

Diane Fajmon - Online Submission from David ROLLINSON of Local Resident (support)

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From: David ROLLINSON <susananddavid28@bigpond.com>
To: Diane Fajmon <diane.fajmon@planning.nsw.gov.au>
Date: 15/11/2010 11:58 AM
Subject: Online Submission from David ROLLINSON of Local Resident (support)
CC: <assessments@planning.nsw.gov.au>

I am supportive of the Proposal, in particular the integration of the Greenway walking/cycleway as part and parcel of the light rail extension. I have attended Transport community consultation days throughout the development of the Proposal.

Given the extent of expenditure and the intention to tunnel through rail embankments in order to avoid the cycleway/walkway being impeded and rendered unsafe by multiple street crossings, I am surprised that Marion St is to be crossed at grade. I note that there is an option to ramp up and provide a bridge crossing over Marion St (attached to the rail bridge). This is the obvious approach at Parramatta Road and should be the same at Marion St - why have a single (signalised) street crossing which will only impede the commuter cyclist, delay the walker and break traffic flow in Marion St unnecessarily. Besides traffic signals are not cheap and I doubt whether their installation here could be justified on pedestrian activity/access or traffic grounds.

The proponent should also be required to complete this integrated transport link by carrying out improvements to the Wardell Road bridge across the Cooks River so that cyclists and pedestrians have sufficient space to safely cross the river to access the Cooks River walkway/cycleways in the parklands on the southern side.

Thank You

Name: David ROLLINSON
Organisation: Local Resident

Address:
28 Carrington Street
SUMMER HILL

IP Address: cpe-138-130-65-123.lns1.cht.bigpond.net.au - 138.130.65.123

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

Your reference: MP10_0111
Our reference: DOC10/50584
Contact: Stephen McClure 9995 6814

Ms Diane Fajmon
Infrastructure Projects
Department of Planning
GPO Box 39
SYDNEY NSW 2001

Dear Ms Fajmon,

**Sydney Light Rail Extension – Stage 1 Inner West Extension
Review of Environmental Assessment and Statement of Commitments**

I refer to the Environmental Assessment (EA) for the Sydney Light Rail Extension – Stage 1 Inner West Extension - dated 7 October 2010 and provided to the Department of Environment, Climate Change and Water (DECCW) on 13 October 2010 for review under Part 3A of the *Environmental Planning and Assessment Act 1979* (EP& A Act).

DECCW has reviewed the EA and considers the key environmental issues to be noise and vibration and biodiversity impacts. DECCW's detailed comments on the EA and recommended modifications to the Statement of Commitments (SoCs) are included as attachments to this letter (Attachment 1 and 2 respectively). DECCW recommends that the proposed modifications to the draft SoC are included as Conditions of Approval, should approval be granted by the Department of Planning (DoP).

The project includes no activities that are scheduled under the *Protection of the Environment Operations Act 1997* (POEO Act) and will therefore not require licensing during construction or operation of the project. Licensing of *railway systems activities* during construction and operation is not required, due to the length of the network falling below the 30km defined under Schedule 1 of the POEO Act.

The EA suggests the relocation of the Long-nosed Bandicoot and microchiropteran bat species that may be found during any pre-clearing inspections as a proposed mitigation strategy. As this impact of this activity has not been assessed adequately in the EA the proposed action will require a licence under s.91 of the *Threatened Species Conservation Act 1995*.

If you wish to discuss any of the issues raised in this letter please contact Stephen McClure on 9995 6814.

