

# **Oatley Station Accessibility Upgrade**

## **Determination Report**

### **Transport Projects Division**

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## **Attachments**

1. Revised design drawings
2. Photomontages
3. Revised Statement of Heritage Impact (SoHI) (Artefact, August 2014)
4. Assessment of the Potential Visual Impact for the Oatley Station Accessibility Upgrade Project (RPS, September 2014)
5. Transport Strategy (GHD August 2014)
6. Oatley Accessibility Addendum Flora and Fauna Assessment (Biosis, September 2014)
7. Oatley Station Accessibility Upgrade, Conditions Of Approval (TfNSW, October 2014)

## **Appendix**

Oatley Station Accessibility Upgrade Review of Environmental Factors  
(TfNSW, April 2014)

## Definitions

<b>CCTV</b>	Closed Circuit Television
<b>CEMP</b>	Construction Environmental Management Plan
<b>Concept Design</b>	The Concept Design is the preliminary design presented in the REF, which would be refined by the Contractor (should the Project proceed) to a design suitable for construction (subject to TfNSW acceptance). TfNSW contracts a single entity (the Contractor) to take the Concept Design to construction and the Contractor therefore becomes responsible for all work on the Project.
<b>CPTED</b>	Crime prevention through environmental design – a set of guidelines and principles for the design of public spaces which facilitates crime prevention.
<b>dBA</b>	decibels (A-weighted scale)
<b>Design and Construct Contract</b>	A method to deliver a Project in which the design and construction services are contracted by a single entity known as the Contractor. The Contractor completes the design by taking the Concept design presented in the REF and refining it (subject to TfNSW acceptance) suitable for construction.
<b>DDA</b>	<i>Disability Discrimination Act 1992</i>
<b>DSFAPT</b>	The <i>Disability Standards for Accessible Public Transport 2002</i> set out the minimum accessibility requirements that providers and operators of public transport must comply with, as well as ensuring that access to transport is consistently improved.
<b>EPA</b>	Environment Protection Authority
<b>EP&amp;A Act</b>	<i>NSW Environmental Planning and Assessment Act 1979</i>
<b>EPL</b>	Environment Protection Licence
<b>LEP</b>	Local Environmental Plan
<b>Noise Sensitive Receiver</b>	In addition to residential dwellings, noise sensitive receivers include, but are not limited to, hotels, entertainment venues, pre-schools and day care facilities, educational institutions (e.g. schools, TAFE colleges), health care facilities (e.g. nursing homes, hospitals), recording studios and places of worship/religious facilities (e.g. churches).
<b>NSW</b>	New South Wales
<b>OEH</b>	NSW Office of Environment and Heritage
<b>RBL</b>	Rating Background Level
<b>Rolling stock</b>	vehicles that move on a railway
<b>Sydney Trains</b>	From 1 July 2013, Sydney Trains replaced RailCorp as a new rail operator created to service the different needs of Sydney and intercity customers. Sydney Trains is tasked with delivering metropolitan rail customers a better service.
<b>s60</b>	When a place is listed on the State Heritage Register (SHR) or affected by an interim heritage order, the approval of the Heritage Council of NSW



is required for any major work.

This approval is made on the approved form which is known as a s60 for approval to carry out a section 57(1) activity to an item or land listed on the SHR or to which an Interim Heritage Order applies.

**TfNSW**

Transport for NSW (the Proponent)

## Executive Summary

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

Transport for NSW is the proponent for the Oatley Station Accessibility Upgrade, which forms part of the Transport Access Program (TAP).

### Overview of the Project

Transport for NSW, as the Proponent, undertook a Review of Environmental Factors (REF), which detailed the scope of works and environmental impacts associated with the Oatley Station Accessibility Upgrade. The REF was prepared by TfNSW in accordance with the *Environmental Planning and Assessment Act 1979* (EP&A Act) and Clause 228 of the *Environmental Planning and Assessment Regulation 2000*.

The REF was placed on public display from 14 April to 12 May 2014, and presented to the NSW Heritage Council Approvals Committee (HCAC) on 7 May 2014. Following community feedback from the public exhibition period, and feedback on the design from HCAC, it was considered that the proposed structure required further design development.

### Modifications to the Project

Tonkin Zulaikha Greer (architects) and Spackman Mossop Michaels (landscape architects) were engaged on behalf of TfNSW to provide further development of the concept design that would address Heritage Council's concerns and community feedback.

The modified concept design was reassessed in relation to heritage, ecology and visual impacts. The modified design was then the subject of a revised s60 application to the Heritage Division of the Office of Environment and Heritage (OEH) under the *Heritage Act 1977*. The application was placed on exhibition by the Heritage Division of OEH for 21 days, from 27 August to 17 September 2014.

The revised s60 application was considered by NSW Heritage Council Approvals Committee on 19 September 2014. A s60 approval for the project was granted on 24 September 2104 subject to a number of conditions, which are referenced in the Conditions of Approval of this Determination Report (refer to Condition 43 of Attachment 7).

## Purpose of this report

The purpose of this Determination Report is for Transport for NSW, as Proponent of the Oatley Station Accessibility Upgrade (the Proposed Activity) to determine whether or not to proceed with the Project. In doing so, Transport for NSW must make a determination in accordance with the provisions of Part 5 of the *Environmental Planning and Assessment Act 1979* (the EP&A Act).

## Conclusions

Having regard to the assessment in the REF, a review of the submissions received from stakeholders, the modified design, and reassessment of heritage, ecology and visual impacts, it is recommended that the Proposed Activity be approved, subject to the mitigation measures in the REF and the Conditions of Approval in this Determination Report.

Transport for NSW would continue to liaise with the community and other stakeholders as the Project continues into the detailed design and construction phases.

# 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 rail, bus, ferry and taxi services and related infrastructure in NSW.

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

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

The TAP ensures the integrated planning and delivery of works with the aim of providing:

- Stations that are accessible to the disabled, ageing and parents with prams
- Modern buildings and facilities for all modes that meet the needs of a growing population
- Modern interchanges that support an integrated network and allow seamless transfers between all modes for all customers
- Safety improvements including extra lighting, help points, fences and security measures for car parks and interchanges, including stations, bus stops and wharves
- Signage improvements so customers can more easily use public transport and transfer between modes at interchanges
- Other improvements and maintenance such as painting, new fencing and roof replacements.

## 1.2 Oatley Station Accessibility Upgrade

The specific objectives of the Oatley Station Accessibility Upgrade Project are to:

- Improve commuter access to Oatley Station and interchange
- Improve customer experience (specifically weather protection, better interchange facilities and visual appearance)
- Minimise pedestrian conflict and crowding points
- Improve integration with the surrounding precinct
- Improve customer safety
- Improve wayfinding in and around the station
- Respond to the heritage values of the site



- Improve customer amenity.

The Project fulfils the Transport Access Program objectives by proposing to provide:

- Three new lifts to provide accessible access from street (Oatley Parade and Mulga Road) to platforms
- Landscaped station forecourts
- Reconfiguration of the existing kiss and ride, taxi and bus access
- Accessible parking spaces compliant with the *Disability Discrimination Act 1992* (DDA) requirements
- Bus shelters in Oatley Parade and Mulga Road
- Increased commuter car parking
- Upgraded bicycle facilities
- Upgraded facilities for staff and customers including a family accessible toilet
- Upgraded lighting and CCTV
- Upgraded signage to the station and interchange
- Maintenance of the cross-corridor access and integrating with the existing street pattern.

Transport for NSW is the Proponent for the Oatley Station Accessibility Upgrade (referred to as 'the Proposed Activity' for the purposes of this document).

The Proposed Activity would also ensure that Oatley Station would meet the legislative requirements under the *Disability Standards For Accessible Public Transport* (DSFAPT).

It is anticipated that the Project will take approximately 2 years to complete.

### **1.3 Oatley Station Accessibility Upgrade Review of Environmental Factors**

TfNSW, as the proponent for the Oatley Station Accessibility Upgrade, undertook a Review of Environmental Factors (REF), which details the scope of works and environmental impacts associated with the Proposed Activity (Appendix 1).

The REF was prepared in accordance with the *Environmental Planning & Assessment Act 1979* (EP&A Act) and Clause 228 of the *Environmental Planning and Assessment Regulation 2000*. The REF was placed on public display from 14 April to 12 May 2014, with 64 submissions received from the general public. The issues raised in these submissions are addressed in Section 3.4.

### **1.4 Purpose of this Determination Report**

Prior to proceeding with the Proposed Activity, the Director General, TfNSW must make a determination in accordance with the EP&A Act.

The objectives of this Determination Report are to:

- Assess the environmental impacts with respect to the Proposed Activity, which are detailed in the environmental impact assessment (the REF)
- 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 & Biodiversity Conservation Act 1999* (EPBC Act) apply to the Proposed Activity.

## 2 Description of the Proposed Activity

### 2.1 Description of the Proposed Activity in the REF

The Project relates to the construction of an accessible station and interchange as part of the Transport Access Program, with integration into the existing road and pedestrian networks.

The original Proposed Activity included:

- A new 50 metre long overhead pedestrian footbridge located at the northern end of the existing platform
- Eastern (Oatley Parade) and western (Mulga Road) forecourts with lifts and stairs providing accessible paths into the station and a cross corridor link
- Replacement canopies from the existing stair entrance through to the northern end of the existing platform building, providing cover to the new lift and stairs
- Provision of a Family Accessible Toilet on the platform
- Modification to the heritage platform building, including installing a communications room where the toilets are currently located
- Closure of the existing access stairs
- Modifications to the northern end of the platform (River Road underbridge) to provide for a new lift and stairs, and level access around these and the Family Accessible Toilet
- Amendments and upgrading of existing electrical, mechanical, hydraulic and communication services
- An extended commuter car park off Oatley Parade, increasing available spaces to 33 spaces, inclusive of an accessible car space.

### 2.2 Design Modifications

Following community submissions as a result of public display of the REF, and presentation to the NSW Heritage Council Approvals Committee (HCAC), it was considered that the proposed structure required further design development.

Tonkin Zulaikha Greer (architects) and Spackman Mossop Michaels (landscape architects) were engaged on behalf of TfNSW to provide a further development of the concept design that would address the Heritage Council's concerns and community feedback.

The modified design was reassessed in relation to heritage, ecology and visual impacts. The modified design was then the subject of a revised s60 application to the Heritage Division of the Office of Environment and Heritage (OEH) under the *Heritage Act 1977*. The application was placed on exhibition by the Heritage Division of OEH for 21 days, from 27 August to 17 September 2014.

The revised s60 application was considered by NSW Heritage Council Approvals Committee on 19 September 2014. A s60 approval for the project was granted on 24

September 2104 subject to a number of conditions, which are referenced in the Conditions of Approval of this Determination Report (refer to Condition 43 of Attachment 7).

Changes have been made to the concept design as presented in the REF, and additional mitigation measures have been included in this Determination Report should the Proposed Activity proceed. These modifications are discussed in Section 3.6.

Should further design modifications be required as a result of detailed design, these modifications would be appropriately assessed to determine the significance of impacts, and additional mitigation measures and/or consultation would be undertaken if necessary.

## **3 Consultation & Assessment of Submissions**

### **3.1 Consultation prior to display of REF**

Prior to public display of the REF, consultation with selected stakeholders was undertaken to assist in identifying appropriate mitigation measures during design and construction.

The following key engagement activities and tools were undertaken:

- Consultation with the Office of Environment and Heritage and Sydney Trains regarding the development of the concept design
- Consultation with Councils - TfNSW conducted a briefing on the Proposed Activity with Kogarah City Council in January 2014, and with Hurstville City Council in February 2014. Potential issues raised by the Councils and the TfNSW response were discussed in the REF
- Contact mechanisms – A Project information line and email address was established to enable stakeholders to seek further information about the Project.

### **3.2 Consultation during display of the REF**

The REF was placed on public display from 14 April to 12 May 2014 at various locations in both the Hurstville and Kogarah Council areas, at the Office of Environment and Heritage, at the TfNSW information centre in the Sydney CBD, as well as on the TfNSW website at [www.transport.nsw.gov.au/projects](http://www.transport.nsw.gov.au/projects).

Community consultation activities undertaken during this period included:

- Distribution of 4,000 colour leaflets to commuters at the station, nearby residents and businesses
- Installation of Project signage at Oatley Station
- Community Information sessions at Oatley:
  - Wednesday 30 April 2014, 3pm – 7pm
  - Saturday 3 May 2014, 10am – 1pm.
- Advertisements in the Early General News section of the St George and Sutherland Leader on 16 April, 18 April, 23 April and 25 April 2014
- Placement of information on the TfNSW website.

### **3.3 REF submissions**

A total of 64 submissions were received by TfNSW from the community as a result of the above activities. No formal submissions were received from the Councils.

Submissions raised a variety of issues in relation to the Proposed Activity, and these are tabulated below.

### 3.4 Consideration and Response to Submissions

#### Community submissions to the REF

Submission Number	Issues raised	TfNSW Response
<b>General</b>		
Oat11 Oat18 Oat19 Oat22 Oat23 Oat24 Oat25 Oat31 Oat32 Oat35 Oat42 Oat48 Oat49 Oat56 Oat57 Oat62	General support of station upgrade.	Noted.

Submission Number	Issues raised	TfNSW Response
<b>Need for the Project</b>		
Oat01 Oat02 Oat03 Oat04 Oat45 Oat50	Lifts not required as there are already lifts available at nearby stations, including Mortdale and Penshurst.	TfNSW, as a provider of public transport infrastructure and services, must comply with the standards as specified in the DSFAPT.  A transport network that is accessible to transport infrastructure customers is required, including full accessibility on both sides of the rail corridor, to comply with the DDA requirements.
Oat61	Why is lift access required on the west side? Lift access on the east side only would be sufficient.	
Oat02 Oat08 Oat15 Oat50	Concern about expense of the project in an era of supposed fiscal restraint.	
Oat37	More appropriate use of funding would be to install pedestrian lights on Hillcrest Avenue (before King George's Road). At present, bollards block the left lane causing traffic congestion behind cars waiting to turn right onto King George's Road.	TfNSW, as a provider of public transport infrastructure and services, must comply with the standards as specified in the DSFAPT.  A transport network that is accessible to transport infrastructure customers is required, including full accessibility on both sides of the rail corridor, to comply with the DDA requirements.  This traffic concern will be forwarded to Kogarah Council for consideration.



Submission Number	Issues raised	TfNSW Response
Oat21	Has the drainage problem (i.e. the water flow into Mulga Road) been fixed?	This concern will be forwarded to Hurstville Council for consideration. Drainage to the new works would comply with all appropriate codes and standards.
Oat40	Concern that those with a real need to use the lifts will be 'pushed out' by schoolchildren.	The lifts are designed so that waiting times would not be greater than two minutes.
Oat46	Too many steps; why can't there be escalators. Basic lifts hold approximately 10 people, fewer if wheelchairs or prams are in the lift; you will need waiting bench for the lifts.	Lifts and stairs are provided in accordance with the DSFAPT. Escalators do not provide for equal access. The redesign has allowed a reduction in the number of stairs. The lifts proposed for Oatley are 17 person lifts, and the waiting time is not greater than two minutes.
Oat56	Lifts break down; ramps are more reliable.	To achieve gradients as required under the DSFAPT, the ramps would be extremely long, increasing the distance to walk and creating greater visual impacts.  Repair timeframes for non-emergency lift breakdowns are specified as under 24 hours for the Sydney metropolitan area.
<b>Design</b>		
Oat01	The design is too commercial. Would prefer a design similar to Mortdale or Penshurst.	The design has been modified in consultation with the Heritage Division of OEH.
Oat02 Oat03 Oat04 Oat06 Oat09	The proposed design is: <ul style="list-style-type: none"> <li>• out of character with the local setting</li> <li>• imposing/overkill</li> <li>• out of proportion with it's surroundings</li> <li>• not in keeping with the criteria in the Potential</li> </ul>	Significant changes have been made to the appearance of the pedestrian footbridge, stairs, canopies and general architecture from that portrayed in the REF design.  The redesign has achieved a lighter, more transparent design solution, sympathetic to the station and its landscape setting. The existing stairway access to the platform will also be retained.



