9 Turner Ave
Haberfield NSW 2045
email: adele@possumsbottom.com

Major Projects Assessment
NSW Department of Planning
plan_comment@planning.nsw.gov.au
Attn. Diane Fajmon

10 November 2010

To Whom It May Concern

re: Inner West Light Rail Extension – submission to NSW Transport and Planning, application ref. no. MP 10_0111

I am writing concerning the project that will extend the Light Rail (LR) from Lilyfield to Dulwich Hill in Sydney's inner-west. Although I support strongly building this much-needed transport option through Leichhardt and Haberfield, I have great concerns about the impact of parking, access and increased local traffic in Haberfield.

Having read the Environmental Assessment (EA) and viewed the proposed access points to the Hawthorne light rail station, I am concerned that my immediate neighbourhood, including my street, will be adversely affected by increased traffic and parking, and that this will be exacerbated by the construction of a pedestrian bridge in parkland at the bottom of Turner Ave. I am also concerned that in the EA, traffic movements and car usage by patrons of the light rail have been grossly under-estimated.

Under-estimation of access by car to Hawthorne LR station

From casual observation of streets surrounding existing light rail stations in Lilyfield and Rozelle/Annandale (both of which I use regularly, and drive to), it is evident that many light rail users will drive to their local LR station. It is unlikely that commuters will want to walk more than 1 km to their local LR station (I think 10 mins walk is the standard by which access by foot is expected), which means that in Haberfield, commuters from Five Dock, Rodd Point, Russell Lea and western Haberfield will drive to the Hawthorne LR station. They will all expect to access the LR from the Haberfield side of Hawthorne station; access to the Leichhardt side of the station via Marian St will take substantially longer in morning and evening peak periods (15 mins to drive this at 8 am is not unusual as traffic queues along Hawthorne Pde at the Marian St intersection). While I am hopeful that many commuters can be persuaded to walk or cycle to the LR station, I believe that there will still be substantial numbers of commuters driving to the LR via Haberfield, all requiring parking places in the immediate area around the station.

Construction of pedestrian bridge over Hawthorne Canal at bottom of Turner Ave

In the EA, it is proposed that a new bridge be built over Hawthorne Canal at the end of Turner Ave to provide access from Haberfield to the new Hawthorne LR station in Leichhardt. While I recognise that access is necessary from Hawthorne Parade across to the LR station, I wish to strongly object to the location of this new bridge, and believe it should be moved.

In its proposed location, this bridge will provide access from Haberfield to the Hawthorne LR station, the off-leash dog park (Leichhardt side of canal) and the popular Café Bones (in the dog park). Combined with (at times) heavy patronage of the children's playground on Hawthorne Parade, the new pedestrian bridge will create a 'choke point' of convergence for all who use these amenities and access them by car, with resulting parking problems for surrounding streets. Consider these points:

- there are existing parking bays on Hawthorne Parade, but these will quickly fill with commuter parking for the LR. This will severely limit parking for people using the children's playground (including the single disabled access parking bay for this playground). Parking on weekends for the playground and park alone exceed capacity of the designated parking bays on Hawthorne Parade, with many cars being parked kerbside on Hawthorne Parade and Turner Ave.

- the new bridge will become the only access to the off-leash dog park in Leichhardt from Haberfield once the existing bridge approx. 300 m further south is decommissioned (Leichhardt Council has stated that the old bridge will be closed within 3 years and will not be replaced). Throughout the day but particularly in early mornings and evenings, a steady stream of dog park users drive to this area and park near the existing bridge, in parking bays near the netball courts on Hawthorne Parade. If the location of the bridge is moved, then obviously dog park users will park where the new bridge is i.e. at the same places and times that LR commuters will park.

- the new bridge will be used by patrons of the popular Café Bones. Many of these people drive to the café on the weekends and park on the Leichhardt side of the park. Many will find it convenient to park in Haberfield instead if the bridge is located close to the café.

- the 'integrity' of the dog park will be compromised. At present, the park is a long, fenced area bordered by canal and railway with access only from its furthest 'ends', with no opportunity for dogs to escape from the park midway. If the bridge is placed where proposed, then dogs will be able to run out of the park to either the LR station or worse, over the new bridge and into the children's playground (raising obvious safety issues) and parkland.

- what happens when stage 2 of the LR network is built into the city? It is reasonable to assume that even more commuters will use the LR which will further increase traffic and associated parking issues.

Parking pressure on surrounding streets in Haberfield will at times be substantial. Ashfield Municipal Council councillors have stated that AMC will not introduce a residents' parking scheme as it is too costly to administer, no matter how necessary such a scheme may be to local residents. Therefore, the impact of car parking in

Hawthorne Parade, Barton Avenue, Turner Avenue and Waratah Street could result in severe loss of amenity to many residents. I strongly urge that the new pedestrian bridge be moved further away (at least 150 m, preferably more) from the playground area to avoid this convergence effect.

Thank you for giving me this opportunity to make a submission about this proposal. Unfortunately, there are many residents in my neighbourhood who are unaware that a pedestrian bridge may be built where proposed. Although we have been notified of public meetings, there has not been any attempt that I am aware of that has been made by the Dept of Transport and Planning to explain potential problems at a neighbourhood level, which is disappointing. However, I strongly support the construction of the LR system, but we do need to address some important problems first. I hope that local residents will be consulted when this happens.

I am happy to discuss my concerns with any representatives of the Department if they wish to contact me at the above email address.

Yours sincerely

Adele Haythornthwaite

Diane Fajmon - Online Submission from Roland Tellzen (support)

52

From: Roland Tellzen <tellzenr@hotmail.com>
To: Diane Fajmon <diane.fajmon@planning.nsw.gov.au>
Date: 11/11/2010 10:55 AM
Subject: Online Submission from Roland Tellzen (support)
CC: <assessments@planning.nsw.gov.au>

I am writing to you to express my strong interest and support for the Sydney Light Rail Inner West Extension to Dulwich Hill, and especially my strong support for the planned stops, at Arlington and Waratah, as presented in the current Environmental Assessment. As a long-term resident of the Dulwich Park Estate development on Williams Parade I've been following the progress of the Light Rail Extension plan with great interest and anticipation of a well-suited transit alternative for the Dulwich Hill area.

Recently, it has been brought to my attention that proposals have been floated to abandon the two planned stops at Arlington and Waratah in favour of a single stop betwen Hill Street and Terry Road. I would like to express my strong opposition to this proposal as ill-suitd to the area and one that would restrict patronage of the service compared to the existing Arlington/Waratah plans.

Residents at the Dulwich Park Estate complex, for example, currently lack direct and easy walking access to Canterbury Road bus services, much less rail services from the distant Dulwich Hill and Lewisham train stations. The proposed Arlington stop, conveniently located at the start of Williams Parade, with easy acces through Johnson Park and ample parking in the public spaces alongside Arlington Oval, is ideally sited for the many residents of the area who rely on public transit to commute to work. The proposed Hill St/Terry Rd option is not easily accessable to residents of Dulwich Park at all without a major and inconvenient detour and would certainly restrict the potential use by them of the Light Rail.

While I do not wish to denigrate the concerns of residents of Weston Street, who I believe have initiated the poposal for the Hill St/Terry Rd option, I feel that their concerns about increased car traffic through their street to access the Waratah stop are unfounded and doscount the fact that by far bulk of potential users of the Light rail extension will be local pedestrians, and that there is ample scope for a "park and drop" area to be located on Davis Street to allay their fears. In contrast, I believe acceptance of this option would greatly minimise the potential benefits of the service to local residents that the existing plans would deliver.

Name: Roland Tellzen

Address:
2/5 Williams Parade
Dulwich Hill
NSW 2203

IP Address: news.yaffa.com.au - 218.185.84.181

Submission for Job: #4097 Project Application
https://majorprojects.onhiive.com/index.pl?action=view_job&id=4097

Site: #2291 Sydney Light Rail Inner West Extension
https://majorprojects.onhiive.com/index.pl?action=view_site&id=2291

53

Diane Fajmon - Online Submission from Shandra Coppard of private (support)

From: Shandra Coppard <alanandshandra.coppard@gmail.com>
To: Diane Fajmon <diane.fajmon@planning.nsw.gov.au>
Date: 10/11/2010 7:36 PM
Subject: Online Submission from Shandra Coppard of private (support)
CC: <assessments@planning.nsw.gov.au>

I wish to support the ARLINGTON & WARATAH stops for the light rail. I think it's a great project. Well done.

Name: Shandra Coppard
Organisation: private

Address:
55 union street dulwich hill 2203

IP Address: c114-77-212-69.rivrw3.nsw.optusnet.com.au - 114.77.212.69

Submission for Job: #4097 Project Application
https://majorprojects.onhiive.com/index.pl?action=view_job&id=4097

Site: #2291 Sydney Light Rail Inner West Extension
https://majorprojects.onhiive.com/index.pl?action=view_site&id=2291

Diane Fajmon
Senior Planner - Roads and Rail

P: 02 9228 6370
F: 02 9228 6355
E: diane.fajmon@planning.nsw.gov.au

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54

Diane Fajmon - Online Submission from [redacted] (support)

From: [redacted]
To: Diane Fajmon <diane.fajmon@planning.nsw.gov.au>
Date: 10/11/2010 6:28 PM
Subject: Online Submission from [redacted] (support)
CC: <assessments@planning.nsw.gov.au>

As a resident of an apartment complex on Williams Pde, I intend to make use of the new light rail extension. However, I am considerably more likely to use it if the stops are located close to my residence. Accordingly, I strongly support the placements of the Arlington and Waratah stops as proposed in the EA, rather than the Hill St/Terry Rd stop being advocated by some residents of Weston St. The proposed Arlington stop will be conveniently located for myself and many of my neighbours; on the contrary, a Hill St/Terry Rd stop would be further away from my residence and would make me less likely to utilise the light rail extension.

Thank you for considering my submission.

Name: [redacted]

Address:
[redacted]

[redacted]

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Site: #2291 Sydney Light Rail Inner West Extension
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E: diane.fajmon@planning.nsw.gov.au

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55

Diane Fajmon - Online Submission from [redacted] (support)

From: [redacted]
To: Diane Fajmon <diane.fajmon@planning.nsw.gov.au>
Date: 10/11/2010 6:27 PM
Subject: Online Submission from [redacted] (support)
CC: <assessments@planning.nsw.gov.au>

As a resident of an apartment complex on Williams Pde, I intend to make use of the new light rail extension. However, I am considerably more likely to use it if the stops are located close to my residence. Accordingly, I strongly support the placements of the Arlington and Waratah stops as proposed in the EA, rather than the Hill St/Terry Rd stop being advocated by some residents of Weston St. The proposed Arlington stop will be conveniently located for myself and many of my neighbours; on the contrary, a Hill St/Terry Rd stop would be further away from my residence and would make me less likely to utilise the light rail extension.

Thank you for considering my submission.

Name: [redacted]

Address:
[redacted]

[redacted]

Submission for Job: #4097 Project Application
https://majorprojects.onhiive.com/index.pl?action=view_job&id=4097

Site: #2291 Sydney Light Rail Inner West Extension
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56

Diane Fajmon - Online Submission from Merinda Timpany of n/a ()

From: Merinda Timpany <merinda_mike@yahoo.co.uk>
To: Diane Fajmon <diane.fajmon@planning.nsw.gov.au>
Date: 10/11/2010 3:44 PM
Subject: Online Submission from Merinda Timpany of n/a ()
CC: <assessments@planning.nsw.gov.au>

I support the Arlington and Waratah stops. I oppose the Hill St/Terry Rd option.