The Department of Environment and Climate Change is now known as the Department of Environment, Climate Change and Water



Yours sincerely,

G. Howard 12/11/10

GISELLE HOWARD
Director Metropolitan
Environment Protection and Regulation

- Attachment 1: DECCW comments on the Environmental Assessment for Sydney Light Rail Extension – Stage 1 Inner West Extension
- Attachment 2: Recommended modifications to the draft Statement of Commitments (SoCs) for Sydney Light Rail Extension – Stage 1 Inner West Extension

Attachment 1: DECCW comments on the Environmental Assessment for Sydney Light Rail Extension – Stage 1 Inner West Extension

Noise and vibration

Operational Noise & Vibration

DECCW does not currently have a policy or guideline that relates to noise from a light rail system. The Director General (DG) requirements refer to the 'Inner West Light Rail Extension activity approval' (1999). Table 44 in the Noise Impact Assessment (NIA) presents the assessment criteria from that approval, and is reproduced below for convenience.

Table 44 Operational Noise Goals

Parameter	Criterion	Application
L _A max	82dB(A) @ 7.5m	General requirement at 60km/hr on typical track
L _A max	82dB(A)	At existing residential facades
Leq Day	60dB(A)	7:00am to 7:00pm at existing residential facades
Leq Evening	55dB(A)	7:00pm to 11:00pm at existing residential facades
Leq Night	50dB(A)	11:00pm to 7:00am at existing residential facades

It should be noted that while Table 44 above notes the assessment location as the 'residential facades', the 1999 activity approval noted the assessment location as the 'residential boundaries'. In the formulation of new conditions, we have acknowledged that contemporary DECCW noise guidelines for transport infrastructure note the noise assessment location as 1m from residential facades.

The assessment indicates that seven (7) properties have been identified as potentially receiving noise in excess of the goals. The NIA notes no exceedance of this criteria at non-residential locations. The residential properties predicted to have airborne noise criterion exceedances are: 155 Canterbury Road, 29 Eltham Street, 1 & 4 Short Street, 108 Victoria Road and 5 & 10 Terry Road. The exceedances are marginal and range between 1-4dB(A). The NIA indicates a range of possible noise mitigation measures, however it includes a recommendation that a final decision on mitigation not be made until after the project is delivered, and exceedances confirmed by operational noise monitoring. DECCW recommends that the operational goals outlined above be imposed as noise limits in any project approval with a requirement for a Operational Noise Vibration Review, based on detailed design, to be submitted to the Director General for approval. A condition has been recommended in Attachment 2 (Operational noise conditions).

Mechanical plant and equipment at the proposed substations, light rail stations and stabling facilities should be assessed, designed, selected and operated in a manner that satisfies project specific noise levels (criteria) established from the guidelines contained in the NSW Industrial Noise Policy (INP). The assessment indicates that the substations can readily satisfy the most stringent L_Aeq criteria in the INP of L_Aeq(15minutes) 35dB(A). However short term noise from circuit breaker events will likely exceed DECCW sleep disturbance assessment criteria based on the L_Amax level not exceeding the rating background noise level (RBL) by more than 15dB. No assessment of mechanical noise from stations has been undertaken, however DECCW acknowledges that such plant will be minimal. DECCW recommends that a condition is included in any project approval requiring these facilities to be designed, where feasible and reasonable, to

satisfy applicable project specific noise levels derived from the guidelines in the INP. A condition has been recommended in Attachment 2 (Operational noise conditions).

The assessment identifies that operational vibration levels will readily satisfy the criteria in the former DEC guideline 'Assessing vibration a technical guideline'. However, more stringent vibration criteria presented in the 'Inner West Light Rail Extension activity approval' (1999) may be exceeded at two (2) residential locations. DECCW recommends that the operational vibration criteria reflect both the levels imposed in the 1999 activity approval, and the recommended acceptable vibration levels in the DEC guideline 'Assessing vibration a technical guideline'. A suitable condition has been recommended Attachment 2.

Construction Noise & Vibration

The construction is scheduled to take approximately 12 months. Most works will be undertaken during standard construction hours, however some specific work sites, and compounds, will require works to be undertaken out of standard hours. Maintenance and reconstruction of the existing track has not been considered in the EA, as it is stated that this work is being undertaken by RailCorp under Part 5 of the EP&A Act. It should be stated that this is not an ideal situation, as opportunities for track based noise mitigation measures may not be taken advantage of, unless there is a high degree of co-ordination between entities delivering the total project.