Submission Number	Issues raised	TfNSW Response
Oat10 Oat12 Oat15 Oat17 Oat20 Oat24 Oat26 Oat29 Oat34 Oat45 Oat47 Oat50 Oat55 Oat51 Oat56 Oat57 Oat61 Oat62	Visual Assessment <ul style="list-style-type: none"> <li>will degrade the heritage value of Oatley Railway Station.</li> </ul>	
Oat03 Oat12	If lifts are required, these should be provided further south adjoining the disabled parking spaces.	The option of locating lifts at the southern end of the platform was considered and reviewed in the REF, but was not preferred as: <ul style="list-style-type: none"> <li>The location would not provide for interchange with other forms of transport</li> </ul>

Submission Number	Issues raised	TfNSW Response
		<ul style="list-style-type: none"> <li>• Would require private property and Council property acquisition</li> <li>• The western entrance access would be remote from Mulga Road and is therefore not ideal as it has potential security issues due to its remoteness and lack of casual surveillance</li> <li>• A pedestrian access path would need to run parallel to the rail corridor (within the identified high ecological constraint area), and immediately to the rear of the residential area off Mulga Road.</li> </ul> <p>The location of the lifts and overhead pedestrian footbridge at the north end of the station was considered to be the most suitable given heritage, engineering and construction constraints.</p>
Oat05	To more effectively manage elevator traffic, as opposed to the current design, install a single elevator in the location of the current stairway which leads down into the tunnel beneath the railway.	<p>Provision of a lift in this location is constrained by vertical clearance requirements, services locations and the visual and heritage impacts from any tunnel with forecourt access, particularly onto the Douglas Cross Gardens.</p> <p>The modified design now retains use of the original underbridge stairs.</p>
Oat06(2) Oat10	Alternative proposal to install only one elevator on Oatley Avenue, removing the proposed elevator from the Mulga Road site, utilising the walkway/tunnel to Oatley Avenue for elevator access.	<p>The existing canopy will be replaced as part of the installation with a new canopy on the northern end of the platform which is more sympathetic to the heritage platform building.</p> <p>Due to the narrow platform width at the north end of the station, the limitations of the existing footpath in River Road beneath the underbridge, and the pedestrian circulation requirements outside a lift, installation of a lift at this location is not feasible.</p> <p>Barrier-free access to all transport infrastructure is required, including full accessibility on both sides of the rail corridor, to comply with the DDA requirements.</p>

Submission Number	Issues raised	TfNSW Response
Oat10	Redesign lift and stairs away from Douglas Cross Gardens and situate them at current car park near the existing petrol station.	<p>The location of a lift at the southern end of the platform near the existing commuter car park was discounted for a number of reasons including:</p> <ul style="list-style-type: none"> <li>• The location would not provide for interchange with other forms of transport</li> <li>• Would require private property and Council property acquisition</li> <li>• The western entrance from Mulga Road is not ideal as it has potential security issues due to its remoteness and lack of casual surveillance</li> <li>• A pedestrian access path would need to run parallel to the rail corridor (within the identified high ecological constraint area), and immediately to the rear of the residential area off Mulga Road.</li> </ul> <p>A transport network that is accessible to transport infrastructure customers is required, including full accessibility on both sides of the rail corridor, to comply with the DDA requirements.</p> <p>Accessible parking spaces will be provided in Mulga Road.</p>
Oat50	Will not meet the needs of the truly disabled, a single lift should be provided closer to the east side commuter car park. Only one lift is required, not two.	
Oat55	Proposal for an access ramp from further south	
Oat56	Provide an exit to the station at both the eastern car park and at Mulga Road, to spread pedestrian load.	
Oat61	Access should be from the south end of the platform, near the petrol station. This would facilitate access for the physically disabled and elderly with ease of short term and long term parking.	
Oat11	Stairs on western side should project to the west as opposed to current design of spiral arrangement, to facilitate pedestrian movement.	
Oat12(2)	The visual impact of the tower on the Mulga Road side is impossible to reduce; a tunnel under the side and a lift to the platform would be less	<p>The design has been modified in consultation with the Heritage Division of OEH.</p> <p>Significant changes have been made to the appearance of the</p>

Submission Number	Issues raised	TfNSW Response
	<p>intrusive.</p> <p>The eastern side (visual) impacts could be reduced by the planting of tall trees.</p> <p>The roof on the eastern side should follow the slope of the steps and extend at least to the footpath.</p>	<p>pedestrian footbridge, stairs, canopies and general architecture from that portrayed in the REF design.</p> <p>Visual impacts on the eastern side are reduced as items such as the bus shelter and bike racks are concealed within the stair structure. On the Mulga Road side, additional tall tree plantings are proposed and the bike lockers/storage and utilities are relocated behind the retaining walls that would extend from the underbridge.</p> <p>Tunnels are generally considered a less favourable option due to safety and security issues. In this case, there are additional considerations relating to services locations and the visual and heritage impacts from any tunnel with forecourt access onto the Douglas Cross Gardens.</p> <p>A detailed Urban Design and Landscape Plan (UDLP) would be required as part of the Project's design and construction.</p>
Oat13 Oat14	Visual impact of the concrete tower for elevators could be softened through the use of living walls (vertical wall planting) on the façade.	The design has been modified in consultation with the Heritage Division of OEH. This includes additional tall tree plantings and relocation of bike lockers/storage and utilities behind the proposed retaining walls extending from the underbridge on the Mulga Road side.
Oat14	Towers for elevators should be green-grey colour to minimise visual impact, with plantings/trees around the base which would also assist in graffiti prevention.	A detailed Urban Design and Landscape Plan would be required as part of the Project's design and construction, and this will include planting that gives consideration to <i>Crime Prevention Through Environmental Design</i> (CPTED) requirements.
Oat33	The design overwhelms the park on the eastern side. The height, boxy shape and colours (grey) used in the current design seem quite strong. Consider a softer façade that has less visual	A simple palette of contemporary natural materials is proposed for the modified design – with brick paving to the forecourts. The new palette comprises concrete, steel and aluminium with minimal colour, which is considered less intrusive in the landscape setting.

Submission Number	Issues raised	TfNSW Response
	impact/improved blending with the gardens.	Visual impacts on the eastern side are reduced as items such as the bus shelter and bike racks are concealed within the stair structure. A detailed UDLP would be required as part of the Project's design and construction, and this will include planting that gives consideration to CPTED requirements.
Oat20	The option under the railway line should be explored further. This option could be designed to minimise impact on the park, particularly with additional landscaping.	Tunnels are generally considered a less favourable option due to safety and security issues. In this case, there are additional considerations relating to vertical clearances, services locations and the visual and heritage impacts from any tunnel with forecourt access, particularly onto the Douglas Cross Gardens.
Oat36	Suggest as an alternative design, a pedestrian tunnel parallel and to the south of the existing road underbridge. The pedestrian tunnel would go from the Mulga Road side of the line towards Oatley Parade, parallel to and near to where the proposed footbridge would be placed. A single lift could then provide non-stair access to the platform; steps would need to be constructed to provide access.	The footpath in the underbridge is to be retained to provide alternative cross-corridor access for all pedestrians.
Oat26 Oat53	Preference to retain the hedging as opposed to installing fencing in the middle of the road.	Hurstville Council has expressed preference for native grasses in the road median to minimise maintenance. The Condition of Approval (Condition 49) relating to the requirement for a detailed UDLP specifies that the landscaping is to be as agreed with the relevant Council/s.
Oat28	Improve aesthetics of existing canopy.	Materials and finishes proposed were a result of consultation with



Submission Number	Issues raised	TfNSW Response
Oat34 Oat41 Oat43 Oat58	A more traditional design and less imposing canopy is required. Canopy should follow the decline of the stairs rather than staying at 8 metres, which won't provide much weather cover at that height. Cover should extend to the end of the stairs.	Heritage Division of the Office of Environment & Heritage. The finishes were intended to clearly differentiate between the new and the 'old' features of the station. In addition, the design of the canopy at the eastern forecourt attempted to use the weather protection structure to create a sense of public space.  The design has been modified in consultation with the Heritage Division of OEH and significant changes have been made to the appearance of the pedestrian footbridge, stairs, canopies and general architecture from that portrayed in the REF design.
Oat43	Base of lift building on the platform should be clad in weatherboard to mimic the existing buildings (as done at Katoomba Station).	The canopy to the stairs leading to/from the eastern forecourt has been lowered to be less visually imposing.
Oat45	The proposal takes up part of Douglas Cross Gardens which could be avoided if the overpass was located between the shops in Oatley Parade and the service station.  This option would enable the existing stairs to be kept open which would have the added advantage of giving pedestrians an option of walking up only 2 flights of stairs as opposed to the proposed 5.	The area required for the forecourt and lift to the overhead pedestrian footbridge is behind the existing bus shelter on Oatley Parade and all attempts have been made to minimise the impact on the Douglas Cross Gardens, which is part of the rail corridor, and leased to Kogarah Council.  The section of Boongarra Reserve to the east of Mulga Road is also rail corridor land, leased to Council. The western forecourt area does not change the current alignment of Mulga Road, and was located away from the area of land considered to have a high ecology value.
Oat01 Oat03	Concern regarding the removal of the small park area on Oatley Parade.	This location at the northern end of the station is considered to be the most suitable given ecology, heritage, engineering and construction constraints.
Oat61	The location on the north end of the station is questionable- not environmentally friendly as it goes through the gardens on the east side.	The design has been modified in consultation with the Heritage Division

Submission Number	Issues raised	TfNSW Response
Oat15	The proposed structure would virtually destroy the character of Douglas Cross Gardens. The parkland to the west adjacent to Mulga Road would also be adversely affected as a wide car passenger loading zone would have to be constructed.	of OEH, and now retains the existing stair access.
Oat26	Park areas need to be a priority and remain intact.	
Oat50	It is unacceptable to impact both the east side gardens and Boongara Reserve on the western side.	Barrier-free access to all transport infrastructure is required, including full accessibility on both sides of the rail corridor, to comply with the DDA requirements. The proposal has been designed to minimise impacts on the gardens and Boongara Reserve.
Oat51	Proposed mid-corridor option and multi-storey car park should be considered.	The mid-corridor option was discounted, in part due to the potential impacts on the heritage platform building, the high ecological value (as was originally considered the case) placed on the area of land on the western side of the station which would be required for a forecourt, the heritage values of the precinct, and the need to relocate the 11KV feeder and 415V Ausgrid supplies to the station.  A multi-storey car park is not part of the scope for this Project. However, TfNSW is undertaking ongoing assessment of commuter parking arrangements as part of the detailed design process.
Oat55	Do not include stairs in the lift structure on the Mulga Road side.	Stairs are always provided in association with lifts, to provide alternate access in the event of lift failure, fire etc.

Submission Number	Issues raised	TfNSW Response
Oat58	<p>There should be less cladding on the stairs; where cladding is required above the safety railing height it should be transparent.</p> <p>Cladding should be a sandstone or sandstone type finish.</p>	<p>Cladding on the stairs is designed to be unobtrusive/transparent while providing anti-throw screening and minimising maintenance.</p> <p>Other proposed cladding is designed to minimise maintenance and allow anti-graffiti coatings to be applied. However, this is subject to detailed design and advice from Heritage Division of the Office of Environment &amp; Heritage, and will be subject to a detailed Urban Design and Landscape Plan for the Project.</p>
Oat56	<p>The overpass should allow pedestrian thoroughfare as the current access under the rail line is narrow with poor visibility.</p>	<p>The overhead pedestrian footbridge will provide cross-corridor access for customers and the community.</p>
Oat16	<p>The weather protection provided for the stairs off the overpass is not sufficient.</p> <p>The current bus shelter is very effective; concerns over new design for bus shelter.</p>	<p>The design has been modified in consultation with the Heritage Division of OEH. The new design incorporates a roof extension that would provide a greater degree of weather protection than the original design.</p> <p>The proposed new bus shelter on the eastern side is integrated into the forecourt and is less visually intrusive. In this location, greater safety and security can be provided via lighting, CCTV and passive surveillance than was available at the original bus shelter (now demolished) which provided the opportunity for concealment.</p>
Oat 64	<p>Better weather protection is needed for stairs in Oatley Parade</p>	
<b>Flora and Fauna</b>		
Oat01 Oat53	<p>Concern about removal of plants; preference to retain trees.</p>	<p>TfNSW has a strong focus on sustainable outcomes. The modified design reduces the number of trees that must be removed for construction, and provides greater opportunity for additional native trees to be planted.</p>



Submission Number	Issues raised	TfNSW Response
Oat11	Biosis assessment (as part of REF) has not included an assessment of significance as required under s5A of the Environmental Planning and Assessment Act 1979.	No threatened ecological communities or threatened flora species were deemed to have a medium or greater likelihood of occurring within the study area. Therefore no assessments of significance are required. Regarding fauna, only the Eastern Freetail Bat was deemed to have a medium or greater likelihood of occurring within the study area. Section 5.2.2.1 and Table 11 of the Flora & Fauna report assesses the potential for the proposed development to have a significant effect on this species. The conclusion was that this was unlikely and therefore a formal assessment was not required.
Oat11	REF states (page 54) that the site “does not contain habitat for any listed threatened species”, which is inconsistent with Biosis report which identifies that “the study area provides potential foraging and roosting resources” for the Eastern Freetail Bat (page 66).	The study area provides potential foraging and roosting habitat for this species. However, habitat within the study area is not a limiting factor. The removal of this limited amount of habitat is unlikely to result in a significant effect on this species.
Oat50	Disagreement with the classification of vegetation as ‘Hinterland Sandstone Gully Forest’. The removal of 12 juvenile planted turpentines is unacceptable. Didn’t Hurstville Council plant the turpentines on the basis of the area supporting an Ironbark-turpentine forest (an Endangered Ecological Community)? As an ecological offset, Boongarra reserve re-planting should reflect whatever was the original ecological integrity of the area.	The classification of vegetation as Hinterland Sandstone Gully Forest is consistent with vegetation mapping by Tozer et al. (2010). The species present in this degraded remnant of the Hinterland Sandstone Gully Forest are consistent with the description of the community by Tozer et al. (2010). However, many species are absent due to the condition of the remnant vegetation. The removal of juvenile, planted Turpentine does not trigger any legislative requirements. The design has been modified in consultation with the Heritage Division of OEH. The modified design reduces the number of trees that must be

Submission Number	Issues raised	TfNSW Response
		<p>removed for construction, and provides greater opportunity for additional native trees to be planted.</p> <p>Every effort would be made to retain as many trees as practicable throughout the Project. Pavement works frequently impact on the root zones of adjacent trees, threatening their long-term health and stability. However, all works will be undertaken in a manner to minimise the potential for such impacts.</p> <p>Biosis used the TfNSW <i>Vegetation Offset Guide</i> and TfNSW Single tree offsets (TfNSW, 2013) calculator to determine the offset requirement for this Project. Under the revised design, a total of 112 native endemic trees should be planted to compensate the required tree clearance (including those in the commuter car park).</p> <p>In accordance with the TfNSW <i>Vegetation Offset Guide</i>, offset (compensation) planting would be undertaken in consultation with Sydney Trains (for trees within the rail corridor), and the relevant Council, as appropriate.</p> <p>The Proposal would be subject to a requirement for a detailed UDLP.</p>

