to minimise noise impacts on these receivers during construction, in accordance with TfNSW's *Construction Noise Strategy*.

42

Temporary Station Shutdown

In the event that a temporary shutdown is proposed to be undertaken, an assessment of the environmental impacts of the temporary shutdown is to be prepared and submitted to TfNSW in accordance with the requirements of Condition 2. No activities or works associated with the temporary shutdown may commence until approved by TfNSW.

Should a decision be made to temporarily shut the station, the following are to be implemented prior to the shutdown occurring:

- a) further consultation is to be undertaken with transport operators and the City of Canterbury-Bankstown Council
- b) an alternative transport strategy (with details of replacement transport services and accompanying consultation activities) is to be prepared to the satisfaction of TfNSW
- c) the community is to be notified in advance of alternative transportation options being provided.

43

Protection of Trees in Edwards Reserve

The detailed design and construction of the Project shall be undertaken with regard for the trees in Edwards Reserve which have high amenity value and are to be protected and retained, where practicable. Any proposed impacts/tree removal would need to be assessed, justified and approved by TfNSW in accordance with the requirements of Condition 19.

END OF CONDITIONS

Appendix C Environmental Impact Assessment

PANANIA STATION UPGRADE

APPROVAL

I, LOUISE SUREDA, as delegate of the Secretary, Transport for NSW:

1. Have examined and considered the Proposed Activity in the Panania Station Upgrade Review of Environmental Factors (June 2016) and the Panania Station Upgrade Determination Report (September 2016) in accordance with section 111 of the *Environmental Planning and Assessment Act 1979*.
2. Determine on behalf of Transport for NSW (the Proponent) that the Proposed Activity may be carried out in accordance with the Conditions of Approval in this Determination Report, consistent with the Proposal described in the Panania Station Upgrade Review of Environmental Factors (June 2016) as amended by this Determination Report.



Louise Sureda
Director, Planning and Environment Services
Infrastructure and Services Division
Transport for NSW

Date: 5 September 2016.