The construction noise assessment in the EA highlights the potential for significant construction noise impacts. As with most major infrastructure projects at the time of EA, specific details on construction work methods and so forth have not been finalised. Therefore, as acknowledged in the Interim Construction Noise Guideline (DECC, 2009), requirements for the preparation of construction noise management approaches, prepared after project approval, but based on detailed design, is desirable.

Suitable construction noise conditions have been recommended in Attachment 2, including post approval processes to apply for, and have determined, occasions of out of standard hours work.

Biodiversity

The final EA remains essentially unchanged from the draft which DECCW reviewed and provided comments for on 29 September 2010.

No targeted surveys have been undertaken by the consultants (Parsons Brinkerhoff) for any of the species likely to use habitat along the rail corridor as recommended in DECCW's letter to DoP of 6 August 2010. The final EA still relies on previous targeted survey work for Long-nosed Bandicoot undertaken by Biosis as part of the Review of Environmental Factors (REF) for the maintenance and reconstruction of the Rozelle Goods Line Track. The only additional survey work undertaken appears to be a site inspection on 2 September 2010 to identify and map vegetation and associated fauna habitat along the proposed light rail corridor. The SoC in the final EA also remains essentially unchanged from the earlier draft, despite DECCW's previous comments to DoP regarding the lack of detail about proposed mitigation measures.

1. Long-nosed Bandicoot

There are a number of recent records for this species within 50m of the proposed light rail extension and 2 carcasses were recorded within the rail corridor in 2007. Consequently, DECCW recommended to DoP that targeted surveys should be undertaken for this species to determine how it used the rail corridor. DECCW recommended a combination of baited infra-red cameras installed at strategic locations as well as daytime searches in suitable habitat along, and adjacent to, the rail corridor. However, the consultants relied on habitat assessment which incorporated some searching for evidence of Long-nosed Bandicoots and a limited amount of spotlighting, rather than targeted surveys. No survey work, apart from spotlighting from bridges, was

undertaken at night along the rail corridor due to safety concerns. DECCW does not consider this level of survey is appropriate to detect the presence of Long-nosed Bandicoot.

DECCW also reviewed the targeted survey work undertaken by Biosis in the Assessment of Significance: Rozelle Goods Line Track Maintenance and Reconstruction (Biosis, July 2010) which incorporated remote cameras and day time searches for the species in suitable habitat. While the survey methods and effort were commensurate with DECCW's recommendations, the timing of the surveys (in the middle of winter) and the weather conditions (cold and wet) were not ideal. Nor was the location of the remote cameras, which sampled the southern portion of the light rail corridor satisfactorily, but did not adequately sample the northern section between Petersham and Leichhardt (too few cameras spaced too widely apart) where there are a number of Bandicoot records in close proximity to the rail corridor. The Biosis report acknowledges that the weather conditions preceding the diurnal searches were not ideal to pick up indirect evidence of bandicoots. Steady rain on the preceding evening is likely to have both deterred animals from foraging and made any diggings or scratchings difficult to detect. Consequently, DECCW considers that the results of the Biosis surveys are inconclusive.

In DECCW's view it is still unclear how the Long-nosed Bandicoot endangered population uses the rail corridor. As a result, the likely level of impact of the proposed light rail on this species and the effectiveness of any associated mitigation measures cannot accurately be predicted.

2. Microbats (Eastern Bent-wing Bat and Eastern False Pipistrelle Bat)

There are records for both of these species in the vicinity of the rail corridor and there is also suitable foraging and roosting habitat along the rail corridor for both species. As discussed in DECCW's previous comments on the draft EA, no acoustic bat detection or trapping was undertaken in suitable foraging habitat for either of these species. The EA contains a number of photographs of bridges and overpasses which may provide suitable roosting habitat for these microbats, but the consultants did not undertake any daytime searches at these sites. Incidental observations by the consultants during site inspections and spotlighting after dusk are unlikely to have detected any such roost sites. Consequently, the importance of the structures (bridges, tunnels, culverts) and remnant vegetation along the rail line for these species remains unknown. In spite of this, the EA does not consider the impacts of the proposal on roosting sites for Eastern Bent-wing Bat and discounts the likelihood of Eastern False Pipistrelle Bat being present on the basis that there is no suitable habitat for this species along the corridor.