Name: Merinda Timpany
Organisation: n/a

Address:
12 Windsor Rd
Dulwich Hill
NSW 2203

IP Address: c114-77-222-109.rivrw3.nsw.optusnet.com.au - 114.77.222.109

Submission for Job: #4097 Project Application
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Site: #2291 Sydney Light Rail Inner West Extension
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Diane Fajmon
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F: 02 9228 6355
E: diane.fajmon@planning.nsw.gov.au

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57

Diane Fajmon - Online Submission from Michael Smith (support)

From: Michael Smith <michael@toffeecats.com>
To: Diane Fajmon <diane.fajmon@planning.nsw.gov.au>
Date: 10/11/2010 3:39 PM
Subject: Online Submission from Michael Smith (support)
CC: <assessments@planning.nsw.gov.au>

I'm writing to support the light rail stops at 'Arlington' and 'Waratah'.

I understand there is a suggestion to replace these two stops with one stop at Hill St/Terry Rd.

The light rail is a landmark piece of public transport infrastructure and should be of benefit to as many residents as possible. On that basis the two planned stops should go ahead. Replacing then with one stop would disadvantage many residents.

As a resident of Williams Pde my family will be directly effected by removing the 'Arlington' stop.

I support the two planned stops at 'Arlington' and 'Waratah' and oppose any suggested stop at Hill St/Terry Rd.

Name: Michael Smith

Address:
11/7 Williams Pde,
Dulwich Hill 2203

IP Address: - 202.177.214.172

Submission for Job: #4097 Project Application
https://majorprojects.onhiive.com/index.pl?action=view_job&id=4097

Site: #2291 Sydney Light Rail Inner West Extension
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Diane Fajmon
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Diane Fajmon - Online Submission from Rochelle Hayes (support)

58

From: Rochelle Hayes <shellhayes@gmail.com>
To: Diane Fajmon <diane.fajmon@planning.nsw.gov.au>
Date: 10/11/2010 3:17 PM
Subject: Online Submission from Rochelle Hayes (support)
CC: <assessments@planning.nsw.gov.au>

I live in Dulwich Hill and am delighted with the prospect of the light rail extension.

I am writing to you in order to confirm that I am very happy with the proposed station locations reflected in the recently circulated Environmental Assessment - "Arlington" and "Waratah". I believe these two locations will provide the most convenient access for a broader range of residents and visitors to the local area.

I understand that a small group is proposing that the above two stops be replaced by one single stop located between Hill Street and Terry Road. I object to any alteration to the existing plan and oppose a change to a single Hill Street/Terry Road option.

Name: Rochelle Hayes

Address:
30/5 Williams Parade
Dulwich Hill
NSW 2203

IP Address: proxyb.ccsu.nsw.gov.au - 203.15.73.30

Submission for Job: #4097 Project Application
https://majorprojects.onhiive.com/index.pl?action=view_job&id=4097

Site: #2291 Sydney Light Rail Inner West Extension
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Diane Fajmon
Senior Planner - Roads and Rail

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F: 02 9228 6355
E: diane.fajmon@planning.nsw.gov.au

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59

Diane Fajmon - Online Submission from Peta James (support)

From: Peta James <sydney.podiatry@gmail.com>
To: Diane Fajmon <diane.fajmon@planning.nsw.gov.au>
Date: 10/11/2010 3:07 PM
Subject: Online Submission from Peta James (support)
CC: <assessments@planning.nsw.gov.au>

I am very happy with the proposed station locations as reflected in the current Environmental Assessment (called "Arlington" and "Waratah") as I believe both these locations will provide convenient access for residents in the area.

However, I have become aware there are a few individuals lobbying to have these two stops replaced by a single stop located between Hill Street and Terry Road.

I am writing to you to object to any alteration to the existing plan, and advise that I am strongly opposed to the Hill Street/Terry Road option that is being advocated by this small minority.

Thank you for your consideration in this matter.

Peta James

Name: Peta James

Address:
19 Arlington Street
Dulwich Hill
NSW 2203

IP Address: 124-149-64-172.dyn.iinet.net.au - 124.149.64.172

Submission for Job: #4097 Project Application
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Site: #2291 Sydney Light Rail Inner West Extension
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E: diane.fajmon@planning.nsw.gov.au

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Diane Fajmon - Online Submission from Steven Sentas (support)

60

From: Steven Sentas <stevesentas@ozemail.com.au>
To: Diane Fajmon <diane.fajmon@planning.nsw.gov.au>
Date: 11/11/2010 10:44 AM
Subject: Online Submission from Steven Sentas (support)
CC: <assessments@planning.nsw.gov.au>

I'm in full support of this project and would like to object to the consolidation of the Waratah Mills and Arlington Stations being petitioned by Weston St residents. This consolidation would deter me from using the light rail. It would take me an extra 10 minutes to walk to the station which would alter my decision to use the light rail service. I currently drive to Ultimo for work and it only takes me 15 minutes. Using the light rail from the Arlington Station would increase my travel time around already by 10 mins to 25-30mins but with no Arlington Station my travel time would increase by 20mins. This would deter me from selling my car and using the light rail for commuting to work. I believe this would also affect the decision of the 1200 or so residents who live around the Arlington/Waratah stations compared to the minor impact on Weston St residents. Kind Regards, Steven Sentas

Name: Steven Sentas

Address:
1/3 Williams Parade
Dulwich Hill NSW 2203

IP Address: - 203.47.147.42

Submission for Job: #4097 Project Application
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Diane Fajmon
Senior Planner - Roads and Rail

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F: 02 9228 6355
E: diane.fajmon@planning.nsw.gov.au

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61

Diane Fajmon - Online Submission from Melanie Hendry (support)

From: Melanie Hendry <melhendry@gmail.com>
To: Diane Fajmon <diane.fajmon@planning.nsw.gov.au>
Date: 10/11/2010 2:53 PM
Subject: Online Submission from Melanie Hendry (support)
CC: <assessments@planning.nsw.gov.au>

I am a resident of Dulwich Hill, and am thrilled with the prospect of the light rail being extended to my local area.

I am very happy with the proposed station locations as reflected in the current Environmental Assessment (called "Arlington" and "Waratah") as I believe both these locations will provide convenient access for residents in the area.

However, I have become aware there are a few individuals lobbying to have these two stops replaced by a single stop located between Hill Street and Terry Road.

I am writing to you to object to any alteration to the existing plan, and advise that I am strongly opposed to the Hill Street/Terry Road option that is being advocated by this small minority.

Yours faithfully,
Melanie Hendry

Name: Melanie Hendry

Address:
19 Arlington Street
Dulwich Hill
NSW 2203

IP Address: 124-149-64-172.dyn.iinet.net.au - 124.149.64.172

Submission for Job: #4097 Project Application
https://majorprojects.onhiive.com/index.pl?action=view_job&id=4097

Site: #2291 Sydney Light Rail Inner West Extension
https://majorprojects.onhiive.com/index.pl?action=view_site&id=2291

Diane Fajmon
Senior Planner - Roads and Rail

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62

From: "Hooper, Kathleen" <Kathleen.Hooper@det.nsw.edu.au>
To: "plan_comment@planning.nsw.gov.au" <plan_comment@planning.nsw.gov.au>
Date: 10/11/2010 11:54 am
Subject: Light rail environmenntal assessment

Application reference number : MP 10_0111

Attention : Diane Fajmon

I am a resident of Daniel Street, Leichhardt and so the light rail will pass by my house on the western side of Daniel Street. I am requesting that a vegetation screen be established between the rail line and my property to provide privacy and to give visual amenity to the area. This may also help to absorb sound.

I hope you will give this request due consideration
Many thanks
Regards

Kathy Hooper
11/28 Daniel Street
Leichhardt NSW 2040.

****
This message is intended for the addressee named and may contain privileged information or confidential information or both. If you are not the intended recipient please delete it and notify the sender.
****

63

Diane Fajmon - Online Submission from Bronwen Gapps of Resident ()

From: Bronwen Gapps <bornwen@gapps.com.au>
To: Diane Fajmon <diane.fajmon@planning.nsw.gov.au>
Date: 10/11/2010 1:26 PM
Subject: Online Submission from Bronwen Gapps of Resident ()
CC: <assessments@planning.nsw.gov.au>

I would like to oppose the implementation of the Hill St/Terry Rd light right stop.

If this option was to be implemented a greater number of residents would be disadvantaged than the small group of residents suggesting the change to the location of the light rail stops.

To suggest that increased traffic would be an issue is unreasonable. Most people using the light rail would be local residents who are more likely to walk to the light rail stations. Commuters needing to drive to the stations would more likely choose stations with parking areas closely located such as Arlington (Dulwich Hill Shops) and or Dulwich Grove.

As a resident who would be disadvantaged by the suggested change I believe the two stops of Arlington and Waratah would be most suitable to the majority of residents looking forward to the introduction of the Light Rail.

Name: Bronwen Gapps
Organisation: Resident

Address:
14/6 Williams Pde
Dulwich Hill NSW

IP Address: cpe-124-188-150-143.pecz1.cht.bigpond.net.au - 124.188.150.143

Submission for Job: #4097 Project Application
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Site: #2291 Sydney Light Rail Inner West Extension
https://majorprojects.onhiive.com/index.pl?action=view_site&id=2291

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PCU016532

(64)

NSW GOVERNMENT | Transport State Transit

3rd November 2010

Department of Planning
Received
10 NOV 2010
Scanning Room

Diane Fajmon
A/ Manager Transport Infrastructure Projects
Department of Planning
GPO Box 39
Sydney NSW 2001

Attention: Diane Fajmon

Environmental Assessment for Sydney Light Rail Extension – Stage 1 Inner West Extension (MP10_0111)

I refer to your letter received 12th October 2010 inviting comments and advice on the recommended conditions of approval in the Environmental Assessment (EA) for the construction of the Sydney Light Rail Extension (SLRE) Stage 1 Inner West Extension and the GreenWay. The State Transit Authority (STA) of NSW appreciates this opportunity to provide input on this development. STA agrees in principle with SLRE Stage 1 from Lilyfield to Dulwich Hill and GreenWay projects.

The STA has reviewed the EA, and makes the following comments:

1. STA requires to be consulted on any proposed bus stop and/or bus zones changes either permanent or temporary during the construction and implementation of the SLRE.

2. STA bus stops identified as interchange bus stops between buses and light rail need to be DDA compliant. If they are not already so, they will need to be upgraded appropriately.

3. The installation of kiss and ride parking facilities at the SLRE stops, should not reduce bus zones length and/or impede the safe operation of STA buses. STA requires to be consulted during the detailed design stage for any kiss and ride facilities at all proposed SLRE stops.

4. STA needs to be consulted during the detailed design stage for any pedestrian and cycle facilities upgrade at SLRE stops, especially regards to the signalised pedestrian crossing at Marion Street and the upgrade of pedestrian facilities around Dulwich Hill SLRE stop and Dulwich Hill rail station.