Submission Number	Issues raised	TfNSW Response
Oat60	Indigenous ground cover and lower storey vegetation should also be planted in addition to the 112 replacement indigenous trees. Plant species should be chosen to maximise roosting and/or foraging capabilities and in conjunction with Hurstville and Kogarah Council bushcare staff.	<p>The design has been modified in consultation with the Heritage Division of OEH. The modified design reduces the number of trees that must be removed for construction, and provides greater opportunity for additional native trees to be planted.</p> <p>Both the Douglas Cross Gardens and the section of Boongarra Reserve east of Mulga Road are part of the rail corridor, and are leased to Hurstville and Kogarah Councils.</p> <p>Should the Project proceed, the Contractor would be required to engage a qualified Landscape Designer who would provide advice on the UDLP. The UDLP includes all vegetation that is required to mitigate the Project impacts.</p> <p>In accordance with the TfNSW <i>Vegetation Offset Guide</i>, offset planting would be undertaken in consultation with Sydney Trains (for trees within the rail corridor fence line), and the relevant Council.</p>
Oat11	It would be desirable to seek to retain the trees present at the commuter carpark of Oatley Parade (eastern side of the station), as these provide shade and amenity for commuters (as well as tree hollows for fauna).	Every effort would be made to retain as many trees as possible throughout the Project. Pavement works frequently impact on the root zones of adjacent trees, threatening their long-term health and stability. However, all works will be undertaken in a manner to minimise the potential for such impacts.
Oat41	Retain trees, especially spotted gum and tallowwood turpentine. Although the turpentines are juvenile, they are 6-11 meters tall. Visual impacts will be great.	Offset planting would include planting of advanced specimens where appropriate.
Oat60	Where a tree that has been listed in Appendix 3 of	Both the Douglas Cross Gardens and the section of Boongarra Reserve

Submission Number	Issues raised	TfNSW Response
	<p>the “Oatley Station Accessibility Upgrade Flora and Fauna Assessment” as “retain if possible” but has to be removed, the formal decision process should be documented to demonstrate to the community that the decision was made in light of appropriate considerations and process. Hurstville and Kogarah Council bushcare staff should be involved in this decision and Councils should be provided with the tree removal determination documentation on project completion.</p>	<p>east of Mulga Road are part of the rail corridor, and are leased to Council.</p> <p>Every effort would be made to retain as many trees as practicable throughout the Project. Pavement works frequently impact on the root zones of adjacent trees, threatening their long-term health and stability. However, all works will be undertaken in a manner to minimise the potential for such impacts.</p> <p>Should the Project proceed, the Contractor would engage a suitably qualified professional who would provide advice on tree impacts. The relevant Council will be consulted in relation to the development of the UDLP.</p> <p>The safety of the public, including commuters, along with the safety of infrastructure and rolling stock, is a paramount consideration.</p>
Oat11	<p>It is requested that information be provided to the community on the location of the proposed 112 compensation plantings to be undertaken as part of the project.</p>	<p>In accordance with the TfNSW <i>Vegetation Offset Guide</i>, offset (compensation) planting would be undertaken in consultation with Sydney Trains (for trees within the rail corridor), and Hurstville and Kogarah Councils (as appropriate). This would include planting of advanced specimens where appropriate.</p> <p>A suitably qualified landscape designer would be engaged to provide advice on the UDLP, including on appropriate species selection.</p>
Oat60	<p>Hurstville and Kogarah Council bushcare staff should be consulted on changes effecting existing bushland, such as plant selection, spoil storage and tree removal selection.</p>	
Oat41	<p>Tree planting should be of appropriate native species.</p>	

Submission Number	Issues raised	TfNSW Response
Oat54 Oat55	Retain the endemic Turpentine trees adjacent to Mulga Road or, if required for removal, replace as early as possible with advanced specimens of the same species.	
Oat60	Support the recommendations in S4.2 of the "Oatley Station Accessibility Upgrade Flora and Fauna Assessment"	Should the Project be approved, the Contractor is required to proceed with the design and construction of the Project in accordance with all mitigation measures in the REF (reflecting the various studies undertaken), and all Conditions of Approval in the Determination Report.
Oat60	A detailed plan should be included in the CEMP specifying measures to minimise impact to reptiles, including relocation of suitable rocks.	The main purpose of any fauna underpass is to provide for connectivity between areas of habitat, and to ensure projects do not result in fragmentation of habitat. Given the current lack of connectivity, such measures are not considered warranted.
Oat60	A small fauna underbridge should be constructed under the rail corridor to provide safe passage for non-avifauna movement (e.g. lizards). (Additional detail and design recommendations provided).	
Oat60	What will be done with removed vegetation? Any not required for mulching should be offered to Hurstville and Kogarah Councils and bushcare contractors.	Any vegetation removal would take place in consultation with Sydney Trains and the relevant Council.
Oat60	Detailed design should include consideration to prevent roosting and nesting sites for the feral pigeon and Indian Mynah birds.	Station Design Standards include a requirement to avoid concealed gutters or box gutters, and to minimise ledges that will collect dust or enable birds (or other vermin) to nest.



Submission Number	Issues raised	TfNSW Response
<b>Erosion and Sedimentation</b>		
Oat60	Daily inspection of erosion and sedimentation control should be undertaken against written, dated and signed checklists to provide traceability for auditing and incident investigation purposes.	A Standard Condition for all TfNSW projects is a Construction Environment Management Plan (CEMP). A site-specific Condition of Approval for this project (Condition 42) would require daily inspections of erosion and sediment control measures.
<b>Traffic management</b>		
Oat01	Concern regarding increase of traffic as a result of the platform upgrade	A Road Safety Audit focussed on the design footprint was carried out as part of the Concept design process.
Oat07	<p>Suggests an alternative proposal for alleviating the following pedestrian and traffic issues:</p> <ul style="list-style-type: none"> <li>• delays in travelling through the area at peak hour or at school start/finish times</li> <li>• difficulty traversing and visibility for the Oatley Parade/River Road intersection</li> <li>• poor visibility reducing safety of the pedestrian crossing.</li> </ul> <p>Proposal includes:</p> <ul style="list-style-type: none"> <li>• removing pedestrian crossing nearest to George's River College</li> <li>• removing pedestrian crossing on River Road</li> </ul>	<p>A further Road Safety Audit that includes specific assessment of an area within 50m of the station entrances would be carried out at the detailed design stage, should the Project proceed.</p> <p>A copy of the report would be provided to Hurstville and Kogarah City Councils. Consultation on the final design and location of any additional traffic management and/or pedestrian facilities outside the Project footprint would be undertaken, but would remain the responsibility of the Councils.</p> <p>The Project provides for an increase of 15 parking spaces within the existing commuter car park in Oatley Parade.</p>

Submission Number	Issues raised	TfNSW Response
	<ul style="list-style-type: none"> <li>building a roundabout at the Oatley Parade/River Road intersection.</li> </ul>	
Oat15	<p>Mulga Road is narrow and cars travel at significant speed making parking and pedestrian movement difficult and dangerous</p> <p>Illegal parking on bends of River Road occurring as a result of recent timetable changes, making travel along River Road dangerous</p> <p>The River Road pedestrian crossing is dangerous to use and causes great delays which would be exacerbated by the proposal</p>	
Oat63	Need improved road safety at Mulga Road due to speed of motorists and poor lighting.	<p>The design as portrayed in the REF and the modified design includes localised traffic management devices at the Mulga Road/River Road intersection to improve road safety.</p> <p>The River Road/Mulga Road intersection is to be realigned with kerb blisters to slow traffic travelling west from River Road. The proposal is for a threshold crossing which will also act to slow traffic.</p> <p>The new forecourt on Mulga Road will also include additional lighting.</p>
Oat16 Oat41 Oat52	A roundabout at Oatley Road and River Road (east of the underbridge) would facilitate Kiss and Ride access and prevent traffic build-up.	<p>A further Road Safety Audit would be carried out at the detailed design stage, should the Project proceed.</p> <p>A copy of the report would be provided to Hurstville and Kogarah City Councils. Consultation on the final design and location of any additional</p>

Submission Number	Issues raised	TfNSW Response
		traffic management and/or pedestrian facilities outside the Project footprint would be undertaken, but would remain the responsibility of the Councils.
Oat31	It is a shame the overhead footbridge does not continue to the park area to minimise pedestrian crossing congestion from train passengers.	A Road Safety Audit was carried out as part of the concept design process, and this did not identify any such traffic safety issues in Oatley Parade. A further Road Safety Audit would be carried out at the detailed design stage, should the Project proceed.  The overhead footbridge design also considers minimising the visual impacts on the heritage-listed Douglas Cross Gardens and Memorial Gardens.
Oat21	Works should be undertaken in concert with the upgrade of roads and traffic control. The underbridge and lack of roundabout at Oatley Parade creates a dangerous situation and the lift will attract more traffic.	Concerns on local traffic management will be forwarded to Hurstville Council. However, a Road Safety Audit would be carried out at the detailed design stage to verify these findings, should the Project proceed, and this would consider traffic interactions around the station/interchange.
Oat38	Need for a roundabout at the River Road/Mulga Road junction.	
Oat34	As traffic will increase I would like to see an additional crossing over Oatley Parade near the school (Neville Street) to ensure the safety of the children crossing this road.	This response will be forwarded to Hurstville Council. This area is outside the Project footprint. Provision of marked foot crossings are a matter requiring Council approval as Council is the Roads Authority for Oatley Parade.
<b>Parking and Access</b>		



Submission Number	Issues raised	TfNSW Response
Oat37	Parking and bus services to Mortdale could be increased and Oatley Station remain the same. A 15 minute bus service from Mortdale would eliminate the need for commuters to drive and free up parking close to that station for the elderly.	TfNSW, as a provider of public transport infrastructure and services, must comply with the standards as specified in the DSFAPT. Barrier-free access to all transport infrastructure is required, including full accessibility on both sides of the rail corridor, to comply with the DDA requirements.
Oat15 Oat56	Disabled parking provisions are not suitable or sufficient	One disabled parking space is provided in the proposed extension to the commuter car park. One accessible parking spaces is to be provided in Mulga Road and one space in Oatley Parade. This matter will be further investigated during the detailed design process.
Oat16 Oat21 Oat32 Oat39	<p>Kiss and Ride concerns:</p> <ul style="list-style-type: none"> <li>• 'No parking' area at Oatley Parade could be used to provide Kiss and Ride areas</li> <li>• Provision of Kiss and Ride on River Road (north side) west of Mulga Road would be useful; currently no parking area and utilised as drop off and pick up spot</li> <li>• The Kiss and Ride on the west side is too small; the whole stretch is used for Kiss and Ride in peak hours</li> <li>• More Kiss and Ride is required during peak hour- potentially provide areas limited to peak hour times</li> <li>• Provision of Kiss and Ride area is</li> </ul>	<p>'No Parking' areas currently provide for Kiss and Ride activity as this signage provides that a vehicle may stop for a maximum of two minutes (five minutes for mobility parking permit holders) and the driver must stay within three metres of the vehicle at all times.</p> <p>TfNSW projects provide for Kiss and Ride zones to be clearly signed to avoid confusion, and following re-allocation of road space, these areas would be signed in the appropriate manner.</p> <p>In interchange priority rankings, buses and taxis are generally given a higher rank than kiss and ride activity, due to their ability to deliver higher numbers of commuters to the interchange.</p> <p>Kiss and Ride provision will be further investigated at detailed design stage.</p> <p>Time restriction parking measures are a matter for the relevant Roads Authority (Hurstville and Kogarah Councils)</p>

Submission Number	Issues raised	TfNSW Response
	<p>inadequate; the taxi rank would be better used as additional kiss and ride area as taxis are not often used at this location.</p>	
<p>Oat47 Oat56</p>	<p>Utilise time restricted parking (e.g. 4 hour parking or less). Currently very difficult now for elderly people or mothers with infants. This will be worse when the lifts are installed.</p>	<p>A further Road Safety Audit would be required as part of design development, and would specifically address local traffic management, parking and access issues. As part of this Audit, Kiss and Ride provision will be further investigated.</p>
<p>Oat58</p>	<p>The full strip between the crossing and River Road should be allocated to Kiss and Ride as opposed to timed parking or bus stop. Due to Kiss and Ride traffic volumes (15% of peak access mode), the statement of low impact of the proposed relocation of Oatley Parade bus stop (2% peak access mode) (section 4.4.2 and 4.4.4) is not valid. Relocation of the bus stop to the south is a better temporary and permanent option.</p> <p>The map on page 25 shows an accessible car parking space (which does not meet BCA requirements) south of the pedestrian crossing. It is more appropriate for this space and the timed parking south of it to be allocated to the bus stop and the current bus stop allocated to Kiss and Ride (as it is currently informally used)</p>	<p>Time restriction parking measures are a matter for the relevant Roads Authority (Hurstville and Kogarah Councils)</p>
<p>Oat16 Oat23</p>	<p>General parking concerns:</p> <ul style="list-style-type: none"> <li>No commuter parking available nearby (400</li> </ul>	<p>The topography and character of Oatley Station makes the provision of additional commuter parking difficult and expensive. Potential impacts</p>

Submission Number	Issues raised	TfNSW Response
Oat28 Oat29 Oat30 Oat32 Oat39 Oat56 Oat57 Oat61	<p>metre walk down Oatley Parade)</p> <ul style="list-style-type: none"> <li>• The new timetable has resulted in increase of parking in nearby streets</li> <li>• The provision of 15 more spaces is not adequate to meet current and expected future demand for the upgraded station.</li> </ul>	<p>on the heritage vistas of the station area are also a consideration. However, TfNSW is undertaking ongoing assessment of the new infrastructure as part of the detailed design process.</p>
Oat53	Construct the multilevel car park beneath the existing commuter car park during the station upgrade works.	
Oat39	Build the car park over the station (as at Hurstville).	
Oat39	Potential parking possibilities include near the Seniors Centre and building the car park over the station (as at Hurstville).	<p>This response will be forwarded to Hurstville Council, as changes to kerbside parking signage require Council approval. Areas to the north of River Road are not owned by TfNSW and would require acquisition. This is therefore not considered to be a favourable option.</p>
Oat16	Propose that the area north of River Road be utilised for parking.	
Oat23 Oat28 Oat37 Oat39 Oat56	Potentially utilise the old bowling club as a commuter car park/construction workers car park.	<p>This response will be forwarded to Council, as it is understood that Council is the owner of the old bowling club site. It is proposed to impose a Condition of Approval to restrict construction worker parking within the town centre or commuter car park.</p>

Submission Number	Issues raised	TfNSW Response
Oat24	Traffic is an existing concern; please don't change the time zones so commuters can park.	The Project provides for changes to parking arrangements only in relation to re-allocation/provision of bus, taxi, kiss and ride and accessible parking as required for these interchange users. Changes to time restrictions for other car parking is a Council decision as council is the Roads Authority for these local roads.
Oat30	Propose to use the verge beside River Road and the railway line for parking, and Miles Dunphy Reserve where the Bowling Club is.	The area to the north of River Road and to the west of the railway line is classified as partly Exotic Closed Woodland and partly Mown Exotic Grasses and Ornamental Plantings. This area is under the care and control of Council. It is understood that Hurstville Council owns the old Bowling Club site. This submission will be forwarded to Council for its consideration.
Oat37	Reserve at Mortdale Station be used to create a driveway and drop off point for disabled people to get out safely.	Any arrangements at Mortdale Station do not impact on the requirement for TfNSW, as a provider of public transport infrastructure and services, to comply with the standards as specified in the DSFAPT in relation to access to Oatley Station.
Oat56	Bike parking area should include CCTV monitoring. Consider using a lockable facility accessible by Opal Card as an alternative to individual bike lockers.	CCTV is proposed for the bike parking area.