3. Assessment of impacts

The final EA (section 6) and the Biosis report (section 4) discuss the potential impacts of works in the rail corridor on the Long-nosed Bandicoot population and other threatened species, such as the Eastern Bent-wing Bat. The EA and the Biosis report both acknowledge that there will be impacts on the bandicoots largely as a result of vegetation clearing and subsequently noise, lighting, collisions with construction vehicles/ the light rail and barriers to movement resulting from associated infrastructure. The EA largely dismisses any impacts on either the bandicoots or the microbats because the project is located in a highly modified urban environment in which remaining habitat is already largely fragmented or isolated. However, this is precisely the reason why any remaining habitat for these threatened species is so important and needs to be protected.

In particular, the Long-nosed Bandicoot population is likely to be a small one (hence its listing as an endangered population) and the loss of one or more animals could potentially have significant implications for the future viability of the population. In listing the population, the NSW Scientific Committee specifically noted that 'removal of weeds and dense vegetation along the freight rail corridorwill reduce the value of this habitat for sheltering and dispersal'.

Ancillary facilities and temporary worksites

Section 7.9.4 of the EA details the use of temporary worksites outside of the construction footprint and the types of activities to be conducted along with reference to strategies to manage these sites. The location, timeframes and exact nature of activities on the temporary worksites is yet to be determined and the environmental impacts of these facilities have not been assessed. These impacts will need to be assessed separately prior to DoP granting approval.

DECCW recommends that all ancillary facilities and temporary worksites are located to avoid or minimise impacts on threatened species or endangered ecological communities and their habitat.

Contaminated sites

There are a number of locations along the route that require further investigation to determine the extent of contamination present and the need for remediation. Investigation and remediation of contaminated sites is generally a lengthy process and may lead to significant constraints on the timely construction of the project if the contamination issues are not addressed prior to the commencement of construction activities.

In section 19.2.5 of the EA a contingency plan is to be developed for unexpected hazards that may be encountered during the construction and excavation process. DECCW recommends that prior to the commencement of construction, the proponent is required to carry out contamination testing in those areas deemed to be at high risk of contamination and if required prepare and implement a remediation strategy under the guidance of a Site Auditor. Detailed waste classification assessments are also required to ensure appropriate classification of spoil.

Attachment 2: Recommended modifications to the draft Statement of Commitments (SoCs) for Sydney Light Rail Extension – Stage 1 Inner West Extension

Noise

Recommended operational noise conditions

1. The following facilities shall be designed and operated, where feasible and reasonable, to satisfy project specific noise levels (PSNL) derived from the NSW Industrial Noise Policy (INP, DECCW, 2000) and acceptable vibration levels presented in the publication 'Assessing Vibration: a technical guideline' (DECCW, 2006):

- Pyrmont Train Stabling Facility;
- Sydney Light Rail Extension – Stage 1 stations: Leichhardt North, Hawthorne, Marion, Taverners Hill, Lewisham West, Waratah Mills, Arlington, Dulwich Grove and Dulwich Hill Interchange; and
- electrical substations.

Prior to operational commissioning of the above facilities, the proponent shall submit to, and have approved by, the Director General, an Operational Noise and Vibration Review based on detailed design. The assessment shall identify the PSNL and acceptable vibration levels applicable to each facility and the means by which the noise and vibration levels will be satisfied. Where the noise and vibration levels cannot be achieved, the assessment shall present an analysis of feasible and reasonable noise and vibration mitigation measures, and the 'best practice' achievable noise and vibration outcome for each facility.

NOTE: this condition does not extend to noise from patrons, and the operation of light rail vehicles on track.