5. STA needs to be consulted during the preparation of Construction Traffic Management Plan(s) (CMTP) for all of the construction work (including temporary work sites) and compound sites for the SLRE.

State Transit Authority of New South Wales ABN 51 750 635 629
Level 1 219-241 Cleveland St Strawberry Hills NSW 2010 PO Box 2557 Strawberry Hills NSW 2012
Telephone (02) 9245 5777 Facsimile (02) 9245 5710 www.sydneybuses.nsw.gov.au

NSW GOVERNMENT | Transport State Transit

6. STA needs to be consulted regarding the preparation of Traffic Control Plan for any full or partial road closures during the construction of the SLRE and the GreenWay , including and not limiting to road closures along:

    i. Parramatta Road for construction of the GreenWay shared path bridge over Parramatta Road

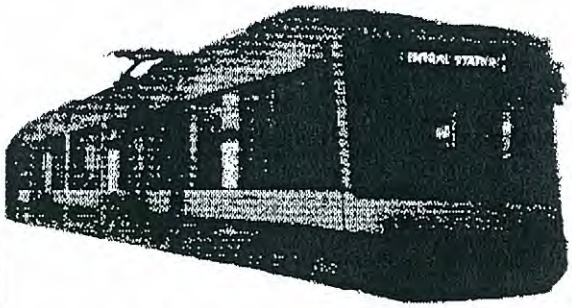
    ii. Marion Street, Leichhardt for the construction of the mid block pedestrian crossing

The STA would like to be included in any further consultation in regards to this development.

Should you require further information please contact Philip Turner during business hours on 9245 5662 or by e-mail Philip_Turner@sta.nsw.gov.au

Yours sincerely

Roger Wilson
General Manager Planning
State Transit Authority of NSW



THE BLACKTOWN TRANSPORT COALITION

LIGHT RAIL AND TROLLEY BUS DIVISION
33 ALDGATE STREET, PROSPECT N.S.W.
AUSTRALIA 2148
PHONE/FAX: (02) 9631 7691

HONORARY SECRETARY
JOHN EDWARD HARRINGTON

(65)

2 PAGES

ATTENTION FAX (02) 9228-6455

Diane Fajmon
Major Projects Assessment
NSW Dept. of Planning
GPO Box 39
SYDNEY NSW 2001
E-mail :- <plan_comment@planning.nsw.gov.au>

11/11/10

Re- Sydney Light Rail Extension - Stage (1) Inner West Extension

Application No. MP 10-0111

Dear M/S. Fajmon,

Our BLACKTOWN TRANSPORT COALITION Light Rail & Trolleybus Division lobby group, fully supports Stage (1) of the Sydney Light Rail Extension - Inner West Extension for the following reasons :-

(1) It makes good use of REHABILITATED DOUBLE TRACK of the former ROZELLE BOAT TRAIN (GOODS, IMMIGRANT & TROOP SHIPS) LINE now that these EXPORT - IMPORT activities have been transferred to PORT BOTANY - PORT KEMBLA & PORT ~~WARATAH~~ WARRATAH.

(2) It will rejuvinate the INNER WEST as a HIGH DENSITY RESIDENTIAL AREA that previously thrived under the former extensive TRAMWAY SYSTEM that closed in 1961 when PORT JACKSON was a WORKING PORT that provided EMPLOYMENT & VISITS BY SHIPS.

(3) It will encourage the RETURN OF TRAMS to the HIGH DENSITY EASTERN BEACHES & ~~S~~ INNER SOUTH SUBURBS & make INNER SUBURBAN LIFE attractive again.

(4) It once again makes successful use of TRAMS running on RAILWAY TRACKS like they did on the HARBOUR BRIDGE formerly intended EASTERN EDGE TRACKS for the WARRINGAH PENINSULA RAILWAY to the NORTHERN BEACHES.

(5) The DULWICH HILL TRIANGULAR JUNCTION RAIL & BUS INTERCHANGE makes possible the introduction of DUAL VOLTAGE TRAMS running the MIDNIGHT to DAWN ALL NIGHT SERVICE using GROUND LEVEL, END OF PLATFORM STOPS accessed by PLATFORM RAMPS & AUTOMATIC SAFETY GATES all under AUTOMATIC BLOCK SIGNAL CONTROL to PREVENT COLLISIONS with TRAINS running on the SAME LINE.

(6) This also HIGH LIGHTS the NECESSITY OF RAMPS (ZIG ZAG) to REPLACE ALL STEPS at BOTH HEAVY RAIL & LIGHT RAIL STATIONS COMPLEMENTED ONLY BY LIFTS for EASE OF ACCESS AT ALL TIMES especially during LIFT FAILURES. Thus fully complying with the FEDERAL DISABILITY DISCRIMINATION ACT (D.D.A.)

(7) The GLEBE LIGHT RAIL STATION should be in the GLEBE TUNNEL directly beneath GLEBE POINT RD, served by LIFT & ZIG-ZAG RAMP to provide an INTERCHANGE with BUSES & easier ACCESS for COMMUTERS.

P.T.O. (2)

(8) We look forward to the call by the NSW DEPT. OF PLANNING call for SUBMISSIONS OF COMMENT to STAGE (2) of the SYDNEY LIGHT RAIL EXTENSION CBD BURRANGAROO TWO WAY DOUBLE TRACK LOOP VIA HAY ST, SUSSEX ST, HICKSON RD, GEORGE ST. & HAY ST. as it is ALL SHARED STREET RUNNING WITH GENERAL TRAFFIC that offers NEW SOLUTIONS to PREVIOUS PROBLEMS with the FORMER CENTRE OF THE ROAD TRACK POSITION. We think we have the ANSWER.

Yours Sincerely
John Edward Harrington
HONORARY SECRETARY

ADDENDUM

(9) Now that LIGHT RAIL EXTENSIONS are commencing, they should go to TENDER in order to BENEFIT from NEW TECHNOLOGY being offered by MAJOR TURN KEY INSTALLERS like ŠKODA for CITY TRAM & PRAŽSKÁ STROJIRNA a.s. TRAM TRACK INSTALLERS who are both looking for P.P.P. (PUBLIC PRIVATE PARTNERSHIP) & B.O.O.T. (BUILD OWN OPERATE TRANSFER) PARTNERS & are willing to SOLVE OLD PROBLEMS.

TRAMCAR BUILDERS & INSTALLERS
ŠKODA TRANSPORTATION s.r.o.
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TRAM TRACK INSTALLERS
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66

From: Clare Felton <cfelton@iinet.net.au>
To: <plan_comment@planning.nsw.gov.au>
Date: 11/11/2010 10:23 am
Subject: Inner West Light Rail Extension.
Attachments: Light Rail Submission 1.doc; Part.002; Illustrtion for EA.jpeg; Part.004; F orum Submission.doc

Application Reference Number: MP 10_0111
Attention: Diane Fajmon'.

Please find attached two submissions from me. They are related but one is from my own perspective and the other has had more involvement from other people. The third attachment is a map indicating the sites mentioned.

Thanking you,
Clare Felton.

NOTES ON THE AREA WHERE THE LIGHT RAIL RUNS BETWEEN PARRMATTA ROAD AND LONGPORT STREET.

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10th November, 2010.

Re:- MP10_0111,
Attention Diane Fajmon.

This series of observations and suggestions related to Biodiversity and the management of the embankment adjacent to the Light Rail site. The material is based on my own recollections and records since my involvement in the area began in 1977, including my involvement with IWEG since 1998.

The sites have been chosen to illustrate a variety of management situations which are likely to arise. The emphasis is on those situations where attention from the very beginning is indicated. Also, the aim is to consider how the vegetation functions in such aspects as the uptake of nutrients such as nitrogen and phosphorus; petroleum and oxygen-depleting decaying vegetation.

Sooner or later, a qualitative value needs to be assigned to structures such as a terrace of rocks and plants' capacity to absorb nutrients. This could be expressed as take-up per cubic metre.

Similarly, a procedure such as trimming short lived plants with a machete and taking the remains elsewhere to rot takes the nutrients out of the cycle.

It is not yet clear where the border is between the area to be managed by the Light Rail firm and by the Greenway participants. Where there is a drain, an easement, a swale or some other structure, it is likely that the upstream end belongs to the Light Rail management and the downstream end belongs to the Greenway. So, we have to take account of the entire drain. The old model whereby water had to reach the "end of pipe" as quickly as possible is being challenged so, it is now feasible to factor in the changes which can be introduced during planning and construction of the project.

I present two underlying assumptions. Remediation begins on day one and maintaining a "tight" soil cover as is feasible throughout be given a high priority.

Here are the fourteen examples:-

1.The billboard near Parramatta Road's status will need to be negotiated. Railcorp's insistence on maintaining the sightlines to this board has been behind a lot of indiscriminate spraying with

NOTES ON THE AREA WHERE THE LIGHT RAIL RUNS BETWEEN PARRMATTA ROAD AND LONGPORT STREET.

small native plants and harmless opportunists being attacked and with the worst weeds flourishing. The RTA has also contributed to the problem.

2. **The Indian Coral tree [Erythrina] has thrived on this regime.** Each small disturbance has produced suckers. New plants sprout from fragments. Complete removal will require a well equipped professional and will probably involve several stages.

Given the steepness of the site, it is likely that this tree will cause engineering problems, if this has not already happened.

3. **This steep area has presented serious erosion problems.** Wattles such as Acacia melanoxylon have proved very useful in stabilising the area in the past and have the advantage of growing readily from seed. Part of the necessary housekeeping involves the disposal of dead trees so that the remains are not swept away among the flotsam after a storm.

Also in this area are two deep shafts which connect with the drain below. Their covers have long since been pushed side. There is an urgent need for them to be covered by a structure such as a locked grid. In the past, there was an absurd amount of foot traffic through the area and when the present cyclone wire was installed, locked gates were included. So the whole regime of access management will have to be negotiated.

4. **This drain was damaged by the vandalism of the late 1980's.** Behind the wire there are interesting offspring of the trees planted in earlier years. The layout of the fencing is, quite frankly, ill-considered. The planting on the bank was done under the state government's "Greening the Grey Spots" programme at the end of the 1980's.
5. **A lot of water passes through this drain** and there is ample space at the end for a bio-retention structure.
6. **The heavy infestation of madiera vine** [Andredera cordifolia] is likely to spread if disturbed as each node and tuber can produce a new plant. The best method for dealing with it is to apply glyphosate using the "scrape and paint" method. Several applications will be needed and final disposal will need particular care.
7. **This easement is a likely source of pollution.** It is smelly after rain and the presence of crofton weed [Ageratian adenophora] often indicates the presence of contaminants in the run-off. A planting of species suitable for a muddy area which also efficiently take up pollutants would be useful. The off-leash area has not been well planned so, this may well be revised.

NOTES ON THE AREA WHERE THE LIGHT RAIL RUNS BETWEEN PARRMATTA ROAD AND LONGPORT STREET.