Submission Number	Issues raised	TfNSW Response
Oat59	Bike racks should be designed to enable the frame of the bike to be secured by using just a U-lock (i.e. rather than also requiring a chain for sufficient securing). An additional 'spill-over' bike parking facility is required rather than having bikes chained to the fence.	Bike racks are planned to be included on both sides of the station and these will provide additional bicycle storage. The bike rack design conforms to Australian Standards.
<b>Pedestrian safety</b>		
Oat17	<p>Location of new pedestrian crossing on Mulga Road is a concern due to cars turning from the underbridge left into Mulga Rd. Poor driver and pedestrian sight lines along with traffic congestion would be exacerbated.</p> <p>Be aware of the desire lines of pedestrians from the Mulga Road side, particularly across the proposed grass area (shown as 'new pedestrian path' on pg 26/198 of the REF). More direct paved areas should be provided between the pedestrian crossing and the lift/stairs.</p>	<p>No new marked pedestrian foot crossing is proposed for Mulga Road, but the design provides improved safety at the Mulga Road/River Road intersection via a raised threshold crossing and realignment of Mulga Road using kerb blisters to slow traffic travelling west from River Road. The threshold crossing will also act to slow traffic.</p> <p>TfNSW is liaising with Hurstville Council on more appropriate designs for pedestrians accessing the station from the north-west.</p>
Oat21 Oat38	A pedestrian crossing is required on the west side.	
Oat28 Oat41	Examine removing footpath in subway if current stairs will not be in use.	Both Hurstville and Kogarah Councils have expressed the desire to keep the existing footpath access at the underbridge. This footpath provides cross-corridor access for all pedestrians, with the existing stair access to the platform to be retained.



Submission Number	Issues raised	TfNSW Response
Oat29	Students from Oatley campus will probably walk in a direct line through park and cross directly to eastern foyer/entrance; may need a new path through park.	The Project includes footpath alterations/widening in Oatley Parade near the River Road intersection. The existing underbridge stairs are now to be retained and this provides access as per existing. The Oatley Memorial Gardens fall outside the Project footprint and are a Council asset.
Oat43	Build a path through the Memorial Gardens for students to GRC Oatley Campus. Remove the other path that leads across the park but not to a pedestrian crossing.	

Existing Stairs		
Oat16 Oat27 Oat41 Oat43 Oat44 Oat46 Oat50 Oat54 Oat55 Oat59	Keep the original stairs in use. The new stairs would result in increased travel time and stress.	As a result of feedback from the community, the design was reviewed in consultation with the Heritage Division of OEH, and the existing stair access is to be retained.
Oat17	Provide a better adaptive use for the stairs, such as a display space, rather than simply 'gating off'	

	which will collect litter and be unsafe especially during the night.	
Oat22	More consultation needed with the heritage council regarding the locking off of the old station stairs. A wire gate would lead to untidiness and problems in the underbridge road area.	
Oat25 Oat40 Oat44	Closing off the steps will lead to vandalism and graffiti, and will create a hazard.	
Oat37 Oat40 Oat61	70 steps is too many for commuters to have to travel- can/will the existing steps remain?	
Oat44 Oat50	Closing off the existing stairs will mean able bodied people will utilise the lifts making it more difficult for people who really need them.	
<b>Graffiti</b>		
Oat02	Concerns that the design does not consider minimising opportunities for graffiti vandalism.	As standard practice, TfNSW would provide anti-graffiti coatings to 3m in height. CCTV coverage also acts to minimise graffiti vandalism, as does improved lighting levels.
Oat38	Need for graffiti proof surfaces on finishings.	

Oat14 Oat21	Graffiti is a hideous problem however as trees are often not graffitied new landscaping should have lots of trees.	The design provides for landscaping where appropriate. However, landscaping is constrained by the need to follow the safety and security principles and strategies in <i>Crime Prevention Through Environmental Design</i> that generally require a combination of low level ground covers that do not restrict sightlines, with clear trunks to a height of 1.8 metres to maintain sight lines.
Oat 13	Bus shelter needs to utilise graffiti proof materials and not block the water feature in the park.	The redesigned Project is for the bus shelter to be integrated into the eastern forecourt so that views of the Douglas Cross Gardens are not blocked.
<b>Commuter Facilities</b>		
Oat16	Seating on train station is inadequate Train times indicator at south of station is required, along with train timetables and indicators at the base of the stairs.	The detailed design would conform to Station Design Standards in relation to station furniture requirements and information display. Provision of a new bus shelter on the eastern side of Oatley Parade will be discussed with Kogarah Council.
Oat28	<ul style="list-style-type: none"> <li>• Train indicators should be repeated at entrance to new stairs</li> <li>• More station seating required</li> <li>• Additional bus shelter on eastern side of Oatley Parade near toilets.</li> </ul>	
Oat39	Toilets need to be accessible when station is unattended.	It is a requirement that station toilets are locked whenever the station is unstaffed. Methods of achieving access 24/7 are being investigated and will form part of detailed design if achievable.



Oat63	Concerns on the gap between platform and train.	<p>The Oatley Station platform is a curved design, therefore the gap in boarding the train is minimised at the centre of the platform.</p> <p>Sydney Trains advises passengers to: <i>Take care on steps and platforms, always stand behind the yellow line and mind the gap between the train and platform when boarding the train.</i></p>
<b>Noise</b>		
Oat38	Concerns whether noise abatement measures have been included in the construction of the lift, for operation purposes.	All plant and equipment would be designed and / or located so that the noise emitted does not exceed required Standards.
Oat39	Assist residents with double glazing if noise levels demonstrate noise as an issue.	<p>Increased noise levels during construction would be temporary and unlikely to require the installation of double glazing.</p> <p>Any increase in operational noise levels would be applicable to the commuter car park only since train operations will not be affected. As such, operational noise compliance monitoring would be undertaken for the car park within three months of commencement of operation to validate the predicted noise levels identified in the noise and vibration assessment (refer to Condition 53).</p> <p>Should the results of monitoring indicate that the predicted noise and vibration levels exceed predictions, additional reasonable and feasible mitigation measures would be implemented in consultation with the affected property owners.</p>

### 3.5 Consultation following display of the REF

Following the modification to the design of the Proposed Activity, and resubmission by TfNSW of a revised s60 application under the *Heritage Act 1977*, the revised application was placed on public display by the Heritage Division of the Office of Environment and Heritage. This exhibition took place for a 21 day period, from 27 August to 17 September 2014.

### 3.6 Response to key issues

The key issues raised by submissions were:

- General support for the Project
- Design of the Project
- Parking and access
- Existing stair access
- Traffic and pedestrian safety
- Flora and fauna impacts.

It is considered that the modified design responds to the majority of issues raised. A summary of the design response is set out below.

#### 3.6.1 Design of the Project

Substantial revisions have been made to the appearance of the pedestrian footbridge, stairs, canopies and general architecture from the design identified in the REF design.

Several of the submissions received expressed concerns regarding the bulk and scale of the design as being incompatible for the local setting. The Heritage Council recommended that the design be reconsidered to explore opportunities to achieve a lighter, more transparent design solution, sympathetic to the heritage values of the station and its landscape setting. Modification of the existing 1990s canopies north of the original platform building was encouraged to ensure that there was a consistent approach to the additions. Retention of the existing stairway access to the platform was also recommended.

Architects Tonkin Zulaikha Greer (TZG) and Spackman Mossop Michaels (landscape architects) were engaged to provide a design for suitable station access in accordance with the requirements of the TAP Program, and that would meet community and Heritage Council's concerns.

Revisions to the design were constrained by rail infrastructure policies and standards. In addition, due to engineering constraints, the footprint of the revised concept design for the pedestrian footbridge and forecourts was not able to deviate substantially from the existing design.

Details of the revised design are provided in Attachment 1.

It is considered that the revisions to the project provide for improved design outcomes and are complimentary to the specific context of Oatley Station by way of the following:

- The elements of the design now comprise a steel-framed overhead pedestrian footbridge structure with a light, perforated aluminium interior, and visually open ends with added layers of light and shade. The steel frame has infill concrete flooring and a translucent roof. The use of steel as the primary structural material reduces the physical height of the overbridge by 13% when compared to the previous scheme.
- The Oatley Parade entrance stairs have been sculpted at the base to retain a visual connection to the Douglas Cross Gardens. The scale of the stairs is in keeping with the desired future height of the neighbouring site. The form of the stairs is eroded to retain views through to the Douglas Cross Gardens (from the main pedestrian route to the south), maintaining pedestrian desire lines and historical continuity.

The bicycle racks have been incorporated beneath these stairs and the bus shelter is incorporated within the form of the stairs to reduce the number of structures within the forecourt.

- The Mulga Road lift tower is set back from the road to create a forecourt, but the base of the stair is anchored to the ground by building it into the landscape. The stair then doglegs around the lift shaft and becomes a lighter steel-framed element beyond. The masonry retaining wall of the underbridge and associated landscaping are extended to conceal the first run of stairs. The previous scheme had a group of structures (bike rack, bus shelter and lockers) within the forecourt, which could have been seen as visually intrusive, where as the revised design incorporates the structures into the forecourts and retaining walls.
- A simple palette of contemporary natural materials is proposed for the new works – with brick paving to the forecourts, and an extended retaining wall to Mulga Road (in commemoration of Judd's Brickworks). The new palette comprises concrete, steel and aluminium with minimal colour, to recede the Project into the landscape setting.
- The revised platform canopy design opens up the vista to the platform building from the northern end of the platform. Note there is a proposed one metre aperture between the canopies and the building to maintain differentiation between the old and new structures. The revised canopy design leads to the removal of the existing unsympathetic canopies in entirety from the northern end of the platform. Additionally, the new design extends over the stair access from River Road, providing a much lighter, open and inviting entrance via the existing stairs which are being retained as part of the revised design.

The revised design:

- Includes a platform structure that respects the existing station building and underbridge stair
- The eastern forecourt design minimises impact on the Douglas Cross Gardens
- Introduces a bridge typology that relates to the Sydney rail network including the local Como rail bridge
- Increases tree planting opportunities in Boongarra Reserve (6 extra trees or 35%).
- Creates a curved steel-framed bridge relating to the curve of the platform and rail line which can be clearly seen to the south

- Provides lift tower elements designed to read as strong elements grounding the pedestrian overbridge to the unique landscape conditions on each side of the rail corridor
- Reduces Mulga Road forecourt by around 88m<sup>2</sup> or 31% (when compared to the original design)
- Lowers the overhead pedestrian footbridge by around 560mm or 13%
- Lowers the lift cores by 300mm.

Photomontages of the revised designs are provided as Attachment 2.

### **Heritage considerations**

A revised Statement of Heritage Impact (SoHI) has been prepared which considers the impacts of the revised design on the heritage significance of Oatley Station. The SoHI was included as part of the revised s60 application under the *Heritage Act 1977*, and this Determination Report. The revised SoHI report is provided as Attachment 3.

The revised design has resulted in the following changes to heritage impacts:

- The proposed works to the platform now include the demolition and removal of the existing canopy to the north of the platform building. These works will require some excavation of the platform, but are unlikely to disturb substantial or intact remains of the original platform. The proposed new canopy will emphasise the heritage fabric of the platform building and masonry brick underbridge, improve natural lighting levels, and enhance views of the platform building via its height and visual separation.
- The proposed lift tower, stairs and forecourt in the Douglas Cross Gardens will have some impact on the heritage significance of the Oatley Memorial Gardens. This is mitigated in part by the visual connectivity provided through the base of the stairs, and the integration of bike storage, a bus shelter and other facilities within the form of the staircase.
- The proposed lift tower, stairs and forecourt in Boongarra Reserve have been substantially reduced in size and form from the earlier design. A retaining wall extending from the heritage underbridge allows the first two flights of stairs to be built into the embankment, along with bicycle storage and utilities. Specimen trees and landscaping will screen the structure and assist in restoring the garden suburb setting of the area.
- The design of the footbridge itself has the potential to constitute a substantial visual impact. However, the steel design provides a more lightweight and calm structure reflective of the history of bridges on the rail network. The perforated metal sleeve and translucent roof provides a transparent finish that is sympathetic to the landscape, and provides the opportunity to appreciate the landscape. Elevated views from the bridge could aid both in understanding the existing rail platform building and rail alignment, as well as the Douglas Cross Gardens.

It is noted that works to the station building remain unchanged from the original concept design.

## Visual impacts

An *Assessment of the Potential Visual Impact for the Oatley Station Accessibility Upgrade Project* was completed by RPS in September 2014. The revised report is provided as Attachment 4.

The visual assessment determined that visual impacts would be limited to the immediate site and surrounds due to topography and the existing urban and landscape setting of the Project.

The physical impacts in the Douglas Cross Gardens and Boongarra Reserve, which are located within the rail corridor, would be minimised by careful siting of the landing points for the lift and stair towers. Associated landscaping would result in minimal impact, and would soften the impact of the structure.

### 3.6.2 Parking and access

A number of community submissions raised issues including bus servicing, accessible parking and Kiss and Ride provision, and bicycle and commuter parking. The Heritage Council Approvals Committee also requested an additional report on traffic requirements.

An updated Transport Strategy report is provided as Attachment 4. This notes that weekday station patronage at Oatley Station has increased by around 30% since the frequency of train services at the station increased due to timetable changes in October 2013.

A further Road Safety Audit would be required as part of design development, and would specifically address local traffic management, parking and access issues. A copy of the report would be provided to Hurstville and Kogarah Councils.

### 3.6.3 Existing stair access

A number of respondents requested that the design be modified to retain the existing stairs. The Heritage Council also requested retention of the existing stairway access to the platform.

The revised design retains use of the original underbridge stairs. However, the Access Report notes that the stairs are not compliant with respect to the *DDA* and the *Premises Standards 2010*.

The stairs will have the existing canopy replaced as part of the installation of a new canopy at the northern end which would be more sympathetic to the heritage platform building.

### 3.6.4 Traffic and pedestrian safety

Concerns were raised about traffic and pedestrian safety (particularly in relation to Mulga Road). These concerns also relate to the increase in local traffic as a result of the 2013 timetable changes, and predictions of traffic increase from the proposed interchange upgrade.

The updated Transport Strategy report (Attachment 5) notes that weekday station patronage at Oatley Station has increased by around 30% since the frequency of train services at the station increased in October 2013. The Project would generally improve pedestrian facilities within the vicinity of the station although further measures will be considered during detailed design.



A further Road Safety Audit would be required as part of detailed design development, and this would specifically address local traffic management, parking and access issues. Suitable measures to ensure the safety of pedestrians to/from/through the Project would be required.

A copy of the report would be provided to Hurstville and Kogarah City Councils. Consultation on the final design and location of any additional traffic management and/or pedestrian facilities outside the Project footprint would be undertaken, but would remain the responsibility of these Councils.