2. The activity of light rail vehicles operating on track, shall be designed and operated to satisfy the following air borne and ground borne noise criteria, where feasible and reasonable, at noise sensitive receiver locations.

Receiver Location	Time	Airborne noise ²	Ground borne Noise ³
	7am to 7pm	L _{Amax} 82dB(A) and L _{Aeq} (7am to 7pm) 60dB(A)	L _{Amax} (slow) 40dB(A)
	7pm to 11pm	L _{Amax} 82dB(A) and L _{Aeq} (7pm to 11pm) 55dB(A)	L _{Amax} (slow) 40dB(A)
Noise sensitive receiver locations ⁴	11pm to 7am	L _{Amax} 82dB(A) and L _{Aeq} (7pm to 11pm) 50dB(A)	L _{Amax} (slow) 35dB(A)
Commercial	When occupied	L _{Amax} 82dB(A) and L _{Aeq} (7am to 7pm) 60dB(A)	L _{Amax} (slow) 50dB(A)

1. L_{Amax} refers to the maximum noise level not to be exceeded for 95% of rail pass-by events over any 24hr period.
2. Airborne noise levels are to be assessed at 1m from the façade of sensitive receiver locations.
3. Ground borne noise levels are to be assessed close to the centre of the most affected habitable room at receiver locations. Ground borne noise criteria only apply at locations where the ground borne noise is higher than the airborne noise.
4. Noise sensitive receiver locations include residences, schools (and other educational institutions), hospitals, places of worship, passive recreational areas. However, where schools, hospitals and places of worship are passively ventilated (openable windows) in the façade being impacted by noise, the external airborne noise criteria shall be adjusted by minus 10dB.

Prior to commencement of light rail vehicle operations, the proponent shall submit to, and have approved by, the Director General, a train operational noise and vibration impact review based on detailed design. The assessment shall identify the proposed measures to be used in the project to satisfy the air borne and ground-borne noise limits identified in this condition. All uncertainties in the design process (e.g. engineering performance tolerances, modelling assumptions, transmission path assumptions etc) shall be identified and conservatively quantified. Appropriate safety factors or margins of error shall be adopted in the design process to account for design uncertainties.

3. The activity of light rail vehicles operating on track, shall be designed and operated to satisfy the following vibration criteria, where feasible and reasonable, at noise sensitive receiver locations.

Receiver Location	Time	Vibration velocity (Lmax dB re: 10 ⁻⁶ mm/s)	Vibration dose ² (m/s ^{1.75})
Residences Commercial ³	7am to 7pm	103	0.20
	7pm to 11pm	103	0.20
	11pm to 7am	103	0.13
	When in use	112	0.40

1. Vibration velocity criterion apply at exposed facades of sensitive receiver locations. Lmax refers to the maximum noise level not to be exceeded for 95% of rail pass-by events over any 24hr period.
2. Vibration dose criterion apply inside sensitive receiver locations at the point of concern. Nominally this would be at the centre of the most affected habitable room.
3. Commercial receiver locations include offices, schools, educational institutions and places of worship.
4. Where there is any inconsistency between vibration velocity and vibration dose criterion, the more stringent provision shall apply.

Prior to commencement of light rail vehicle operations, the proponent shall submit to, and have approved by, the Director General, a train operational noise and vibration impact assessment based on detailed design. The assessment shall identify the proposed measures to be used in the project to satisfy the air borne and ground-borne noise and vibration limits identified in this condition. All uncertainties in the design process (e.g. engineering performance tolerances, modelling assumptions, transmission path assumptions etc) shall be identified and conservatively quantified. Appropriate safety factors or margins of error shall be adopted in the design process to account for design uncertainties.