8. **This dense patch of lantana** is a very likely to be a bandicoot habitat. Also, there are self-sown acacias [probably floribunda] and bleeding heart [Omolanthus]. There is old pollution under the main railway so, plants with narrow waxy leaves have performed best in the past.
9. **In the past, this area has hosted a clump of bulrushes** [Typha sp.]. At present, it is dominated by a camphor laurel which may present engineering problems.
10. **The old Sydney Water secondary main** is closed off at present. There is a story going around that it will be used for transporting grey water. What access would be required for this? Plants such as ranunculus and persicaria will withstand trimming and trampling so wholesale spraying should not be necessary.
11. **This quite large tunnel** has previously been home to vagrants and there is a good case for providing a locked gate. Again, a lot of water comes through here and a mat of vegetation would take up a lot of nutrients.
12. **This drain carries a lot of water after rain.** Is there scope for widening it to increase the uptake of nutrients as most of the contaminants after a storm drop out within the first half hour. An open grid should provide sufficient covering.
13. **Several of the original trees planted in the 1970's have survived,** including a Toona australis. Most of the lantana on this side is young so it has less habitat value. There are several young camphor laurels. The main weeds are Ricinus, Cestrum and moth vine [Arujia hortorum]. The whole area will support rainforest species and has great habitat potential. A lot hinges on the degree of access to be provided. I propose that the area would be safer with increased access.
14. **The bank under the main railway** has not been sprayed for a while and a crop of maidenhair fern has appeared. This could readily be weeded and enhanced with in-fill planting. Some dry rock terracing would be useful.

So, these examples are chosen on functional rather than æsthetic values as the case for less enthusiastic "tidying up" needs to be made If numerical values can be assigned, this will provide a foundation for planning long term management.

Thanking you,

Yours faithfully,

Clare Felton.

AGN Parramatta Road to Longport Street.

A DIGEST OF MATERIAL DISCUSSED BY IWEG WHICH IS RELEVANT TO THE MAGEMENT OF THE LIGHT RAIL PROJECT.

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11th November, 2010.

Application Reference Number MP 10_0111,
Attention: Diane Fajmon,

This material has all been discussed in the context of a forum on a specific topic. Even though the opportunity to form a formal mandate was not available, this document at least represents an endeavour to tease out a variety of viewpoints.

INSECTS.

In June. The Inner West Environment Group held a forum on insects, with a scientist from the Australian Museum as the speaker. The emphasis was on the processes involved in gathering information. The following extracts rise important points which need to be considered when forming an overview of any site.

- The first step is to search for evidence of work by insects. At this stage classification is too hard and is likely to hinder understanding of the overall picture and of the dynamics of the various processes.
- Whole complex food webs may break down when disturbance occurs. The flow of storm runoff needs to be mapped and its effect on land and water considered.
- These changes reflect conditions so items such as rainfall and wind notes are needed to provide a context. The state of the insect population provides an important index of the health of a waterway. The presence of dragonflies, mayflies and caddis flies indicate a healthy waterway. The comparison between a healthy waterway and an unhealthy one is necessary to track the changes which occur from season to season and from year to year.
- Turbidity, biological oxygen demand and raised water temperature are all detrimental. Also, strategies to deal with the fact that work to improve conditions often have a lead time of up to 3-4 years so, while a site may still appear to be "messy", quantifiable evidence needs to be readily available to put the case against the use of, often complaint driven quick fix responses.
- As we will be dealing with heavily compacted soil, the whole community will improve after the work of the invertebrates has brought air and

A DIGEST OF MATERIAL DISCUSSED BY IWEG WHICH IS RELEVANT TO THE MAGEMENT OF THE LIGHT RAIL PROJECT.

nutrients into the soil. Again, strategies are needed to resist the quick fix.

- This advice is borne out by the practical experience of myself and other planters. Young trees which have been written off will suddenly take off a couple of years later. A cheap way of providing a reference point for the future is to dig up a sample of dirt [say, a litre], note if there are invertebrates present and weigh the sample on ordinary household scales. By noting the location, time of year and conditions, a baseline has been established for future reference.
-

On 20th October, I conducted an IWEG forum with an aquatic theme and I have chosen the following points as being relevant.

Experimenting with scoring vegetation.

- The first example used was the remnant Eucalyptus at Robson Park. A simple 5 band colour coding system combined with the mathematical tools found in some vector driven drawing programmes can help stake out an area for a crew.
- The same tools, set out differently can lay the foundation for monitoring future progress [or regress] of a site.

Events.

- This topic is important because some of the components for a responsive network are already present. Good networking and fast responses are the key to success in this area. It is a totally random factor as to who will be around when an event occurs.

Weather.

- In January 2006, the Canal flooded. Note the mount of flotsam, including dead wattles, which if swept long at high speed, could pose a threat to an underpass structure.

Fauna.

- A couple of years ago, a large fish kill occurred. The agent was chlorpyrifos and the likely culprit an irresponsible pest exterminator. How does one capture the evidence and to whom is it to be delivered?
- There is a need to follow through with approaches concerning ill or injured living animals.

A DIGEST OF MATERIAL DISCUSSED BY IWEG WHICH IS RELEVANT TO THE MAGEMENT OF THE LIGHT RAIL PROJECT.

- We looked at the larger birds, high in the food chain, that can be delivered for a post-mortem which would give valuable information on the state of the waterway.
- We already have a valuable contact for matters involving frogs and reptiles.

Structures.

- This series is based on the no concrete bio-retention work being pioneered at Mt Annan Botanic Gardens.
- By contrast, there is a straight out at the "end of pipe" structure which represents the opposite approach.
- The group was impressed by the Mt. Annan examples which are both beautiful and functional.

Noxious Plants.

- These were displayed on a poster. If we begin planning any "wetlands" large or small, this problem must be addressed.

The second part of this meeting was conducted by Geoff Pollard and concentrated on the practical aspects of monitoring water quality.

Cooks River Testing

Currently water quality is being tested in Cooks River by Cooks River Valley Association – Streamwatch.
The Streamwatch team test the following:

- Water Temperature
- pH
- Dissolved Oxygen
- Available Phosphate
- Electrical Conductivity
- Turbidity
- E.coli – sewage

What the Tests Currently Report

The water in the river has very low Dissolved Oxygen levels due to decay of plant matter and high levels of Available Phosphate due mainly to stormwater rich in phosphates.

A DIGEST OF MATERIAL DISCUSSED BY IWEG WHICH IS RELEVANT TO THE MAGEMENT OF THE LIGHT RAIL PROJECT.

Testing of Greenway Stormwater Flowing into Hawthorne Canal

Sydney Water have advised that water has previously been tested in the Hawthorn Canal at Cadigal Reserve and near Kegworth School. More details have been requested with a view to recommence sampling at Cadigal Reserve.
Geoff Pollard, 9 November 2010.

An obvious task is to choose which facts need to be accomplished in order to provide a framework for the long term management of the area. There is major work to be done in developing a common language so that information can be passed around the various stakeholders. There is a lot to be said for stating the obvious.

The other important task is to single out those factors which affect operational decisions in the near future.

Thanking you,

Yours faithfully,

Clare Felton.

67

Diane Fajmon - Online Submission from Ken Welsh of Leichhardt Council (support)

From: Ken Welsh <kenw@lmc.nsw.gov.au>
To: Diane Fajmon <diane.fajmon@planning.nsw.gov.au>
Date: 11/11/2010 11:28 AM
Subject: Online Submission from Ken Welsh of Leichhardt Council (support)
CC: <assessments@planning.nsw.gov.au>
Attachments: Light Rail Submission November 2010 V1.0.pdf

Please find attached Leichhardt Council's formal submission on the Inner West Light rail Extension Environmental Assessment

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Submission for Job: #4097 Project Application
https://majorprojects.onhiive.com/index.pl?action=view_job&id=4097

Site: #2291 Sydney Light Rail Inner West Extension
https://majorprojects.onhiive.com/index.pl?action=view_site&id=2291

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ATTACHMENT

Leichhardt Council Submission to NSW Department of Planning in relation to the "Sydney Light Rail Extension Stage 1 - Inner West Extension, Environmental Assessment" 13 October 2010

Table of Contents

1.0	Introduction	3
2.0	Description of the Project	3
3.0	Justification for The Inner West Light Rail Extension	5
4.0	Consideration of the Sydney Light Rail Inner West Extension – Environmental Assessment	5
4.1	Light Rail Stops	6
4.1.1	Leichhardt North	6
4.1.2	Hawthorne Stop	7
4.1.3	Marion Stop	8
4.1.4	Taverner's Hill Stop	9
4.1.5	Additional Considerations Associated with Stops	10
4.2	Parking Impacts	11
4.3	Land Use and Urban Design Considerations	12
4.4	Environmental Considerations	13
4.4.1	Lilyfield to Leichhardt North Section of track	13
4.4.2	Weed Control Throughout The Corridor	14
4.4.3	General Environmental Supervision	14
4.5	Heritage Considerations	14
4.6	Integration with Existing Public Transport	14
4.7	Integration with The GreenWay	15
4.8	Cycling Activity	15
4.9	Construction Activity	16
4.10	Additional Considerations	16
5.0	Conclusion	16

1.0 Introduction

This submission provides Leichhardt Council's formal response to the "Sydney Light Rail – Inner West Extension Environmental Assessment, 13 October 2010", released by NSW Transport for comment to be provided by 15 November 2010.

Leichhardt Council considers that Sydney's future economic and environmental well-being is dependent upon the encouragement of public transport patronage and is keen to see initiatives which will assist in reducing private car dependency for both commuter and non-commuter travel. Additionally, the State Government is commended for its commitment to continued consultation with stakeholders associated with this project.

This submission is presented to assist the Government in creating a safe, efficient and community friendly light rail system which enhances the usability of Sydney's public transport network.

2.0 Description of the Project

The project involves a 5.6 kilometre extension of the existing Central Station- Lilyfield light rail service to Dulwich Hill. The extension would be located within the disused Rozelle freight rail corridor. The project also includes the provision of the GreenWay; a shared pedestrian-cycle path and biodiversity corridor between Iron Cove and Cooks River.