### **3.6.5 Flora and fauna impacts**

There was some community concern about removal of plants and trees. The re-design has resulted in a reduction in the number of trees to be removed. While trees to the north of the station (closest to River Road) will now be removed to provide for the retaining walls, 10 trees to the south will be retained. Additional specimen trees are now able to be provided as screening along Mulga Road.

An *Oatley Accessibility Addendum Flora and Fauna Assessment* was carried out by Biosis in September 2014. See Attachment 6.

The report finds that the subject site for the revised station lifts and overhead pedestrian footbridge design is 1,710m<sup>2</sup> in size. The construction of the revised design will require clearing of approximately 0.096 hectares (ha) of non-native vegetation, predominantly in the Mown Exotic Grasses and Ornamental Plantings community.

The likelihood of removal of trees within the study area has been reassessed based on the revised design and it was determined that a total of 21 trees, including 7 large trees and 14 medium trees, would need to be removed to facilitate the proposed upgrade.

On the west side, these include three *Glochidon ferdinani* or Cheese Trees, one *Eucalyptus microcorys* or Tallowood, three *Populus nigra* or Lombardy Poplars, one *Cinnamomum camphora* or Camphor Laurels, four *Syncarpia glomulifera* or Turpentines.

This compares to the original proposal where, on the west side of the station, tree removal included five mature *Glochidon ferdinani* or Cheese Trees, seven juvenile *Syncarpia glomulifera* or Turpentines, two *Cinnamomum camphora* or Camphor Laurels, and three *Populus nigra* or Lombardy Poplars.

On the east side, three *Syagrus romanzoffiana* or Cocos Palms are to be removed instead of four of these trees under the previous design.

No modifications have been made to the commuter car park layout as portrayed in the REF. The extension of the commuter car park is likely to require the clearing of 0.04 ha of Modified Eucalypt Woodland. Trees to be removed include the *Angophera costata* or Sydney Red Gum and *Schinus areira* or Pepper tree in the centre, the mature Sydney Red Gum in the northern corner, and the row of *Callistemon viminalis* or Weeping Bottlebrush along the existing fence line. Three of these trees include potential roosting habitat for microbats, including the Eastern Freetail-bat.

In accordance with the Vegetation Offset Guide (TfNSW, 2013) a total of 112 native endemic trees should be planted to compensate the required tree clearance (including those in the commuter car park). It is recommended that native species such as Spotted Gum, Sydney Red Gum and Turpentine are used.



### 3.6.6 Need for the Project

TfNSW, as a provider of public transport infrastructure and services, must comply with the standards as specified in the DSFAPT, that is:

- stations constructed since 23 October 2002 must be compliant
- 55% of all railway stations must be compliant by December 2012 and
- uniform compliance of all other railway stations by December 2022.

Building an accessible transport system means linking and improving a series of transport systems and services. It involves providing barrier-free access to the pedestrian environment, the different modes of public transport and the road network.

Achieving a transport system that everyone can use requires improvements to the design of transport infrastructure (including full accessibility on both sides of the rail corridor), customer service and customer information systems.

TfNSW's *Disability Action Plan 2012-2017* aims to eliminate, as far as practicable, direct and indirect discrimination in the provision of transport services to NSW residents and visitors.

The Standards under the DDA and accompanying DSFAPT guidelines can be found at: <http://www.comlaw.gov.au/Details/F2011C00213>

Other applicable Access Codes and Standards that are required by law include the:

- *Disability Discrimination Act 1992* (DDA) (Commonwealth)
- *Disability Services Act 1993* (NSW)
- Disability (Access to Premises – Buildings) Standards 2010 Part H2 (APS)
- National Construction Code 2012 Part H2 (NCC)
- Australian Standards (as referenced in DSFAPT, APS and the NCC)
- ASA Engineering Standard – Stations and Buildings – Station Design Standard Requirement ESB003.

### 3.6.7 Summary

Improving transport customer experience is in line with the State Government's transport initiatives. The Project is part of the Transport Access Program, which is designed to drive a stronger customer experience to deliver seamless travel to and between modes and encourage greater public transport use.

Following community consultation and submission to the Heritage Council (which makes decisions about the care and protection of heritage places and items that have been identified as being significant to the people of NSW), various design changes were considered warranted for this Project.

## 3.7 Additional mitigation measures

As a result of community and other stakeholder feedback, a number of additional mitigation measures have been specified. If approved, the Proposed Activity would be allowed to proceed subject to compliance with the Conditions of Approval in Attachment 7.

The next step in the planning approval process, this Determination Report document, includes all agreed control and mitigation measures (Conditions of Approval) that, if

finally approved and signed off, form part of the contract documentation for the Project.

### **3.8 Future consultation**

Should TfNSW proceed with the Project, consultation activities would continue, including updates to residents; businesses and other community members in the lead up to and during construction.

General consultation activities would ensure that:

- the community and stakeholders have a high level of awareness of all processes and activities associated with the Project
- 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 Project Infoline (1800 684 490) and email address (projects@transport.nsw.gov.au) 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 would also include updates on the progress of construction.

## **4 Consideration of the Environmental Impacts**

The REF and Determination Report have been examined and considered, as follows:

### ***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 contained in clause 228 of the *Environmental Planning and Assessment Regulations 2000*, an updated assessment is provided in Table 4.1 below.

The likely significance of the environmental impacts of the Proposed Activity have been assessed in accordance with the Department of Planning's best practice guideline '*Is an EIS Required?*' and is not likely to significantly affect the environment (including critical habitat) or threatened species, populations of ecological communities, or their habitats.

### ***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. A summary of this is provided in Appendix 2 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 NES matters.

### ***Other legislation***

The REF and Determination Report have been prepared with regard to all relevant Commonwealth and NSW legislation.

## 5 Conditions of Approval for Oatley Station Accessibility Upgrade

If approved, the Proposed Activity would be allowed to proceed subject to compliance with the Conditions of Approval included in **Attachment 7** of the Determination Report.

## 6 Conclusion

The Transport Access Program (TAP) is a NSW Government initiative to upgrade Oatley Station and interchange to drive a stronger customer experience, to deliver seamless travel to and between modes, encourage greater public transport use and better integrate interchanges with the role and function of the Oatley town centre.

Having regard to the assessments in the REF 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. Additionally, the proposed conditions of approval within this Determination Report would further strengthen the mitigation and management of key impacts of the Proposed Activity.

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

In considering the environmental impacts, proposed mitigation and broader project benefits it is recommended that the Proposed Activity be approved. The approval should be subject to the mitigation measures within the Environmental Impact Assessment (REF) and the Conditions of Approval contained in this Determination Report.

ENVIRONMENTAL IMPACT ASSESSMENT

**Oatley Station Accessibility Upgrade**

REVIEW OF ENVIRONMENTAL FACTORS & DETERMINATION REPORT

APPROVAL

I, DAVID GAINSFORD, as delegate for the Director General, Transport Projects, Transport for NSW state as follows:

I have examined and considered the Proposed Activity in the Oatley Station Accessibility Upgrade Review of Environmental Factors (April 2014) and Oatley Station Accessibility Upgrade Determination Report (October 2014) in accordance with s111 of *the Environmental Planning and Assessment Act, 1979*.

I determine on behalf of the 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 and mitigated in the Oatley Station Accessibility Upgrade Review of Environmental Factors (April 2014) as amended by the Oatley Station Accessibility Upgrade Determination Report (October 2014) and the mitigation and management measures included in the Conditions of Approval.



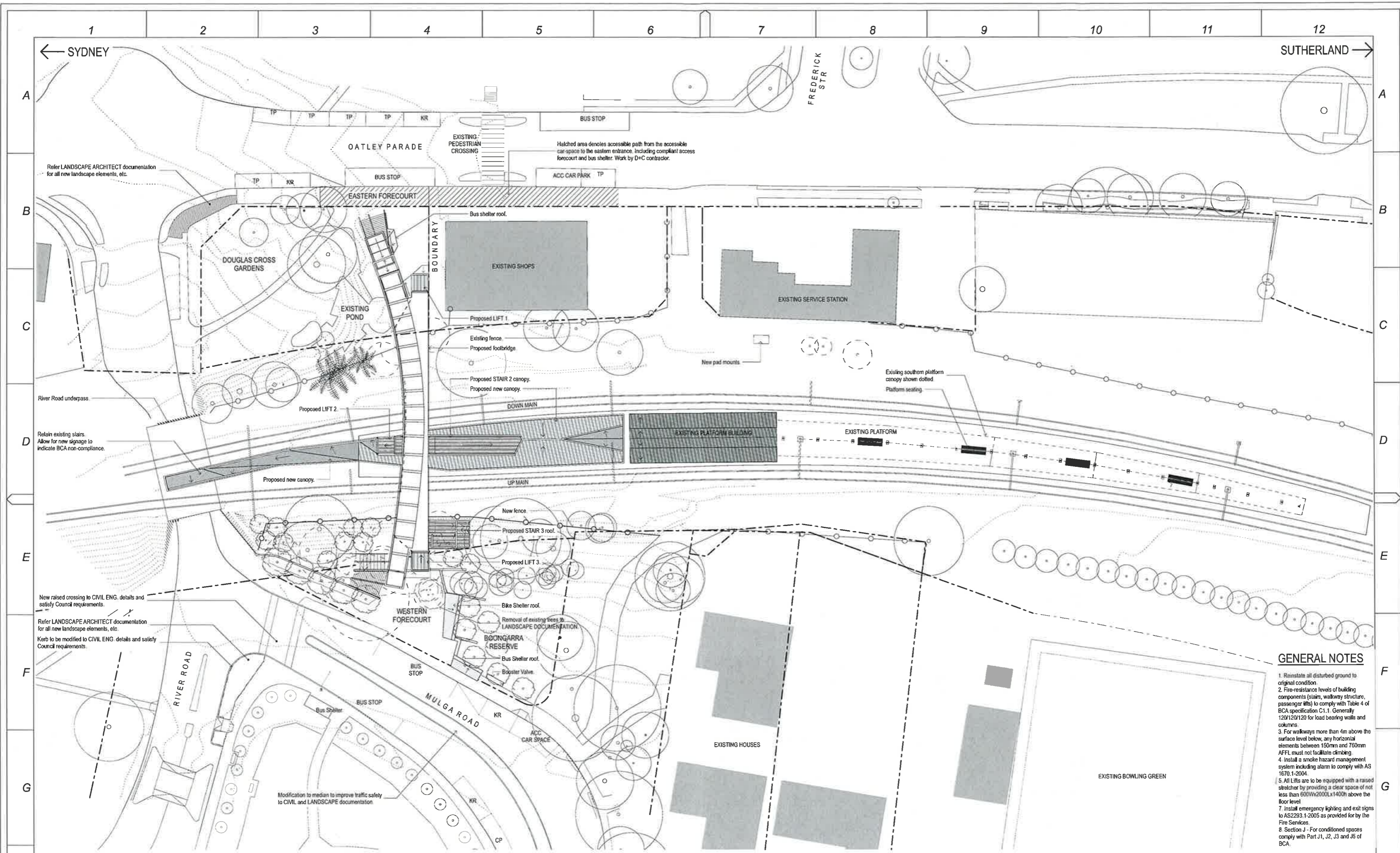
David Gainsford  
Technical Director, Planning and Environment Services  
Transport Projects  
Transport for NSW

Date: 16/10/14



**Attachment 1**  
Revised design drawings





Refer LANDSCAPE ARCHITECT documentation for all new landscape elements, etc.

Relain existing stairs. Allow for new signage to indicate BCA non-compliance.

New raised crossing to CIVIL ENG details and satisfy Council requirements.

Refer LANDSCAPE ARCHITECT documentation for all new landscape elements, etc.

Kerb to be modified to CIVIL ENG details and satisfy Council requirements.

Modification to median to improve traffic safety to CIVIL and LANDSCAPE documentation

Halched area denotes accessible path from the accessible car space to the eastern entrance. Including compliant access forecourt and bus shelter. Work by D+C contractor.

**GENERAL NOTES**

1. Reinstatae all disturbed ground to original condition.
2. Fire-resistance levels of building components (stairs, walkway structure, passenger lifts) to comply with Table 4 of BCA specification C1.1. Generally 120/120/120 for load bearing walls and columns.
3. For walkways more than 4m above the surface level below, any horizontal elements between 150mm and 760mm AFFL must not facilitate climbing.
4. Install a smoke hazard management system including alarm to comply with AS 1670.1-2004.
5. All lifts are to be equipped with a raised stretcher by providing a clear space of not less than 600Wx2000Lx1400H above the floor level.
7. Install emergency lighting and exit signs to AS2293.1-2005 as provided for by the Fire Services.
8. Section J - For conditioned spaces comply with Part J1, J2, J3 and J5 of BCA.

REV	BY	DATE	DESCRIPTION	APPD.
A1	Original		Co-ordinate System: MGA Zone 56 Height Datum: A.H.D. Scale: 1:300 (A1)	

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DESIGN CHECK	TG	08/14
APPROVED	TG	08/14

Design accepted for use by RailCorp

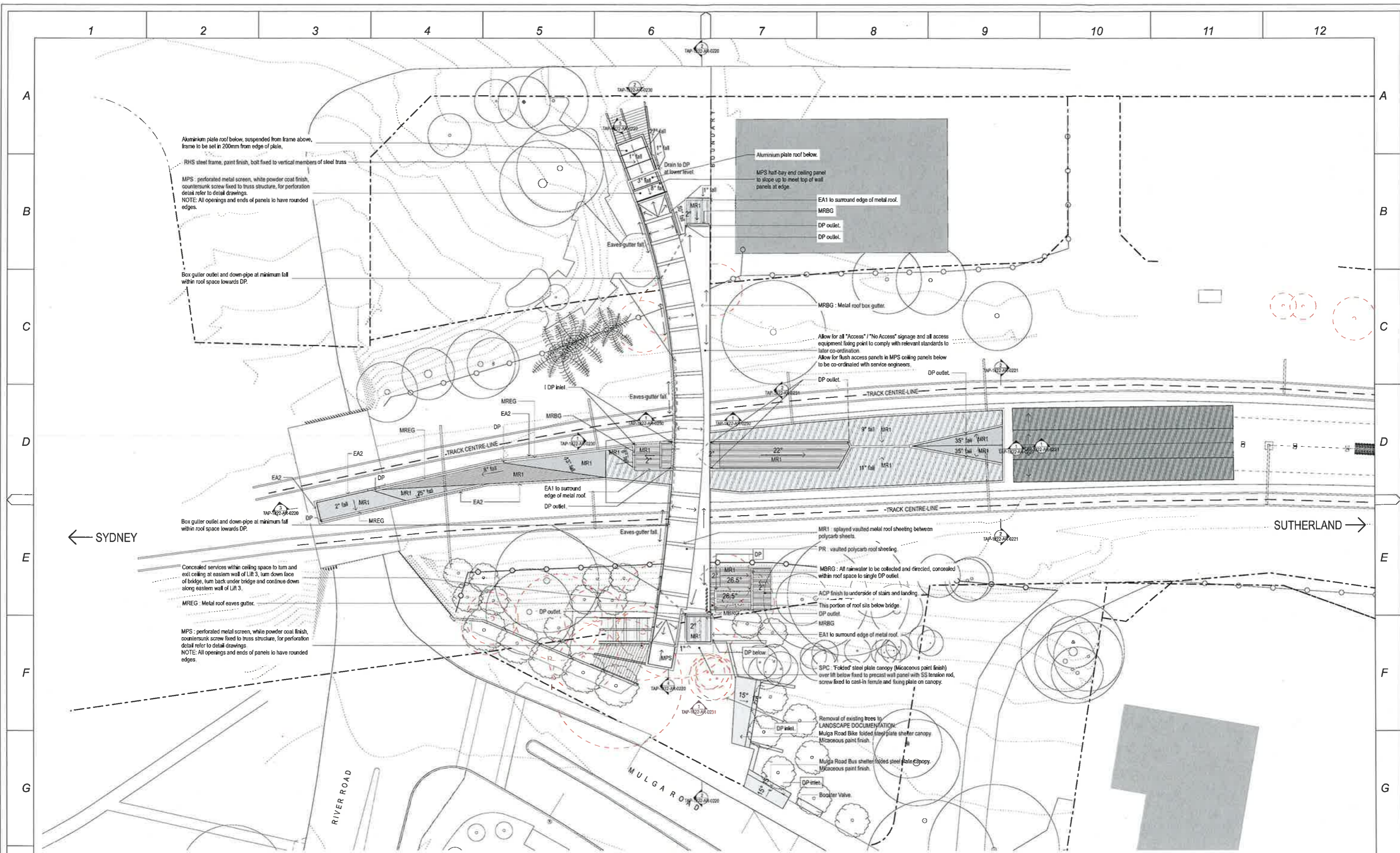
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**OATLEY STATION PRECINCT ACCESSIBILITY UPGRADE**  
 ILLAWARA LINE 18.282km  
**ARCHITECTURAL**  
**PROPOSED SITE PLAN**