4. Between the hours of 10pm to 7am warning bells and horns shall only be used where in the opinion of the driver it is considered to be danger to public safety (*Ref: 1999 Inner West Light Rail Extension Activity Approval condition No. 35*).
5. Suitable provisions shall be incorporated into the design of the light rail system to avoid, to the greatest extent practicable, wheel squeal and flanging noise (*Ref: 1999 Inner West Light Rail Extension Activity Approval condition No. 36 - paraphrased*).
6. The track shall be continuously welded rail for the whole running surface (except at points and crossings) and shall be subject to rail grinding maintenance consistent with best practice (*Ref: 1999 Inner West Light Rail Extension Activity Approval condition No. 36 - paraphrased*).

DECCW recommends that DoP also include in any project approval suitable compliance assessment conditions that require additional noise mitigation measures if the assessment identifies impacts above predicted impacts.

Recommended construction noise conditions

1. The Proponent shall only undertake construction works associated with the project during the following hours:
 - a) 7:00 am to 6:00 pm, Mondays to Fridays, inclusive;
 - b) 8:00 am to 1:00 pm on Saturdays; and
 - c) at no time on Sundays or public holidays.
2. No blasting shall occur without the prior approval of the Director General.
3. Notwithstanding condition 1, construction works associated with the project may be undertaken outside the hours specified under that condition in the following circumstances:
 - a) construction that causes LAeq(15min) noise levels that are:
 - i. no more than 5dB above rating background level at any residence in accordance with the Interim Construction Noise Guideline (DECC, 2009); and
 - ii. no more than the noise management levels specified in Table 3 of the Interim Construction Noise Guideline (DECC, 2009) at other sensitive land uses; or
 - b) for the delivery of materials required by the police or other authorities for safety reasons; or
 - c) where it is required in an emergency to avoid the loss of lives, property and/or to prevent environmental harm; or
 - d) as approved through the process outlined in condition 4 of this approval.
4. The hours of construction activities specified under condition 1 of this approval may be varied with the prior written approval of the Director-General. Any request to alter the hours of construction shall be:
 - a) considered on a case-by-case or activity-specific basis;
 - b) accompanied by details of the nature and justification for activities to be conducted during the varied construction hours;
 - c) accompanied by written evidence to the Director-General that appropriate consultation with potentially affected sensitive receivers and notification of relevant Council(s) (and other relevant agencies) has been and will be undertaken;
 - d) all reasonable and feasible noise mitigation measures have been put in place; and,
 - e) accompanied with a noise impact assessment consistent with the requirements of the Interim Construction Noise Guideline (DECCW, 2009).

Construction Noise & Vibration Levels

6. Construction Noise Management Levels (CNML) shall be established using the Interim Construction Noise Guideline (DECCW, 2009). Vibration criteria shall be established using the Assessing Vibration: a technical guideline (DEC, 2006). Any construction activities identified as exceeding the CNML and/or vibration criteria shall be managed in accordance with the Construction Noise and Vibration Management Plan (CNVMP) and Construction Work Method Statements (CWMS) required by this approval. The Proponent shall implement all reasonable and feasible noise mitigation measures with the aim of achieving the CNMLs and vibration criteria.
 NOTE: The ICNG (DECCW, 2009) identifies 'particularly annoying' activities that require the addition of 5dB(A) to the predicted level before comparing to the CNML.
7. Prior to commencement of works, the proponent shall undertake a detailed land use survey to identify potentially critical working areas (e.g. hospital operating theatres, precision laboratories etc) that are sensitive to vibration and ground-borne noise impacts. A specific plan of management, where relevant, shall be submitted to, and approved by, the Director General outlining the proposed mitigation for both construction and operational impacts. The outcomes of specific consultation with affected receivers shall be reported.

8. Construction Noise and Vibration Management Plan

Prior to commencement of construction, the Proponent shall submit to, and have approved by, the Director General, a Construction Noise and Vibration Management Plan consistent with the guidelines contained in the Interim Construction Noise Guidelines (DECCW, 2009) to detail how construction noise and vibration impacts would be minimised and managed across the project.