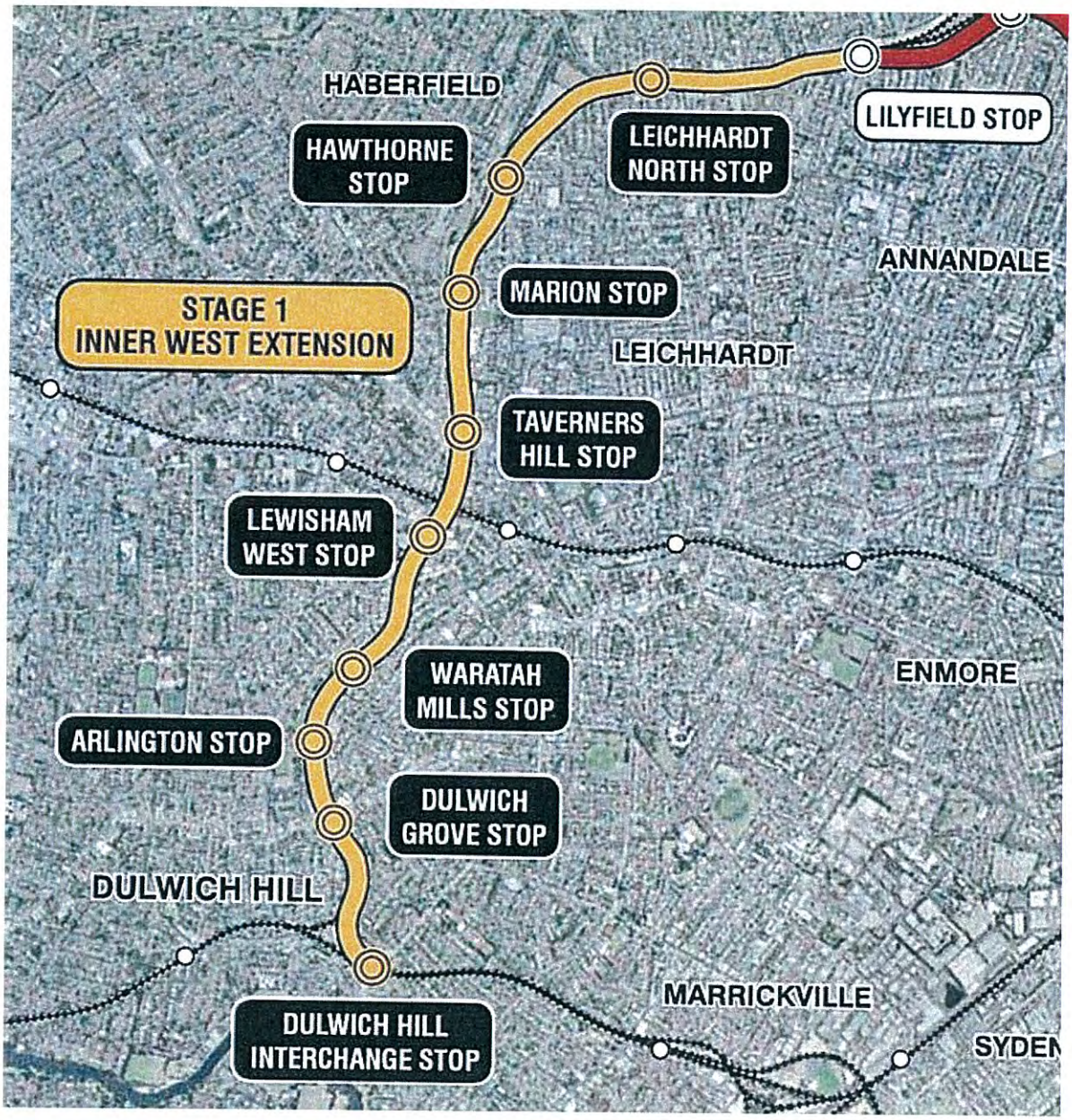
The current design has considered a number of different alternatives including stop locations, stop configurations, track alignment and GreenWay shared path route options.

The key features of the project include:

- nine new light rail stops — Leichhardt North, Hawthorne, Marion, Taverner's Hill, Lewisham West, Waratah Mills, Arlington, Dulwich Grove and Dulwich Hill Interchange
- minor modifications to the existing Lilyfield Stop and surrounding track to tie-in infrastructure with the existing light rail
- provision of the GreenWay shared path between Iron Cove and Cooks River
- as part of the GreenWay; sites for bushcare and vegetation remediation to provide for and increase existing local habitats for fauna
- provision of pedestrian linkages to surrounding neighbourhoods to enable access to the GreenWay and light rail stops
- a new pedestrian/cycle bridge at Parramatta Road
- a new pedestrian/cycle bridge across Hawthorne Canal near Hawthorne Stop
- new infrastructure to ensure accessibility and connectivity between the GreenWay shared path, local streets and light rail stops
- safety fencing/physical separation of the GreenWay shared path and light rail operations
- physical separation of the light rail and heavy rail near Dulwich Hill Railway Station

- provision of overhead wiring, substations and utilities infrastructure
- minor modifications to the existing light rail stabling and maintenance facility located at Pyrmont.

Figure 1 – Proposed Light Rail Route and Stops



3.0 Justification for the Inner West Light Rail Extension

The project is an extension of Sydney's existing light rail system along the former Rozelle freight rail corridor, proposed to enhance public transport accessibility to the inner west. The proposed extension will run from Lilyfield to Dulwich Hill, providing interchange with the Sydney's existing public transport network at:

- Marion Street – Sydney Buses
- Parramatta Road – Sydney Buses
- Lewisham – CityRail (heavy rail)
- Old Canterbury Road – Sydney Buses
- New Canterbury Road – Sydney Buses
- Dulwich Hill - CityRail (heavy rail).

Additionally, the Leichhardt North Stop will provide indirect accessibility to Sydney Buses' Norton Street services (within 200m walk).

The light rail service will be designed to cater for both commuter and non-commuter travel and has the potential to open up new point-to-point travel opportunities within the inner west.

Its potential longer term extension into the CBD, Barangaroo and Circular Quay would further enhance its attractiveness and viability as a genuine component of Sydney's integrated transport network.

In addition to the light rail service and infrastructure, the total project includes The GreenWay; a shared pedestrian-cycle path, and environmental corridor, which generally runs within the existing freight rail corridor between Iron Cove and Cooks River.

4.0 Consideration of the Sydney Light Rail Inner West Extension – Environmental Assessment

Based on the results of the Environmental Assessment, Council strongly supports, the extension of the existing light rail service to Dulwich Hill, including the associated GreenWay corridor.

Council recognises that the extension of the service into the CBD is a complex issue requiring a high degree of detailed work to ensure its best fit into the City environment. Such complexities should not deter the pursuit of the light rail extension into the CBD as this will provide significantly increased incentive for commuters from the inner west by reducing the need for modal interchange. Additionally, the resultant increase in point-to-point travel opportunities within the City will assist in moving Sydney toward a more sustainable transport network and provide the potential for pedestrian and streetscape enhancement initiatives within the CBD.

The following comments are provided to assist Transport NSW in ensuring that the Inner West Light Rail Extension is efficient and functional, and produces minimal negative impact on nearby communities...

4.1 Light Rail Stops

The following nine stops are proposed for the light rail extension:

- Leichhardt North – near Francis Street, Leichhardt
- Hawthorne – near Lyall Street, Leichhardt
- Marion – immediately north of Marion Street, Leichhardt
- Taverner's Hill – immediately north of Parramatta Road, Leichhardt
- Lewisham West – near Hudson Street, Lewisham
- Waratah Mills – near Weston Street, Dulwich Hill
- Arlington – near Constitution Road, Dulwich Hill
- Dulwich Grove – immediately south of New Canterbury Road, Dulwich Hill
- Dulwich Hill Interchange – adjacent to Dulwich Hill Railway Station.

4.1.1 Leichhardt North

Leichhardt North Stop is proposed on the RailCorp site opposite James and Francis Streets, Leichhardt with three points of pedestrian access via:

- A marked foot crossing immediately to the west of Francis Street
- Stairs and lift access from the south-west corner of the Darley Road/City West Link intersection
- The Charles Street pedestrian bridge using a new path along the northern side of the corridor.

Recommended Actions:

- Leichhardt North Stop is to be located on a significant corner site, adjacent to the City West Link. This corner site already creates a visual focus for the area with a large landmark eucalypt tree located within the landscaped area. It is important that the future landscaping and built form emphasise the significance of this tree and recognise the streetscape importance of the site. Due to its streetscape significance it is essential to maintain the landmark tree in its current position.

  The treatment of this site should include the sympathetic:
  - Landscaping
  - Fencing
  - Detailed design of structures associated with the stops, including platforms, stairs, lifts and access ways
  - Built form of any future development on the site as a whole.

- Any future development of the site should be designed in a manner which addresses both the street and the platforms, and offers 24 hour/7 days per week passive surveillance of all areas including platforms, open space and access ways. Future development of the site should also reflect the nature of the adjacent residential area.
- To encourage pedestrians to use the marked crossing, in preference to the proposed eastern separator island, a pedestrian refuge and threshold should be constructed in Frances Street, at its intersection with Darley Road. This would also assist in reducing through traffic in Frances Street.

- The remoteness of the Leichhardt North Stop, from adjacent bus routes will limit it's effectiveness as part of an integrated transport network. Consequently Council requests that buses servicing the adjacent Norton Street bus stop be diverted to include the proposed Leichhardt North Light Rail Stop.
- As the light rail platforms are to be constructed in the existing cutting passive surveillance will be limited. Measures should be taken to improve site security, including the use of CCTV, appropriate lighting of all routes into the site and careful design of any landscaping and structures to offer best practice passive surveillance opportunities wherever possible.
- Signalisation of the Darley Road/Charles Street intersection should be considered to assist in managing traffic in the precinct and improving safety in Darley Road. This signalisation should include a pedestrian facility in recognition of increased activity in Darley Road anticipated as a consequence of the light rail and the potential the future use of the larger RailCorp site (James to Charles Streets) associated with Leichhardt North Stop.

4.1.2 Hawthorne Stop

Hawthorne Stop is proposed to be located immediately west of Lyall Street, Leichhardt and to the east of Turner Avenue, Haberfield. Pedestrian access to the stop will be via:

- A new path to Lyall Street and a pedestrian refuge in Darley Road at Lyall Street.
- New paths, through Hawthorne Canal Reserve, to Turner Avenue including a new pedestrian bridge across Hawthorne Canal and a possible marked crossing of Hawthorne Parade immediately to the south of Turner Avenue.
  The western paths from Hawthorne Stop will be designed to incorporate safe access to the GreenWay.

This stop is located immediately adjacent to Council's "off-leash" section of Hawthorne Reserve, a popular area for free-roaming dog walking, frequented by several thousand dog owners each month. Consequently, care should be taken in the design of access through this area.

Recommended Actions:

- The proposed pedestrian bridge across Hawthorne Canal should be constructed as a shared pedestrian/cycle bridge with a minimum width of 4m and guard rails sufficiently high to ensure safety for cyclists.
- Care should be taken to ensure that children from adjacent playground cannot stray onto the light rail tracks.
- Steps should be taken to ensure that dogs from the off-leash area of Hawthorne Reserve cannot stray onto the light rail track or across the proposed new Hawthorne Canal Bridge. Consideration should be given to the installation of spring-loaded, bi-directional "nudge gates" which can be readily accessed by cyclists and pedestrians while denying free access by off-leash dogs.
- Conflict management techniques should be employed at locations where new shared paths cross the GreenWay.
- Signalisation of the Darley Road/Allen Street intersection should be considered to assist in managing traffic in the precinct and improving safety on Darley Road.

- To further enhance accessibility to the light rail, consideration should be given to enhancing the cycle friendliness of Darley Road. Darely Road is designated as a Strategic Cycle Route in Councils 2007 Bicycle Network. With the construction of the GreenWay and the Hawthorne Canal Bridge this route could provide both increased reach into the local community (for the light rail) and improved commuter access to Lilyfield, Rozelle and Annandale, as well as Pyrmont and the City.

4.1.3 Marion Stop

Marion Stop is proposed on the northern side of Marion Street, Leichhardt on an elevated section of the existing corridor. Access to the platforms will be via:

- A ramp with stairs on the Eastern side
- Stairs and a lift on the western side.

It is also proposed that pedestrian access from the south will be aided by the signalised crossing of Marion Street, immediately adjacent the existing freight rail overbridge.

Recommended Actions:

- Council expresses extreme concern over the justification for and selection of the northern option for the Light Rail Stop at Marion Street.