FILE No. \_\_\_\_\_  
 STATUS: PRELIMINARY DESIGN  
 DRG No. TAP-1822-AR-0206  
 EDMS No. \_\_\_\_\_





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			Scale: 1:200 (A1)	

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APPROVED	TG	08/14

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DATE \_\_\_\_\_

Design accepted for use by RailCorp

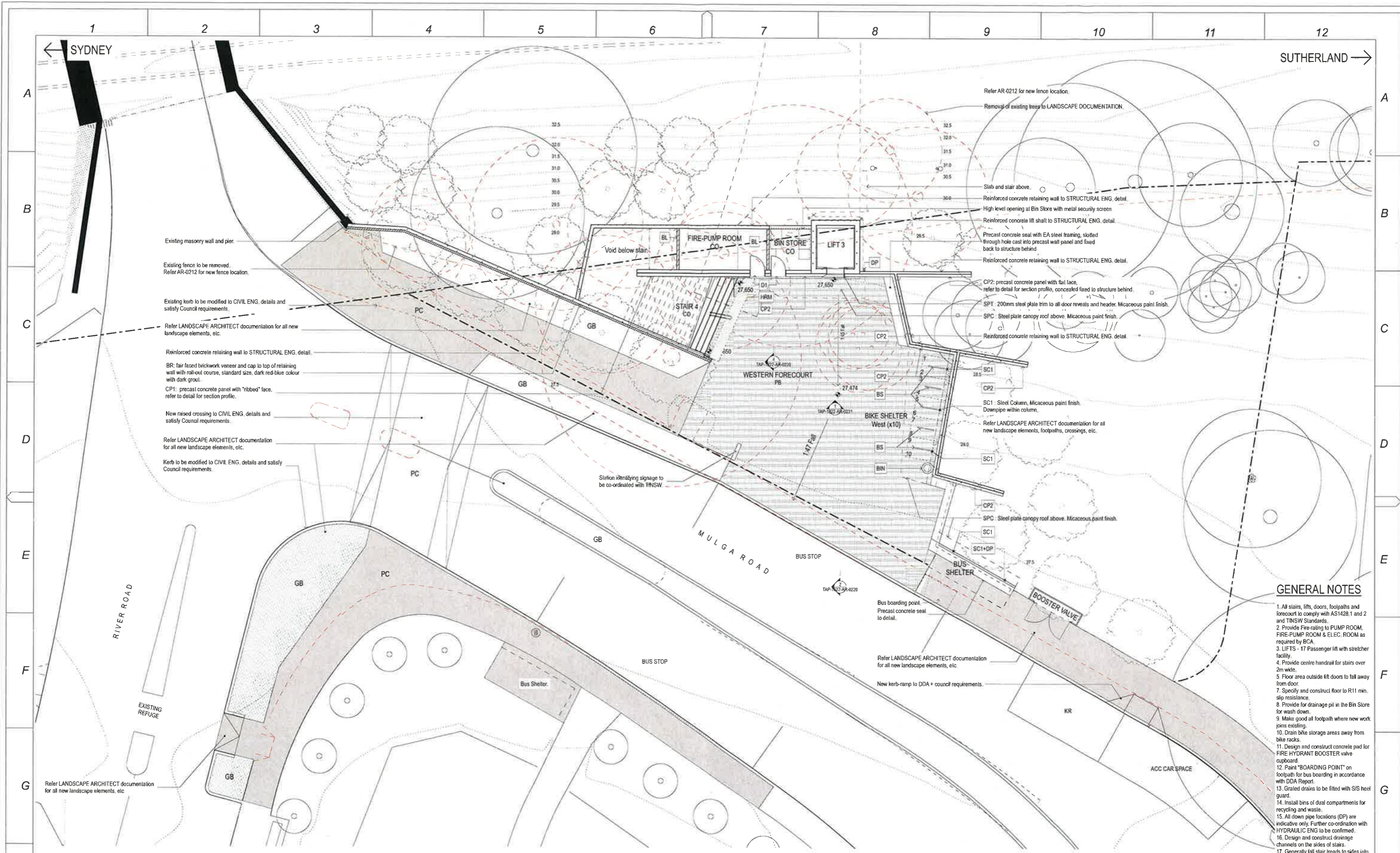
\* RailCorp signatures on this document designate only that the content appears to be consistent with RailCorp requirements. Responsibility for the design rests with the designers.

OATLEY STATION PRECINCT ACCESSIBILITY UPGRADE  
ILLAWARA LINE 18.282km  
ARCHITECTURAL  
ROOF PLAN

FILE No. \_\_\_\_\_  
STATUS: PRELIMINARY DESIGN  
DRG No. TAP-1822-AR-0214  
EDMS No. \_\_\_\_\_







Existing masonry wall and pier.  
 Existing fence to be removed. Refer AR-0212 for new fence location.  
 Existing kerb to be modified to CIVIL ENG. details and satisfy Council requirements.  
 Refer LANDSCAPE ARCHITECT documentation for all new landscape elements, etc.  
 Reinforced concrete retaining wall to STRUCTURAL ENG. detail.  
 BR: fair faced brickwork veneer and cap to top of retaining wall with roll-out course, standard size, dark red-blue colour with dark grout.  
 CP1: precast concrete panel with "ribbed" face, refer to detail for section profile.  
 New raised crossing to CIVIL ENG. details and satisfy Council requirements.  
 Refer LANDSCAPE ARCHITECT documentation for all new landscape elements, etc.  
 Kerb to be modified to CIVIL ENG. details and satisfy Council requirements.

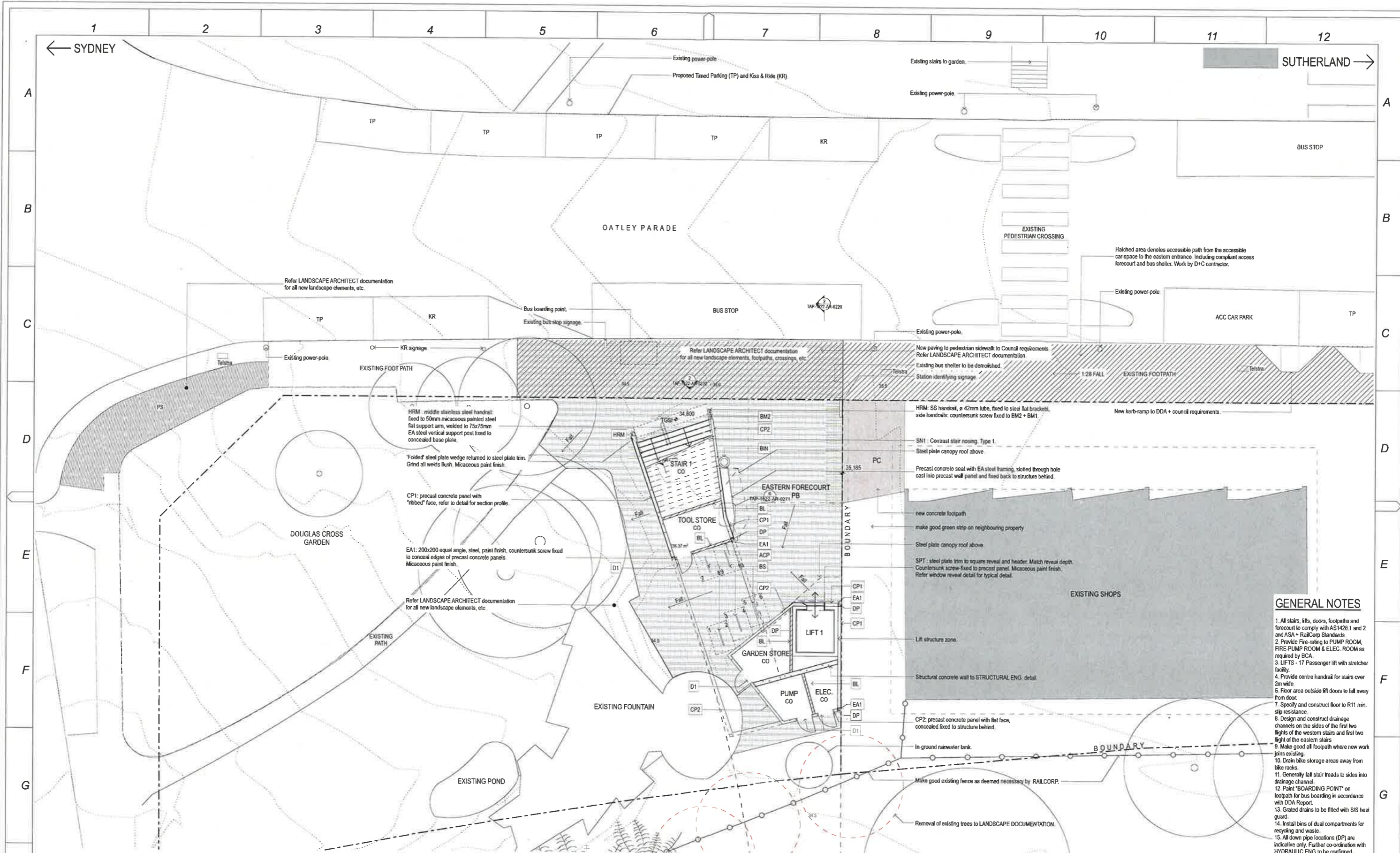
Refer AR-0212 for new fence location.  
 Removal of existing trees to LANDSCAPE DOCUMENTATION.  
 Slab and stair above.  
 Reinforced concrete retaining wall to STRUCTURAL ENG. detail.  
 High level opening at Bin Store with metal security screen.  
 Reinforced concrete lift shaft to STRUCTURAL ENG. detail.  
 Precast concrete seal with EA steel framing, slotted through hole cast into precast wall panel and fixed back to structure behind.  
 Reinforced concrete retaining wall to STRUCTURAL ENG. detail.  
 CP2: precast concrete panel with flat face, refer to detail for section profile, concealed fixed to structure behind.  
 SPT: 200mm steel plate trim to all door reveals and header. Micaceous paint finish.  
 SPC: Steel plate canopy roof above. Micaceous paint finish.  
 Reinforced concrete retaining wall to STRUCTURAL ENG. detail.

**GENERAL NOTES**

- All stairs, lifts, doors, footpaths and forecourt to comply with AS1428.1 and 2 and TNSW Standards.
- Provide Fire-rating to PUMP ROOM, FIRE-PUMP ROOM & ELEC. ROOM as required by BCA.
- LIFTS - 17 Passenger lift with stretcher facility.
- Provide centre handrail for stairs over 2m wide.
- Floor area outside lift doors to fall away from door.
- Specify and construct floor to R11 min. slip resistance.
- Provide for drainage pit in the Bin Store for wash down.
- Make good all footpath where new work joins existing.
- Drain bike storage areas away from bike racks.
- Design and construct concrete pad for FIRE HYDRANT BOOSTER valve cupboard.
- Paint "BOARDING POINT" on footpath for bus boarding in accordance with DDA Report.
- Grailed drains to be filled with SIS heel guard.
- Install bins of dual compartments for recycling and waste.
- All down pipe locations (DP) are indicative only. Further co-ordination with HYDRAULIC ENG. to be confirmed.
- Design and construct drainage channels on the sides of stairs.
- Generally fall stair treads to sides into drainage channel.

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<p>DRAWN: RM, AVDB 08/14</p>		<p>DESIGNED: TG, RM, AVDB 08/14</p>		<p>DRG CHECK: TG 08/14</p>		<p>DESIGN CHECK: TG 08/14</p>		<p>APPROVED: TG 08/14</p>		<p>DATE</p>		<p>FILE No.</p>		<p>STATUS: PRELIMINARY DESIGN</p>		<p>DRG No. TAP-1822-AR-0211</p>		<p>EDMS No.</p>			





**GENERAL NOTES**

1. All stairs, lifts, doors, footpaths and forecourt to comply with AS1428.1 and 2 and ASA + RailCorp Standards
2. Provide Fire-rating to PUMP ROOM, FIRE-PUMP ROOM & ELEC. ROOM as required by BCA
3. LIFTS - T7 Passenger lift with stretcher facility.
4. Provide centre handrail for stairs over 2m wide.
5. Floor area outside lift doors to fall away from door.
7. Specify and construct floor to R11 min. slip resistance
8. Design and construct drainage channels on the sides of the first two flights of the western stairs and first two flights of the eastern stairs
9. Make good all footpath where new work joins existing.
10. Drain bike storage areas away from bike racks.
11. Generally fill stair treads to sides into drainage channel.
12. Paint "BOARDING POINT" on footpath for bus boarding in accordance with DDA Report.
13. Grated drains to be fitted with SIS heel guard.
14. Install bins of dual compartments for recycling and waste.
15. All down pipe locations (DP) are indicative only. Further co-ordination with HYDRAULIC ENG to be confirmed.

REV	BY	DATE	DESCRIPTION	APPD.
A1	Original			

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**OATLEY STATION PRECINCT ACCESSIBILITY UPGRADE**  
 ILLAWARA LINE 18.282km  
 ARCHITECTURAL  
 EASTERN FORECOURT PLAN

FILE No. \_\_\_\_\_  
 STATUS: PRELIMINARY DESIGN  
 DRG No. TAP-1822-AR-0210 EDMS No. \_\_\_\_\_

Plot date: 21/08/2014



## Attachment 2

Photomontages of the revised designs



Oatley Parade looking north





Oatley Parade looking south

Ref: 3259886

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River Road/Mulga Road looking east

Ref: 3259886

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View of the heritage platform building indicating the proposed new awning, looking south

Ref: 3259886

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### **Attachment 3**

Revised Statement of Heritage Impact, Artefact, August 2014



Transport  
for NSW

## Oatley Station Accessibility Upgrade Determination Report

# Oatley Railway Station Accessibility Upgrade

## Revised Statement of Heritage Impact

Report to Transport for New South Wales  
August 2014



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## Executive Summary

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Artefact Heritage was commissioned by Transport for New South Wales (TfNSW), to undertake a Statement of Heritage Impact (SoHI) for the installation of infrastructure designed to improve accessibility and safety for the Oatley Railway Station.