  The site selection criteria outlined in the Environmental Assessment report proposes that the northern option was chosen because:

  > *"..... of its closeness to surrounding developments and the potential for longer-term urban renewal opportunities close by. The northern stop also provided the opportunity for lower impacts on existing vegetation and reduced visibility from residential areas to the west "*

  However, Council considers that:

  - Opportunities for urban renewal immediately to the north of Marion Street are likely to be limited and that much of this area will also be accessible to Hawthorne Stop.
  - Detailed design of the stop should consider its visual impact on all existing and potential future residential properties.
  - Careful design should be undertaken to minimise impact of the stop on all existing vegetation.
  - The northern option is remote from the area's three key pedestrian generators in the area:
    - Leichhardt Marketplace
    - Lambert Park
    - Kegworth Public School.

  All of which are located on the southern side of Marion Street.

Consequently it is requested that consideration of the southern option for the Marion Stop be re-examined.

- Concern is expressed that, should a grade separated crossing not be constructed, Marion Street's high peak period traffic volumes will incur increased delays as a consequence of the signalised crossing. Such delays may result in a dispersion of some Marion Street traffic to other routes resulting in increased through-traffic filtration through areas of Ashfield and/or Marrickville.

Should traffic delays be minimised by prioritising traffic over pedestrians conflict will increase as frustration leads pedestrians to cross contrary to the signals.

Additionally, the likely queuing of vehicles at a signalised crossing would inhibit access to Council's depot, which is located immediately to the north-west of the proposed signalised crossing. This is likely to further exacerbate congestion and delays on Marion Street.

In response to these concerns, it is suggested that the possibility of a pedestrian/cycle overpass in associate with a pedestrian refuge in Marion Street should also be examined.

Council also requests improved integration between the Light Rail and Sydney Buses, for example by extending the 370 Bus route to the Marion Street Stop, to provide more efficient interchange between the two modes.

4.1.4 Taverner's Hill Stop

The Taverner's Hill Stop will be located immediately to the north of Parramatta Road on an elevated section of the corridor. Access to the platforms will be via:

- Lifts and stairs, immediately to the west of the overbridge, on both sides of Parramatta Road
- Construction of a new shared path overbridge on the western side of the Brown Street overpass.

Recommended Actions:

- Concern is expressed that the Taverner's Hill Stop (which is located immediately west of Hathern Street) is likely to generate significantly increased pedestrian movements across Tebbutt Street and Hathern Street. Consequently Council proposes that a detailed Local Area Accessibility Management Plan should be produced (jointly between Transport NSW, Council and local residents) to improve pedestrian safety adjacent to this stop. And that this plan should include consideration of the signalisation of the Tebbutt Street/Hathern Street intersection (including appropriate pedestrian facilities).
- The elevation of this stop in conjunction with it's proximity to residential properties in Haberfield necessitates careful consideration of privacy, noise, vibration and the intrusion of lighting associated with the stop.
- The lifts associated with this stop are in prominent positions, both in relation to the historic Battle Bridge and the Parramatta Road Streetscape. Care should be

taken in the design of these lifts and associated structures to ensure that they are both sympathetic and functional.

- The perceived remoteness of the Taverner's Hill Stop for Parramatta Road bus stops should be reduced by providing clear, concise signage at both light rail and bus stops, and by upgrading the surface of the Parramatta Road footpaths between the light rail and bus stops.
- While the existing ramp from Parramatta Road, to the east side of Brown Street, provides a grade separated crossing for Parramatta Road, it also presents the opportunity for pedestrians to attempt to cross Brown Street to access the light rail stop. In order to minimise the likelihood of such a movement:
    - Signage indicating a "No Access to Light Rail" should be erected at the ramp's junction with Parramatta Road
    - A barrier fence should be erected on the eastern side of Brown Street, removing the opportunity to cross Brown Street.

4.1.5 Additional Considerations Associated with Stops

General considerations relating to the light rail stops include:

- The Marion and Taverner's Hill Stops should be designed to reflect the significance of their locations as "Gateways" to Ashfield, Leichhardt and Marrickville.
- The signalisation of intersections on Darley Road proposed in this submission (Darley Road with Allen and Charles Streets) would both directly assist in traffic control and safety at those intersections, and contribute to easier pedestrian movement across other sections of Darley Road by slowing and platooning the traffic.
- The detailed design of all stops should incorporate best practice Safety by Design and full DDA compliance, including:
    - Disabled access; both to the platforms and onto the light rail vehicles, providing improved accessibility for cyclists, parents with prams, wheelchairs and the elderly
    - Lighting (ideally solar) on the platforms and approach paths/ramps, of a form which does not impact on adjacent properties
    - Active surveillance systems
    - Passive surveillance opportunities (without impacting on the privacy of adjacent properties)
    - "Panic Buttons" or "Emergency Intercoms"
    - Provision of Tactile Ground Surface Indicators at all light rail stops.
    - Additionally it is requested that some form of audio-tactile warning devices be included at the crossing points associated with all at stops, to indicate the presence of light rail vehicles. However, care should also be taken to ensure that these devices to not impinge on the amenity of adjacent properties.
- The cost of peripheral infrastructure associated with light rail stops should be met by the State Government. These costs should include those associate with:
    - Installation of kerb ramps and associated drainage works
    - Construction of supplementary pedestrian/cycle refuges and crossings to feed the Greenway and Light Rail

- Upgrading existing footpaths and cycleways
- Maintenance of lighting, paths, access points, nature strips and landscaped areas adjacent to light rail stops
- Provision of any future Resident Parking Schemes, should the need arise.

Every effort should be made to ensure that the physical environment for modal interchange at the stops should be attractive to commuters and non-commuters alike. To achieve this detailed consideration should be given to:

All weather access

- Minimised travel distances between modes
- Sufficient footway width, and an improved surface, to accommodate increased pedestrian flows
- Distinctive, uniform and easily understood directional and information signage. Such signage should be provided at both ends of the access route (i.e. the light rail stops and the bus stops/heavy rail stations) and should include information on routing and timetabling for both modes
- Lighting for platforms and paths which provides a safe friendly environment without impacting on the amenity of adjacent properties.

4.2 Parking Impacts

The Environmental Assessment provides a parking strategy in its technical volume. This strategy forecast 2016 demand and outlines a series of remedial actions. The suggested actions include the provision of kerbside spaces for "Kiss and Ride" and "Disabled Parking" and suggest that kerbside demand by commuters be monitored with a view to instituting Resident Parking Schemes if later deemed appropriate.

Council supports the on-going monitoring of kerbside parking adjacent to light rail stops to determine any future need to consider Resident Parking Schemes.

Council also supports the proposed provision of bicycle parking, "Kiss and Ride" and "Disabled" kerbside parking spaces at each stop. It is also requests that provision of the following be considered:

- bike share facilities
- secure bicycle storage
- taxi stands and/or taxi hail stations.

4.3 Land Use & Urban Design Considerations

In accessing the impact of the route, and it's proposed stops it is essential to address key urban design principles to ensure that all associated structures integrate with the adjacent urban fabric and are efficient in both form and function. To ensure that the stops achieve their fullest integration with their surrounding community the following principles should be considered:

- Stops should provide strong links to the adjacent urban structure, both physically and visually.
- "Safer by Design" principles should be applied to all light rail stops and their surrounds. These principles encourage increased visibility to ensure passive surveillance and in so doing increase the safety, security and usability of system. The increased visibility of the platforms, and their access paths encouraged increased patronage by both allaying users concern over safety and by providing visible passive promotion of the light rail system. Consequently it is requested that the final design of the light rail stops should include high visibility "Safer by Design" through both the architecture of the structures and their surrounding landscaping.
- Acoustic buffering should be designed in a manner which assures the existing acoustic environment (or better) while minimising any visual, sunlight/daylight and overshadowing consequences for adjacent premises, including open space.
- The overall design of the stops should include consideration of both the physical and psychological security of a broad range of users including; aged people, people with disabilities, children and women. Further it should include consideration of all hours of use with lighting which complements the surveillance of the stops without detrimentally impacting adjacent premises
- Architectural and landscape features should also be used to maximise the aesthetic impact of any light rail buildings to contribute to making light rail a more appealing travel mode driving a car.
- All urban design measures associated with the stops should maximise opportunities for inter-modal transfers – whether that is pedestrian amenities, "kiss and ride" kerbspace, facilities for cyclists to alight easily, simple seamless and friendly transfers between all modes including buses and heavy rail.
- The design and construction of the platforms and associated structures should be of the highest possible quality and in a style which both enhances the visual environment and blends with the adjacent urban form.
- Steps should be taken to encourage increased activity adjacent to stops to enhance security, both real and perceived. Area activation could be in the form of cafes, community activity centres, art spaces and community gathering sites.

  Council requests that they be included in the development of detailed designs for all light rail stops, including the associated landscape architecture.

Leichhardt Council will be undertaking a strategic review of its land use planning in 2011 and staff would welcome the opportunity to discuss this process with Transport NSW.

4.4 Environmental Considerations

As part of the project's Construction Management it is essential that all environmental and biodiversity considerations be included. Specifically of concern to Leichhardt are:

- Dust, dirt and soil waste
- noise and vibration
- drainage and overflow
- impact on all existing wetland areas

- damage to existing habitats including "over growth" or "weed dominated" area.

Similar consideration must be given to these issues in operational management plans for the light rail service.

4.4.1 Lilyfield to Leichhardt North Section of track

A relatively large area of exotic and some native vegetation exists to the north of existing rail lines between the existing Lilyfield Stop and the Balmain Road Bridge. Close to the bridge a permanently wet area exists where the cutting tapers off. Council staff, having noted direct impacts of current upgrading works at this site, have flagged the potential habitat value of this location and requested that impacts on the wetland / rivulet not be exacerbated.

In this location weed control needs to be undertaken. The area should be revegetated with native species. Such action should be taken in accordance with the *GreenWay Revegetation & Bushcare Plan* (that is currently being finalised), despite it lying technically beyond the formal GreenWay proper.

The integrity of the adjacent drainage line should also be maintained as it provides habitat potential that is rare in the Leichhardt area - an open freshwater channel not affected by tidal inundation.

Consultants Biosis acting for the Transport NSW have recommended that:

> *"disturbance of trees and shrubs be kept to a minimum and that native vegetation be reinstated adjoining the drainage line and adjacent areas as part of the long-term management plan for the Sydney Light Rail Corridor project."*

(Report to Transport NSW dated 13 October)

Council strongly endorses this recommendation.

4.4.2 Weed Control Throughout The Corridor

There has been very little effective weed control undertaken within the rail corridor over the past 2 decades despite widespread areas of a number of W4 listed noxious weeds that the NSW government is obliged to effectively control under the NSW Noxious Weeds Act.

These weedy areas have become default habitats for a range of native fauna including birds, reptiles and amphibians, and therefore clearance and control needs to be undertaken in a staged manner. Leichhardt Council requests that TNSW adhere to recommendations of the *GreenWay Revegetation & Bushcare Plan* in determining how best to undertake weed control and revegetation works within the Corridor".

4.4.3 General Environmental Supervision

In recognition of the importance of the various habitats along the light rail corridor, and associated GreenWay, it is essential that stringent environmental supervision be maintained during all phases of construction. Council officers would welcome the opportunity to discuss this process in detail.