Following community feedback from the public exhibition period, and presentation of the design to the NSW Heritage Council Approvals Committee on 7 May 2014, the Approvals Committee considered that the proposed structure required redesign.

Significant changes have been made to the appearance of the pedestrian footbridge, stairs, canopies and general architecture. It is considered that the new design better addresses the specific heritage context of Oatley Station.

Following redesign, a revised SoHI is required to support resubmission by TfNSW of a s60 application under the *Heritage Act 1977*, and in support of the Determination Report which is required as part of the approvals process for the construction of the proposed station upgrade. This SoHI adheres to NSW Heritage Council guidelines.

Oatley Railway Station was originally constructed in 1885 and relocated in 1905. The station includes a number of items and structures with heritage values. These include the platform building (1890, 1905), River Road underpass and pedestrian subway (1905), island platform (1905), concrete drop-slab location hut (1920s), platform canopies (1992) and moveable items (1918).

The station is currently listed on the State Heritage Register (SHR), RailCorp s170 register, the Kogarah LEP 2012 (item I129) and the Hurstville LEP 2012. A Conservation Management Plan (CMP) was prepared for the Station Group in 1995 and a Heritage Impact Statement for the station completed in 2004. A constraints analysis for the proposed station upgrade was prepared by Artefact Heritage in 2012.

A Section 57 exemption application for exploration beneath the waiting room floor was applied for by Artefact Heritage and approved by Heritage Division, Office of Environment and Heritage. The requirement for investigation of this option was later removed and the section 57 will no longer be acted on.

### Overview of findings

- The proposed works involve construction of a footbridge at Oatley Station, connecting the island platform to Mulga Road and Oatley Parade via a overhead pedestrian footbridge and lifts, along with internal upgrades to the station building.



The proposed works are required to improve accessibility in accordance with the Disability Discrimination Act (DDA) and Disability Standards for Accessible Public Transport (DSAPT) and to upgrade the station and interchange facilities and equipment to current statutory standards. The footbridge and lifts are required because the existing stairs are not able to be reconfigured in a way that would meet the necessary disability access standards.

- Design is constrained by the fact that design of rail stations and platforms is highly controlled by policies and standards, with a high emphasis on safety. In addition, due to engineering constraints, the footprint of the revised Reference Design for the pedestrian footbridge and forecourts was not able to deviate substantially from the existing design.
- In the preliminary design stage for this project, four access options for the railway station were considered. After analysis of the constraints of those four options, Option 2 was selected for development, and presented to the NSW Heritage Council Approvals Committee. The Committee found the design to be unacceptable, and the design proposal presented in this document has been modified to address the concerns of the Committee concerning size, appearance and the continuation of use of the River Road underpass and stairs.
- The proposed works to the station building remain unchanged from the original Reference Design and are largely confined to internal changes to non-original fabric including the conversion of the existing public toilets into a communications room, and the installation of ventilation grilles in the southern wall of the building. It is not anticipated that this aspect of the proposal will impact on heritage significance of the railway station.
- The proposed works to the platform now include the demolition and removal of the existing canopy to the north of the platform building and installation of the lift, staircase and new canopy. These works will require some excavation of the platform, but are unlikely to disturb substantial or intact remains of the original platform. The proposed new canopy is a positive addition to the railway station precinct that will emphasise the heritage fabric of the platform building and masonry brick underpass. The new canopy will also provide a positive addition to the existing stair access by improving natural lighting levels, and enhancing views of the platform building via its height and visual separation.
- The proposed lift tower, stairs and forecourt in the Douglas Cross Gardens will have some visual impact on the heritage significance of the Oatley Memorial Gardens, although these impacts have been mitigated through the careful use of materials and colours, and the visual connectivity provided through the base of the stairs. The design also integrates bike storage, a bus shelter and other facilities within the staircase, reducing the number of new structures required on the platform or in the Gardens, and reducing the need for substantial modifications/additions to the heritage platform building.

## Oatley Station Accessibility Upgrade, Oatley



- The proposed lift tower, stairs and forecourt in the Boongarra Reserve have been substantially reduced in size and form from the earlier design. The design now incorporates a retaining wall, extending from the heritage underpass to visually bed the structure down into the landscape and allowing the first two flights of stairs to be built into the embankment. The requirement for bicycle storage and utilities has also been incorporated into the line of the retaining wall, minimising visual impacts. On completion of the works, specimen trees and landscaping will screen the structure and assist in restoring the garden suburb setting of the area.
- The design of the footbridge itself has the potential to constitute a substantial visual impact. However, the steel design provides a more lightweight and calm structure, and now incorporates design reference to the history of bridges on the rail network. The perforated metal sleeve and translucent roof provides a transparent finish that is sympathetic to, and evocative of, the landscape, and provides the opportunity to appreciate the landscape. Elevated views from the bridge could aid both in understanding the existing rail platform building and rail line alignment, as well as Douglas Cross Gardens, and in interpreting the location of the former rail line and the reason the Oatley Memorial Gardens came into being. The additional and replacement vegetation would substantially soften the potential visual impact of the structure from the platform and from the surrounding area.

### Recommendations

This assessment has found that the proposal would involve some moderate impacts to the Oatley Railway Station. However, provided the following mitigation measures are employed, the proposed impacts of some aspects of the design on the overall heritage significance of the item, are offset by the fact that the upgrade works—that will be undertaken as sensitively as possible, within the constraints of the DDA requirements—will also ensure the historic station’s survival and ongoing use as a railway station.

Several aspects of the proposal will, in fact, enhance the heritage significance of the station, by removing intrusive fabric (the bus shelter, existing canopy, vending machines, pay telephone) and by emphasising the significant heritage fabric (the weatherboard platform building and River Road stairs).

Overall, the most significant outcome of the proposal is that it would allow the station to continue to function in the long-term, by providing DDA access and meeting the future access requirements of the Oatley community.





The following recommendations include suggested mitigation measures, as well as actions that must be undertaken to ensure that the proposed works are implemented in accordance with the standards, guidelines and policies:

- A copy of this report, the designs for the proposed changes, and photographs of the completed alterations, should be stored in the permanent archive of Transport Heritage NSW (formerly the Office of Rail Heritage) as part of the record of the station's history.
- The proposed works are not consistent with the standard exemptions under Section 57(2) of the Heritage Act, or the rail-specific exemptions. It would therefore be necessary to apply for a Section 60 permit from the NSW Heritage Council prior to work being undertaken.
- If changes are made to the design at a future stage in the planning process, it would be necessary to update this SoHI.
- Unnecessary loss of screening vegetation and trees alongside the railway corridor and within the Douglas Cross Gardens should be avoided where possible. Consideration should be given to re-establishing vegetation in those areas where its removal is required.
- Landscaping and vegetation within the Douglas Cross Gardens should be retained as much as possible. Any damaged or removed elements should be replaced once works have been completed.
- The materials and colour palette for the footbridge should be sympathetic to the heritage context of the railway station. Separation of the footbridge structure from that of the pale weatherboard heritage platform building can be achieved via the use of modern, light materials, panelling and slim frame elements, that further reduces the bulk of the footbridge. Awnings and other design features should attempt to mirror the simple angular roof-lines of the existing railway station platform building. Care should be taken to make the footbridge as visually unobtrusive as possible, whilst visually separating the new structures from the original through the use of modern materials.
- It is recommended that in any areas—where pedestrian flow paths are temporarily affected by the construction works—that suitable barriers and access alternatives are put in place. Any temporary plant or equipment introduced to the station precinct should be appropriately fenced off, and measures taken to avoid any disturbance to grassed areas, landscaping, or heritage fabric.
- It is recommended that archival recording of the station and its relationship to the surrounding environment be undertaken prior to the proposed works commencing. Archival recording should be undertaken in accordance with the following guidelines:
  - How to Prepare Archival Records of Heritage Items (NSW Heritage Office 1998)
  - Photographic Recording of Heritage Items Using Film or Digital Capture (NSW Heritage office 2006)

## Oatley Station Accessibility Upgrade, Oatley

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- As the Oatley Railway Station is listed on the RailCorp s170 register, consultation with Sydney Trains will be required prior to works commencing. Oatley Station is also listed on the Kogarah LEP 2012, and Hurstville LEP 2012. However as the item is also listed on the SHR, consultation with Council is not required.
- A heritage induction should be undertaken prior to works commencing, to advise contractors of the legislative requirements and strategies for dealing with heritage fabric within the area of construction.
- It is not anticipated that archaeological relics will be encountered during the proposed works. However, if any unidentified relics are unexpectedly discovered during excavation, activity in the immediate vicinity of the find should cease, the material should be left in place and protected from harm, and a qualified archaeologist or heritage professional contacted to assess the significance of the remains and advise of any requirements.

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## 1.0 Introduction and background

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### 1.1 Background

Artefact Heritage has been commissioned by Transport for New South Wales (TfNSW), to undertake this Statement of Heritage Impact (SoHI) for the installation of infrastructure designed to improve accessibility and safety for the Oatley Railway Station. TfNSW is the proponent for the Transport Access Program (TAP), a government initiative to provide a better experience for public transport customers by delivering accessible, modern, secure and integrated transport infrastructure where it is needed.

This SoHI is required to provide input into the REF for the proposed refurbishment of the station, which would include impact to items of heritage significance. This SoHI adheres to NSW Heritage Council guidelines.

Oatley Railway Station was originally constructed in 1885 and relocated in 1905. The station includes a number of items and structures with heritage values. These include the platform building (1890, relocated in 1905, modifications throughout the 20th century), River Road underpass and pedestrian subway (1905), island platform (1905 with modifications), concrete drop-slab location hut (1920s), platform canopies (1992) and moveable items (1918).

The station is currently listed on the State Heritage Register (SHR), the RailCorp Section 170 register, the Kogarah LEP 2012 (item I129) and the Hurstville LEP 2012. A Conservation Management Plan (CMP) was prepared for the station group in 1995 and a Heritage Impact Statement for the station completed in 2004. A constraints analysis for the proposed station upgrade was prepared by Artefact Heritage in 2012. A Section 57 exemption application for exploration beneath the waiting room floor was lodged with the Heritage Division, Office of Environment and Heritage, by Artefact Heritage on the 14th of January 2014, but ultimately not acted upon.

### 1.2 The study area

Oatley Railway Station is located on the Illawarra rail line in the suburb of Oatley. The line runs parallel to Oatley Parade to the east. Mulga road curves west on the western side of the station, and River Road runs beneath the railway underpass. It should be noted that despite the underpass crossing River Road, the item is listed on the SHR as 'Mulga Road underbridge'. This report has not used the SHR terminology to refer to the item, in order to maintain consistency with the design drawings for the proposal. The Illawarra rail line marks the boundary of the Local Government Areas (LGA) of Kogarah and Hurstville. The station is located within the Kogarah LGA.

Oatley Station Accessibility Upgrade, Oatley

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Figure 1: The study area (outlined in red). Base map SIX Maps NSW LPI.

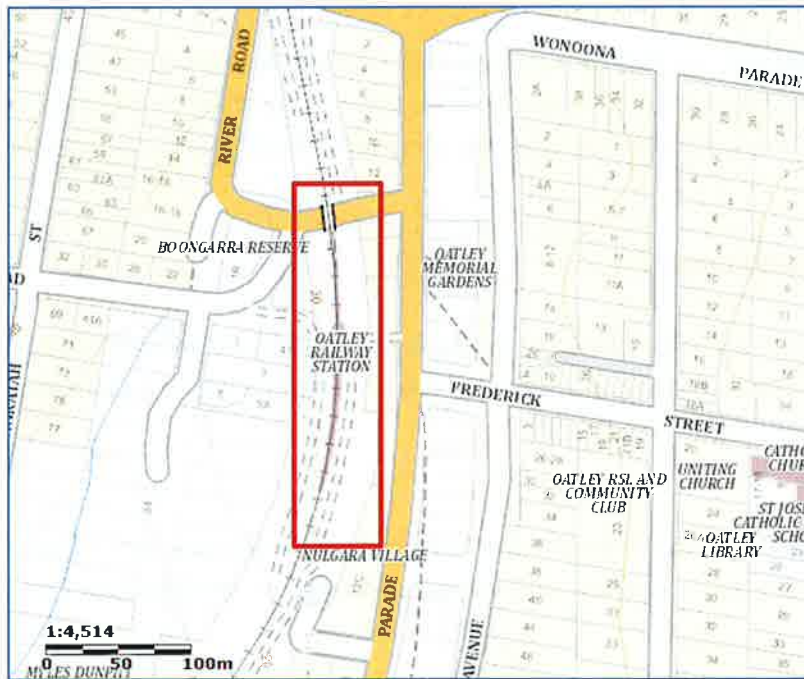
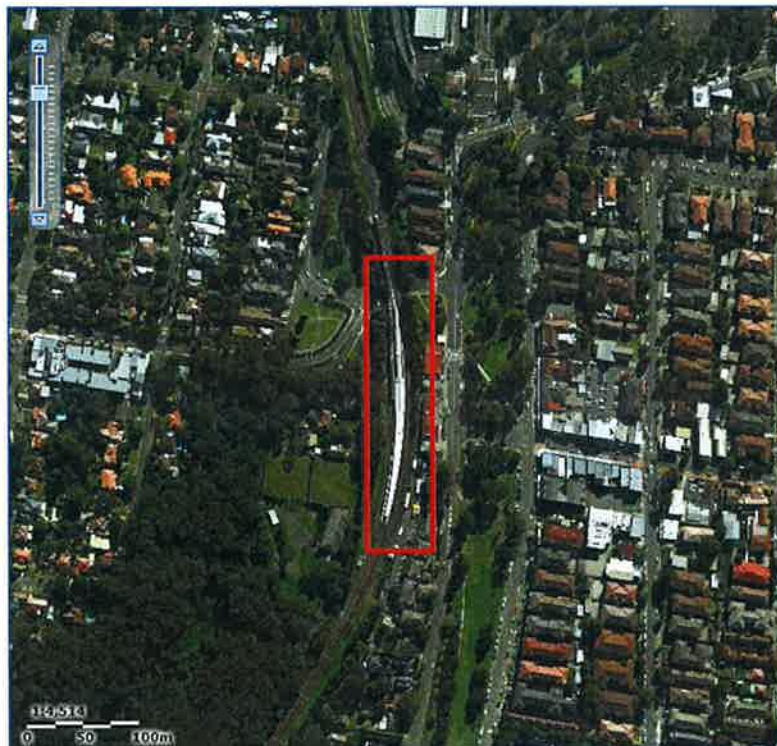


Figure 2: The study area (outlined in red). Base aerial SIX Maps NSW LPI.







### 1.3 Limitations and Constraints

This document deals with non-Aboriginal heritage only, including an assessment of historical archaeological potential, analysis of views and vistas, and a review of the heritage significance of potential heritage items within the study area and any potential impacts to those heritage items from the proposed works.

### 1.4 Report authorship

The report was written by Senior Heritage Consultants Mike Hincks and Jenny Winnett and reviewed by Principal Advisor Natalie Vinton. Management input was provided by Principal Dr Sandra Wallace.

### 1.5 Statutory context

There are several items of State legislation that form the basis for managing non-Indigenous heritage in NSW. This section provides a summary of these items of legislation and associated statutory registers.

#### The Heritage Act 1977

The NSW *Heritage Act 1977* (the Heritage Act) is the primary item of State legislation affording protection to items of environmental heritage (natural and cultural) in NSW. Under the Heritage Act, 'items of environmental heritage' include places, buildings, works, relics, moveable objects and precincts identified as significant based on historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic values. State significant items are listed on the NSW State Heritage Register (SHR) and are given automatic protection under the Heritage Act against any activities that may damage an item or affect its heritage significance.

The Heritage Act also protects 'relics', which can include archaeological material, features and deposits. Section 4(1) of the Heritage Act (as amended 2009) defines 'relic' as follows:

"relic means any deposit, artefact, object or material evidence that:

- (a) relates to the settlement of the area that comprises New South Wales, not being Aboriginal settlement, and
- (b) is of State or local heritage significance."

Sections 139-145 of the Heritage Act prevent the excavation or disturbance of land known or likely to contain relics, unless in accordance with an excavation permit. Excavation permits are issued under Section 140 of the Heritage Act, or Section 60 for sites listed on the SHR. Excavation Permit Applications must be supported by an Archaeological Research Design.



If the proposed works are minor and would have minimal impact on the heritage significance of the place or site, they may be granted an exception or exemption under Section 139 (4) or 57 (2) of the Heritage Act.

#### The Environmental Planning and Assessment Act 1979

The *Environmental Planning and Assessment Act 1979* (EP&A Act) establishes a framework for cultural heritage values to be formally assessed in the land use planning and development consent process. The EP&A Act requires that environmental impacts are considered prior to land development; this includes impacts on cultural heritage items and places as well as archaeological sites and deposits. The EP&A Act also requires that Local Governments prepare planning instruments (such as Local Environmental Plans [LEPs] and Development Control Plans [DCPs]) in accordance with the Act to provide guidance on the level of environmental assessment required. The current study area falls within the boundaries of the Kogarah LGA and Hurstville LGA, and is covered by the Kogarah LEP 2012 and the Hurstville LEP 2012.

#### The Kogarah LEP 2012 and Hurstville LEP 2012

The heritage aims of the LEPs as stated in Part 4 of each document, is to conserve the heritage significance of heritage items and heritage conservation areas, including associated fabric, settings and views. Each LEP lists items of heritage significance within the LGA and specifies conditions of development consent within heritage listed areas. Both LEPs include a schedule of heritage listed items.

#### 1.5.1 Heritage Listings

Statutory registers provide legal protection for heritage items. In NSW, the *Heritage Act 1977*, and the *Environmental Planning and Assessment Act 1979* give legal protection. The State Heritage Register, the S170 registers, and heritage schedules of Local Environment Plans are statutory listings. Places on the National Heritage List are protected under the *Environment Protection and Biodiversity Conservation Act 1999*.

#### Register of the National Estate

The Register of the National Estate is a list of natural, Indigenous and historic heritage places throughout Australia. It was originally established under the Australian Heritage Commission Act 1975. Under that Act, the Australian Heritage Commission entered more than 13,000 places in the register. Following amendments to the Australian Heritage Council Act 2003, the Register of the National Estate (RNE) was frozen on 19 February 2007, and ceased to be a statutory register in February 2012. The RNE is now maintained on a non-statutory basis as a publicly available archive and educational resource.

No items within the study area are listed on the Register of the National Estate.

## Oatley Station Accessibility Upgrade, Oatley

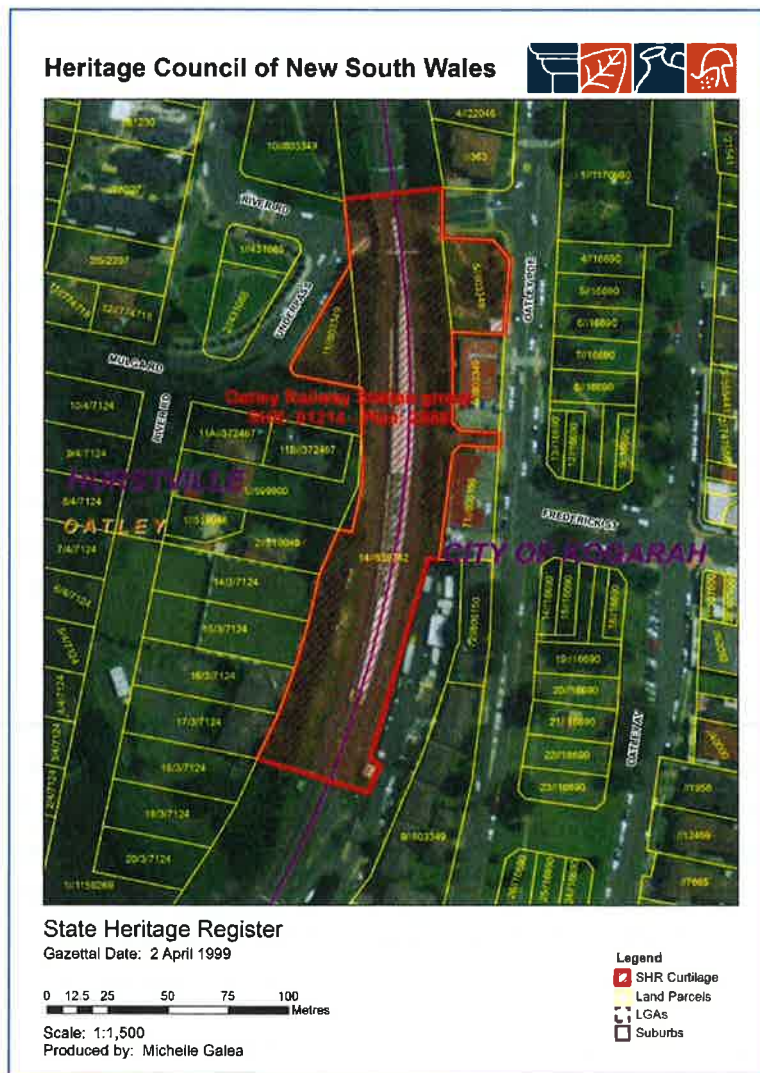


### The State Heritage Register

The State Heritage Register (SHR) was established under Section 22 of the Heritage Act and is a list of places and objects of particular importance to the people of NSW, including archaeological sites. The SHR is administered by the Heritage Branch of the OEH and includes a diverse range of over 1500 items, in both private and public ownership. To be listed, an item must be deemed to be of heritage significance for the whole of NSW.

The **Oatley Railway Station Group** is listed on the SHR. The curtilage for the SHR listing is defined by the Sydney Trains property boundaries to either side of the tracks and a line crossing the tracks at a distance of 20 m past the end of the platform ends.

**Figure 3: The SHR curtilage for the Oatley Railway Station Group.**



## Oatley Station Accessibility Upgrade, Oatley



### Section 170 Registers

The Heritage Act requires all government agencies to identify and manage heritage assets in their ownership and control. Under Section 170 of the Heritage Act, government instrumentalities must establish and keep a register which includes all items of environmental heritage listed on the SHR, an environmental planning instrument or which may be subject to an interim heritage order that are owned, occupied or managed by that government body. All government agencies must also ensure that all items entered on its register are maintained with due diligence in accordance with State Owned Heritage Management Principles approved by the Minister on advice of the NSW Heritage Council. These principles serve to protect and conserve the heritage significance of identified sites, items and objects and are based on relevant NSW heritage legislation and statutory guidelines.

The **Oatley Railway Station Group** is listed on the RailCorp s.170 register (Figure 4). The curtilage also includes the Douglas Cross Gardens to the east of the station entrance and Boongarra Reserve to the west.

**Figure 4: Oatley Railway Station Group - RailCorp s.170 register curtilage (outlined in orange).**







National Heritage List

On 1 January 2004, a new national heritage system was established under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act). This led to the introduction of the National Heritage List, which was designed to recognise and protect places of outstanding heritage value to the nation. It includes natural, historic and Indigenous places that are of outstanding national heritage value to the Australian nation.

There are no items within the study area listed on the National Heritage List.

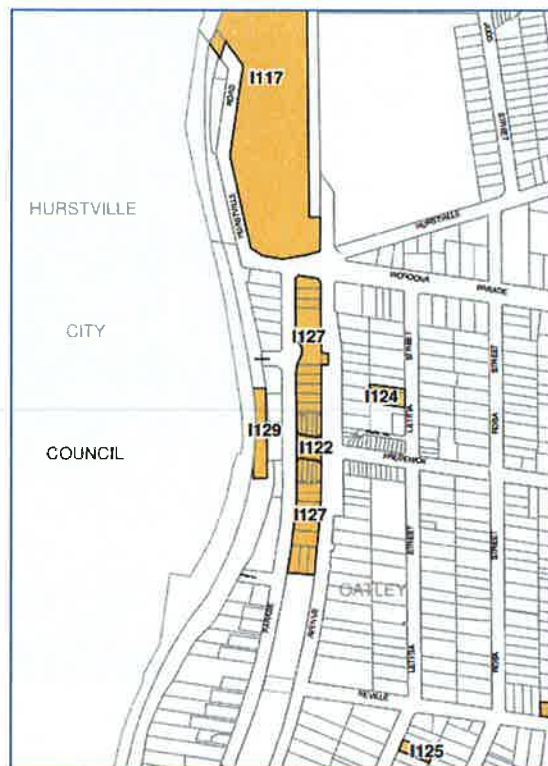
The Kogarah LEP 2012

The **Oatley Railway Station Group**, at Lot 14 DP 839742, is listed as being of State significance on the Kogarah LEP 2012. It is mapped as heritage item I129 (Figure 5).

Two heritage items are also listed nearby;

- Heritage Item I127 – **Oatley Memorial Gardens**
- Heritage Item I122 – **Oatley Memorial Clock**

**Figure 5: Detail of the heritage map from the Kogarah LEP 2012.**







Hurstville LEP 2012

The **Oatley Railway Station Group** is listed as being an item of State significance on the Hurstville LEP 2012. It is mapped as heritage item I108 (Figure 6).

**Figure 6: Detail from the Hurstville LEP 2012, showing Oatley Railway Station, heritage item I108.**



## 1.6 CMP conservation policies

The CMP (Stacy and Broughton 1995) put forward a number of conservation policies and associated guidelines to guide the management of Oatley Railway Station. The relevant policies are listed in Table 1.

**Table 1: Oatley Railway Station CMP conservation policies (Stacy and Broughton 1995)**

Policy No.	Policy
5.1	The heritage significance of the Oatley Railway Station building and platform should be retained and conserved.
5.3	All remaining original and early external and internal building fabric should be retained and conserved. All recent building fabric may be altered, removed, or replaced.

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Policy No.	Policy
5.4	The prominence of the original free standing Oatley Railway Station building and its setting on the elevated island platform within the Oatley township should be retained and conserved.
5.5	It is essential that the design and construction of any future station buildings or structures relate to and reinforce the character and imagery of the free standing station building and the prominent island platform location and elevated setting within the Oatley township.
5.6	All intact technological equipment presently located in the signal room associated with the lever operations should be retained and conserved in its current location.
5.8	Any changes to or disturbance of the original and early building fabric for non-conservation purposes should generally be minimised or avoided where possible.



## 2.0 Historical context

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### 2.1 Early European Settlement

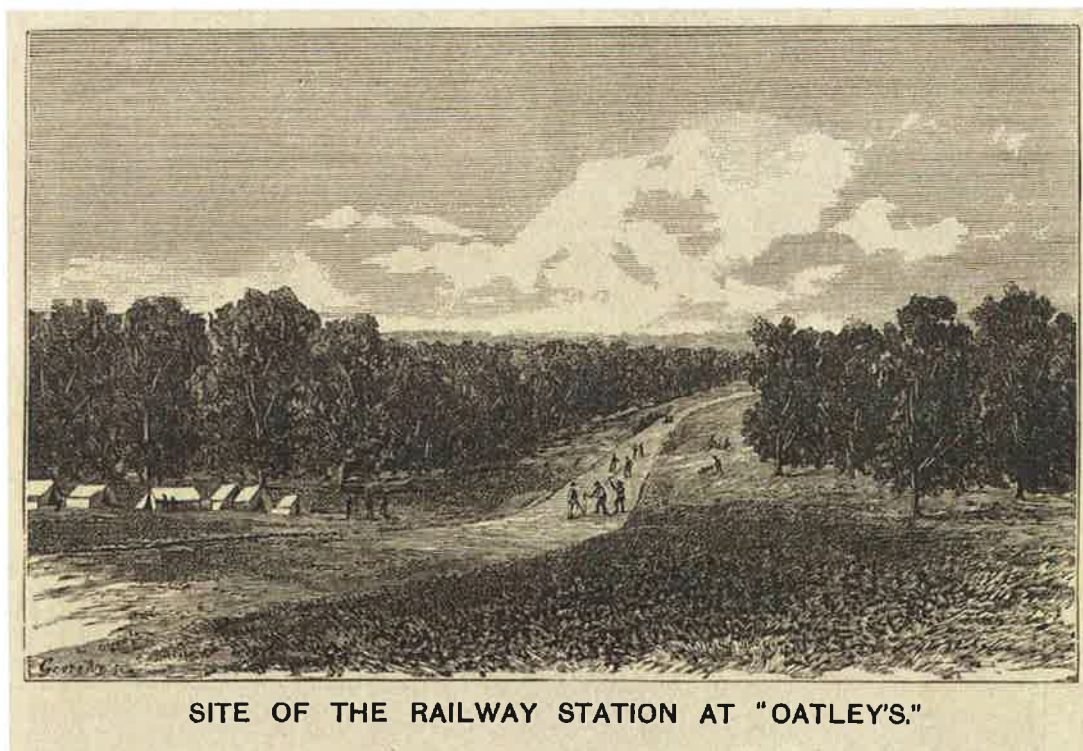
The present-day township of Oatley is located within the site of a 300 acre property that was granted to colonial clock maker, James Oatley, in 1833. Oatley himself did not live on the land; however, like other private properties in the area, it was occupied by timber getters and lime burners during the early years of European settlement.

Development in the region was slow until the arrival of the railway in the 1880s.

### 2.2 The arrival of the railway and the growth of Oatley

During the mid-19<sup>th</sup> century, it was seen that it was necessary to establish railway links to the growing rural districts that supported pastoral and mining industries. By the 1870s, five main inland lines had been constructed, connecting Sydney to Parramatta and Goulburn, Blacktown to Richmond, Parramatta to Bathurst, and Newcastle to Murrurundi (Stacy and Broughton 1995:35).

**Figure 7: The site of the future railway, 1880-89. NLA**



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During the 1870s, residents of the Illawarra district began to lobby the Government for the construction of a railway to serve the growing agricultural and mineral industries of the region, particularly the increasingly important coal industry of Wollongong. Various routes were considered for this line, and Charles Griffith of Griffiths and Co, who owned Oatley's grant at that time, offered free right-of-way access through the property. The route for the railway line was therefore planned to pass through Oatley's grant and cross the George's River at Oatley Point.

The first stage of the Illawarra Line was opened as far as Hurstville in 1884, and opened to Waterfall in 1886. A station platform was opened at Oatley in 1885. The Illawarra Line was the first line to serve the suburban areas south of Sydney, and rapidly increased development in the area, stimulating the growth of Oatley township (Stacy and Broughton 1995:36-3).

The arrival of the railway increased the value of land, and Charles Griffith capitalised on this by subdividing Oatley's grant. The first subdivision in 1882 comprised 1500 lots, but sales were slow until the 1890s. Residential development in Oatley began in the area immediately surrounding the railway line (Figure 3). Oatley remained a small town until after WWII, when a major development boom occurred (Stacy and Broughton 1995:43).

**Figure 8: Subdivision plan for Oatley dating to between 1890-1899, showing the original rail alignment (<http://nla.gov.au/nla.map-1fsp2032-e-cd>).**