4.5 Heritage Considerations

The most critical heritage consideration for Leichhardt LGA is the impact of the light rail on Battle Bridge. The project's impact on the bridge will primarily be a result of the proximity of the proposed lifts and stairs adjacent to Parramatta Road and the construction of the new pedestrian/cycle bridge to the west of Brown Street. Care should be taken to design and construct structures which sympathise with the historic character of the bridge and surrounds. Council would welcome involvement in this design process.

Further a field the project could impact on the Lewisham Railway Viaduct and Sewerage Aqueduct. Consequently care should be taken with the light rail's design in proximity to both of these significant heritage items.

4.6 Integration with Existing Public Transport

In order to achieve optimum uptake of the service it is essential that the light rail system be integrated with the complete Sydney Transport Network, in terms of ticketing, timetabling, information and promotion. This integration should include:

- Multi-modal ticketing and fares
- Penalty-free transfer between the light rail system and all other public transport modes
- Provision of light rail information on other modes which interchange with the light rail
- Incorporation of light rail information on all multi-modal advertising and information services, including "131500"
- The inclusion of fare discount schemes currently available on other public transport including those for School Children and Seniors
- Re-routing of existing bus services to provide simple and convenient interchange with the light rail stops and that all inter-modal interchanges are within easy walking distance of the light rail stops.

It is imperative that the light rail be promoted as an alternative to the private car, providing:

- Convenient travel to Pyrmont and parts of the CBD from the inner west
- Point-to-point travel (eg from Dulwich Hill and Lewisham to Leichhardt Marketplace) within the Inner West
- New public transport travel opportunities from Lilyfield, Rozelle and Leichhardt to centres such as Burwood and Bankstown via connections with the heavy rail network.

4.7 Integration with The GreenWay

Leichhardt Council strongly supports the integration of the Light Rail and GreenWay projects as a critical step in achieving the integration of Sydney's passive and active transport.

To maintain the environmental integrity of the GreenWay it is essential that care be taken during the construction phase to ensure the preservation of the GreenWay's numerous sensitive environmental and bushcare sites.

Liaison with the GreenWay Steering Committee and Coordinators should be maintained during the construction and design phases of the project.

4.8 Cycling Activity

The Traffic and Transport Impact Assessment (as included in the Technical Volume) summarises a series of measures to be considered when accommodating the needs of cyclists. While no details are provided, the concepts are generally supported, with the request that Council be involved in the detailed design stage.

Council's requests that the proposed:

- Improvements to the link between Darley Road and Lilyfield should include enhancements to Darley Road's significance as part of the commuter cycle network, with the possibility of improving access from Darley Road to Anzac Bridge.
- Removal of the pedestrian refuge islands in Marion Street be re-considered, having regard to the possibility of a grade separated crossing of Marion Street.
- Realignment of the cycleway north of Marion Street should be examined in greater detail as it is has potential to impact on Hawthorne Canal Reserve, Council's Depot and The GreenWay.
- Addition of a shared path to (the Brown Street) rail bridge should be considered as an integral aspect of a detailed Local Area Accessibility Management Plan for the area adjacent to Taverner's Hill Light Rail Stop. Council requests that such a plan should be prepared in close consultation between Transport NSW, Council and local residents.

4.9 Construction Activity

The Environmental Assessment report outlines the need to prepare a Construction Traffic Management Plan and includes provisions for a Construction Environmental Management Framework. The details of the various management plans are to be refined as the project progresses

It is essential that Council be actively involved in the development of these plans to ensure that all aspects of the project's construction activity are compatible with the community and that appropriate measures be taken to minimise damage to sensitive bushcare, environmental and biodiversity sites.

4.10 Additional Considerations

In addition to the key suggestions, presented above, the following should also be considered:

- Public Toilets and water bubblers should be installed at light rail stops
- Transparency of the on-going process – to ensure the success of the project it is essential that the local community, Councils and other stakeholders be actively involved in the on-going assessment and design process, and that their concerns be genuinely addressed.
- CBD Extension – while it is recognised that the extension of the light rail service into the CBD is a complex issue, it will provide a significant enhancement to Sydney's overall public transport network and should be pursued.
- Any acoustic barriers associated with the light rail should take advantage of the opportunity to provide a sculptural element sympathetic with the area. They should also have a built form which minimises any impact on the amenity of adjacent properties. Further, the design of such barriers should be subject to extensive consultation with affected residents and property owners.

5.0 Conclusion

Council strongly supports the enhancement of Sydney's public transport network and considers that the proposed extension of the existing light rail service from Lilyfield to Dulwich Hill will significantly contribute to reducing private car dependency for both commuter and non-commuter travel. However, in order to ensure the service's success, it is essential that care is taken in its detailed design and that the future light rail network include the proposed Stage 2 extension into the CBD

The system's success will ultimate rely on the community's acceptance of it as a legitimate public transport service for CBD commuters, inner west commuters with destinations in the west and south west, and for point-to-point travel within the Inner West.

The "Sydney Light Rail Extension Stage 1 - Inner West Extension, Environmental Assessment" addresses the environmental impacts of the light rail in both its construction and operational phases. Previous sections of this submission provide detailed comment on specific aspects of the project to assist in minimising any detrimental impacts; environmental, social and transport. These comments are presented to assist Transport NSW in providing an enhanced light rail system which will cater for the needs of Sydney's travelling public without disadvantaging the adjacent communities.

To progress the project the Environmental Assessment report provides broad frameworks and objectives for several future, more detailed, plans including:

- Construction Environmental Management Plan
- Construction Noise and Vibration Management Plan
- Construction Traffic Management Plan
- Earthworks Management Plan
- Waste Management Plan

- Heritage Management Plan.

It is also essential that the operational details of the enhanced light rail service be the subject of more detailed design work, including the design of:

- stops and platforms
- access to the platforms - paths, ramps and lifts
- lighting plans – for platforms and access ways
- operational noise and vibration
- kerbside management.

The success and acceptability of the Inner West Light Rail Extension will be dependent upon the details presented in these, yet to be prepared, plans and designs.

Consequently it is essential that all affected Councils be intimately involved in the preparation of these management plans and the final design phase of the light rail extension.

Diane Fajmon - Online Submission from rebecca dawson (object)

68

From: rebecca dawson <rebecca.dawson@live.com.au>
To: Diane Fajmon <diane.fajmon@planning.nsw.gov.au>
Date: 12/11/2010 8:12 AM
Subject: Online Submission from rebecca dawson (object)
CC: <assessments@planning.nsw.gov.au>

As a former resident of Weston St Dulwich Hill, I strongly oppose the Greenway detour up Weston St. It is not only a serious safety concern for the users of the Greenway to have to detour down a residential street where there will be cars backing out of driveways, it is also an unacceptible imposition on the residents of Weston St who live in a quiet cul de sac. While I support the Greenway and Light Rail projects there are aspects of the proposals that are ill conceived and show little concern for the long term consequences of poor decisions on users and residents.

Regards,
Rebecca Dawson

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Submission for Job: #4097 Project Application
https://majorprojects.onhiive.com/index.pl?action=view_job&id=4097

Site: #2291 Sydney Light Rail Inner West Extension
https://majorprojects.onhiive.com/index.pl?action=view_site&id=2291

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[redacted]

Diane Fajmon
23-33 Bridge St
Department of Planning

Dear Ms Fajmon,

As a resident of Dulwich Hill, I am supportive of the proposal to build the Sydney Light Rail extension. In saying this, I would like to make several comments which I believe could improve the proposal.

I would also like to request that my name and address is removed from the submission before it is placed on the Department's website or passed on to the proponent.

Location of Dulwich Hill interchange stop

The project application suggests one preferred and two alternative locations for the Dulwich Hill light rail stop.

I would like to submit that the preferred location (closest to the Dulwich Hill railway station) is the most appropriate stop due to the fact that it makes it easy to interchange between the two nodes. I recognise that this stop may be more expensive due to its proximity to the goods line and due to the need to excavate from the rail cutting, however it presents the best public transport outcome.

I do not believe that any approval should leave open the "option" of placing Dulwich Hill station near Jack Shanahan Park and should lock in Transport NSW to place its station near the railway station.

This interchange stop does however have the disadvantage in that it removes some existing commuter car parking stops. I will deal with this issue below.

Commuter parking

The project application's environment assessment (EA) does not propose any additional commuter parking near these stops and in the case of the preferred Dulwich Hill interchange stop will actually lead to a net reduction in commuter parking by removing commuter parking in Bedford Crescent. The EA makes some forecasts that there will only be a low level of park-and-ride commuter parking near these stops.

I live in a house near the Dulwich Grove and Dulwich Interchange light rail stops. Like many homes in the area, I have no off-street parking and rely on on-street parking. While there is currently reasonably plentiful on-street parking, this situation may not always be the case if there is increased light rail demand.

While the light rail line does provide a helpful additional public transport option, the area is already well-serviced by public transport (buses and trains) and there will always be a need for a family to have a car to go to places not serviced by the variety of different public transport nodes. The light rail line will not offset the need to still retain a car. This is simply a fact of life in Sydney.

As such, I am keen to ensure that existing residents are protected when it comes to potential parking impacts from the light rail line. I think this is fair and reasonable.

The environmental assessment (EA) simply assumes that people who can't park near the station will park in local streets. It states:

> "Those passengers using park-and-ride would therefore be assumed to park in local streets within the vicinity of the light rail stop. The provision of formal commuter parking is counter to the light rail principles and other state government policies."

It does not propose any additional commuter parking places near any light rail stops. The technical paper supporting the EA says:

> "No additional formal commuter parking spaces would be provided at any of the SLRE stops. Providing commuter parking would be contrary to the stated objectives of the SLRE along with State and local government parking policy" (Volume 2 – Technical Reports, page 21 of Appendix A known as "Draft Parking Strategy")

It is not at all clear how these "policies" discourage the placement of new commuter parking. These "policies" are claimed to include the "draft metropolitan parking policy". This policy has not been released and therefore has no NSW Government endorsement. Furthermore, it is not clear that it specifically discourages new commuter parking. As such, no reliance should be placed on such a policy during the assessment process. Furthermore, reference to the "light rail principles" doesn't also seem to have any basis in reality nor is further elucidated or explained.

The Marrickville integrated transport strategy 2007, also quoted in the technical paper, however does have the aim of "protecting residential streets from parking overspill for commercial and commuter activity". This would appear to support the concept of avoiding local on-street commuter parking, contrary to the EA's aspirations to encourage precisely this.

Furthermore, I am concerned that the technical paper's investigation as to local parking conditions appears to be based on one day's examination on September 20. (See page 13 of the "Draft Parking Strategy"). This is hardly a solid basis to make suggestions about local traffic issues.

In addition, the claim about a low level of commuter parking in local streets next to light rail stops is simply a forecast. No-one can really predict the future – as has been seen by the incorrect transport assumptions in regard to projects such as the cross-city tunnel, Lane Cove tunnel and the airport rail link. There is no reason to believe this forecast is any more reliable.

Contrary to the claims in the technical paper, it is my view that the council policy and certainly the public interest in increasing public transport usage is best-served by having commuter carparking servicing the light rail line. Such commuter parking also makes it easier for disabled people, or those who don't have disabled parking passes but are unable to walk long distances, to access the line.

Furthermore, I don't believe enough work has been done to examine current parking conditions, nor placated by forecasts of low on-street commuter parking rates.

As such, I would propose the following conditions to avoid on-street commuter parking overspill, including:

1) That Transport NSW fund the relevant local council to conduct and exhibit for public comment an analysis of current on-street parking issues within 400m of light rail stops to the satisfaction of the Director-General of Planning before the extension's operation;
2) That Transport NSW fund the relevant local council to conduct and exhibit for public comment an analysis of on-street parking issues within 400m of light rail stops to the satisfaction of the Director-General within 12 months of the extension's operation has begun;
3) That if the studies find that on-street parking is a relevant issue, that Transport NSW be required to investigate improving commuter parking at the site or funding on-street parking improvements available under residential parking schemes (such as angle parking);
4) That Transport NSW conduct ongoing annual operational audits of the light rail extension every two-years which consider the above issues.

Dulwich Hill railway station

The light rail line will interact closely with Dulwich Hill railway station. This station has extremely steep stairs.

It's not clear whether there will be any upgrade to the station to have a lift. This would be highly valuable and would improve the operation of the interchange. A condition suggesting Transport NSW investigate easy access would be helpful.

Yours sincerely,

[redacted]

70

Diane Fajmon - Online Submission from ISABELLE LECALVEZ (object)

From: ISABELLE LECALVEZ <lecalvez@optusnet.com.au>
To: Diane Fajmon <diane.fajmon@planning.nsw.gov.au>
Date: 11/11/2010 8:45 PM
Subject: Online Submission from ISABELLE LECALVEZ (object)
CC: <assessments@planning.nsw.gov.au>

I strongly support the proposal being put forward by the Better Light Rail resident action group to merge the Waratah and Arlington stations because:

1. It will obviate the need for both the Waratah Mills and Arlington stops, thereby saving both time and money. The merged stop is also better aligned with the state government?s stop criteria and will ultimately deliver the government more ?bang for its buck?.

2. It will better satisfy and service Marrickville Council?s long-term growth and planning objectives for the Marrickville local government area.

3. Light rail commuters will benefit by way of improved efficiency, time, speed, and the potential to construct commuter parking at the Grove St redevelopment (if deemed necessary), all of which may further increase patronage.

4. Population of NSW will benefit through a better allocation of taxpayer funds and minimisation of wastage.

5. The merged stop will minimise the overall destruction of bush care, which will respect the efforts of the Inner West Environment Group.

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Submission for Job: #4097 Project Application
https://majorprojects.onhiive.com/index.pl?action=view_job&id=4097

Site: #2291 Sydney Light Rail Inner West Extension
https://majorprojects.onhiive.com/index.pl?action=view_site&id=2291

Diane Fajmon
Senior Planner - Roads and Rail

71

Diane Fajmon - Online Submission from Quealy Joshua (support)

From: Quealy Joshua <marat_safinrulz@hotmail.com>
To: Diane Fajmon <diane.fajmon@planning.nsw.gov.au>
Date: 11/11/2010 8:25 PM
Subject: Online Submission from Quealy Joshua (support)
CC: <assessments@planning.nsw.gov.au>

I strongly support the proposal being put forward by the Better Light Rail resident action group to merge the Waratah and Arlington stations because:

1. It will obviate the need for both the Waratah Mills and Arlington stops, thereby saving both time and money. The merged stop is also better aligned with the state government?s stop criteria and will ultimately deliver the government more ?bang for its buck?.

2. It will better satisfy and service Marrickville Council?s long-term growth and planning objectives for the Marrickville local government area.

3. Light rail commuters will benefit by way of improved efficiency, time, speed, and the potential to construct commuter parking at the Grove St redevelopment (if deemed necessary), all of which may further increase patronage.

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5. The merged stop will minimise the overall destruction of bush care, which will respect the efforts of the Inner West Environment Group.

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Diane Fajmon

Diane Fajmon - Online Submission from Ludwig Evelyne (support)

72

From: Ludwig Evelyne <eludwig@bigpond.com>
To: Diane Fajmon <diane.fajmon@planning.nsw.gov.au>
Date: 11/11/2010 8:24 PM
Subject: Online Submission from Ludwig Evelyne (support)
CC: <assessments@planning.nsw.gov.au>

I strongly support the proposal being put forward by the Better Light Rail resident action group to merge the Waratah and Arlington stations because:

1. It will obviate the need for both the Waratah Mills and Arlington stops, thereby saving both time and money. The merged stop is also better aligned with the state government?s stop criteria and will ultimately deliver the government more ?bang for its buck?.

2. It will better satisfy and service Marrickville Council?s long-term growth and planning objectives for the Marrickville local government area.

3. Light rail commuters will benefit by way of improved efficiency, time, speed, and the potential to construct commuter parking at the Grove St redevelopment (if deemed necessary), all of which may further increase patronage.

4. Population of NSW will benefit through a better allocation of taxpayer funds and minimisation of wastage.

5. The merged stop will minimise the overall destruction of bush care, which will respect the efforts of the Inner West Environment Group.

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Diane Fajmon
Senior Planner - Roads and Rail

73

Diane Fajmon - Online Submission from Simone Novello (object)

From: Simone Novello <simonen@nvp.net.au>
To: Diane Fajmon <diane.fajmon@planning.nsw.gov.au>
Date: 11/11/2010 6:54 PM
Subject: Online Submission from Simone Novello (object)
CC: <assessments@planning.nsw.gov.au>

I strongly oppose the Greenway detour up Weston St. It is not only a serious safety concern for the users of the Greenway to have to detour down a residential street where there will be cars backing out of driveways, it is also an unacceptible imposition on the residents of Weston St who live in a quiet cul de sac. While I support the Greenway and Light Rail projects there are aspects of the proposals that are ill conceived and show little concern for the long term consequences of poor decisions on users and residents.

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Submission for Job: #4097 Project Application
https://majorprojects.onhiive.com/index.pl?action=view_job&id=4097

Site: #2291 Sydney Light Rail Inner West Extension
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Diane Fajmon - Online Submission from Simone Novello (object)

From: Simone Novello <simonen@nvp.net.au>
To: Diane Fajmon <diane.fajmon@planning.nsw.gov.au>
Date: 11/11/2010 6:44 PM
Subject: Online Submission from Simone Novello (object)
CC: <assessments@planning.nsw.gov.au>

I strongly support the proposal being put forward by the Better Light Rail resident action group to merge the Waratah and Arlington stations because:

1. It will obviate the need for both the Waratah Mills and Arlington stops, thereby saving both time and money. The merged stop is also better aligned with the state government?s stop criteria and will ultimately deliver the government more ?bang for its buck?.
2. It will better satisfy and service Marrickville Council?s long-term growth and planning objectives for the Marrickville local government area.
3. Light rail commuters will benefit by way of improved efficiency, time, speed, and the potential to construct commuter parking at the Grove St redevelopment (if deemed necessary), all of which may further increase patronage.
4. Population of NSW will benefit through a better allocation of taxpayer funds and minimisation of wastage.

5. The merged stop will minimise the overall destruction of bush care, which will respect the efforts of the Inner West Environment Group.

Name: Simone Novello

Address:
77 Carlisle St, Leichhardt 2040 (owner 52 Weston St, Dulwich Hill

IP Address: 27-33-133-243.static.tpgi.com.au - 27.33.133.243

Submission for Job: #4097 Project Application
https://majorprojects.onhiive.com/index.pl?action=view_job&id=4097

Site: #2291 Sydney Light Rail Inner West Extension
https://majorprojects.onhiive.com/index.pl?action=view_site&id=2291

Diane Fajmon
Senior Planner - Roads and Rail

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74

Diane Fajmon - Light Rail Submission - Application reference number: MP 10_0111 Attention: Diane Fajmon

From: scott ferguson <scottysue@netspace.net.au>
To: <plan_comment@planning.nsw.gov.au>
Date: 11/11/2010 11:35 AM
Subject: Light Rail Submission - Application reference number: MP 10_0111 Attention: Diane Fajmon
CC: <balmain@parliament.nsw.gov.au>

Dear Ms Fajmon,
My partner and I are the home owners of 9 Hawthorne Parade Haberfield and would like to voice our concerns on the following issues in relation to the Taverners Hill stop.

As we are very close to Parramatta Road and experience intrusive levels of traffic noise at the front of our home, we completed renovations two years ago to take advantage of the quiet in the rear of our property. We now have an open plan living area, large windows and glass sliding doors that open onto a wide verandah where we do most of our living. We look out onto bush and the only sounds are birds and the occasional bike rider or walker on the bike track on the other side of the canal.

After viewing the plans it appears that the Taverners Hill stop will be directly opposite our house and our concerns are:

. Privacy - Rail commuters and people accessing the GreenWay will be able to look directly into our home. The current bike track his hidden by bushes in our backyard.
. Noise from the train - the stop start of a train every 12 minutes for 18 hours or more every day of the week. This will be particularly concerning on weekends when we are trying to enjoy our backyard. Also we are lead to believe that the train driver is by law made to sound an alarm every time the train leaves the stop.
. Noise from commuters, especially as the service begins at 6am and won't finish until 11pm with longer operating hours on weekends and special events. We are already aware of noise levels from the track workers and the constant beep beep of reversing vehicles associated with the line renovations.

. Lights - the spillage of light from the Stop and the Approaches and from vehicles picking up and delivering passengers; we currently enjoy the glow of just one nightlight on the bike track.

. Parking in our street. We believe that commuters from areas west of Haberfield will drive down Parramatta Road turn left into Hawthorne Parade and park. This top part of Hawthorne Parade is already congested due to the car yard that opened on the corner (1 Parramatta Road, Haberfield). It attracts many cars into our street, especially on weekends also the owner parks sale cars on the street whilst manoeuvring cars on the lot. My partner is a shift worker and often has to park way down our street. On a side note we were told the car yard had to provide visitor parking on the lot however this is not possible as the yard is packed with sale cars and the barriers are up so customers are not able to access the lot anyway.

The Light Rail is a wonderful initiative and will help elevate the value of properties surrounding the Stops however due to the proximity of the Taverners Hill Stop to our home we believe our property value and more importantly our current standard of living will be greatly diminished.

We look forward to your reply.

Kind regards,
Sueyan Cox, Scott Ferguson and Family.

0425 284 188

Diane Fajmon - Online Submission from Stewart Whittlestone (support)

75

From: Stewart Whittlestone <whitbuzz@wix.com.au>
To: Diane Fajmon <diane.fajmon@planning.nsw.gov.au>
Date: 12/11/2010 10:20 AM
Subject: Online Submission from Stewart Whittlestone (support)
CC: <assessments@planning.nsw.gov.au>

I strongly support the light rail extension. Features that would enhance the project are:
1) Integration of the fares with other public transport.
2) Construction of a pedestrian underpass at the Fish Market station.
3) Construction of a pedestrian underpass to Brenan St at the Lilyfield station.

Name: Stewart Whittlestone

Address:
41 Boyce St,
Glebe

IP Address: - 202.10.89.51

Submission for Job: #4097 Project Application
https://majorprojects.onhiive.com/index.pl?action=view_job&id=4097

Site: #2291 Sydney Light Rail Inner West Extension
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