9. Environmental Noise Construction Method Statements

Environmental Noise Construction Methods Statements (ENCMS), based on the detailed design and finalised work methods, shall be prepared for each of the following distinct work sites to detail noise mitigation and management measures:

- Pyrmont Train Stabling Facility upgrades;
- Sydney Light Rail Stations at: Leichhardt North, Hawthorne, Marion, Taverners Hill, Lewisham West, Waratah Mills, Arlington, Dulwich Grove and Dulwich Hill Interchange;
- electrical substations;
- construction compounds; and
- construction works along the linear extent of the project.

The ENCMS shall include, but not be necessarily limited to:

- i) identification of sensitive noise receivers likely to be impacted by construction noise and vibration;
- ii) identification of applicable Construction Noise Management Levels (CNML), vibration criteria and ground-borne noise levels, as relevant;
- iii) details of construction activities and a schedule for construction works for each work site;
- iv) identification of construction activities that have the potential to generate noise and/or vibration levels exceeding the relevant criteria;
- iv) a detailed description of what feasible and reasonable actions and measures would be implemented to ensure, to the greatest extent practicable, that these works would comply with the relevant noise and vibration criteria/ guidelines or impacts mitigated by other means;
- vi) procedures for notifying residents of construction activities that are likely to affect their noise and vibration amenity, as well as procedures for dealing with and responding to noise complaints; and
- vii) a description of how the effectiveness of these actions and measures would be monitored during the proposed works, clearly indicating how often this monitoring would be conducted, how the results of this monitoring would be recorded; and, corrective preventative actions if any non-compliance is detected.

10. Construction ground-borne noise and vibration limits

Reasonable and feasible noise mitigation measures shall be applied to underpass excavation activities when the following residential ground-borne noise levels are exceeded;

- Evening (6pm to 10pm – Internal LAeq(15min) 40dB(A)
- Night-time (10pm to 7am) – Internal LAeq(15min) 35dB(A)

The mitigation measures shall be included in the CNVMP and ENCMS required under conditions 8 & 9.

11. Any work generating high noise impact must only be undertaken:

- (a) between the hours of 8:00am and 6:00pm Monday to Friday;
- (b) between the hours of 8:00am and 1:00pm Saturday; and
- (c) in continuous blocks of no more than 3 hours, with at least a 1 hour respite between each block of work generating high noise impact, where the location of the work is likely to impact the same receivers;

For the purposes of this condition 'continuous' includes any period during which there is less than a 1 hour respite between ceasing and recommencing any of the work the subject of this condition

Biodiversity

Given the lack of on-ground survey work and the ongoing uncertainty about the importance of the rail corridor for the above threatened species, DECCW would like to see more specific detail in the SoCs about how impacts during the construction and operational phases of the project will be mitigated. The Biosis report (sections 2 and 4) discusses likely impacts should the Long-nosed Bandicoots be nesting along the corridor or using it for foraging/dispersal and suggests some ways of avoiding or minimising these impacts (e.g. a protocol for vegetation clearing and managing stockpiling of sleepers along the track). The final EA defers detailed consideration of mitigation measures to a Flora and Fauna Management Plan (Ref. No. 18) which would form the basis of a Construction Environmental Management Plan (CEMP). However, little information is provided in the SoCs about what would be in this plan. The proposed mitigation measures included in Table 7-1 of the final EA are not adequately explained in sufficient detail. They include relocating any threatened animals that are found in the rail corridor during pre-clearing/pre-works inspections, which would require a licence from DECCW under section 91 of the *Threatened Species Conservation Act 1995*

In addition to providing more detail about specific mitigation measures, DECCW considers that there should be a commitment to ongoing monitoring of the rail corridor to ascertain how the Long-nosed Bandicoot population is using it and the adjoining public lands. This would involve targeted surveys which could inform any adaptive management measures in the Flora and Fauna Management Plan. Given the likely importance of the rail corridor for the Long-nosed Bandicoots, measures to avoid any residual habitat loss and minimise or eliminate time lags between the removal and subsequent replacement of sheltering habitat are of critical importance and should be addressed in the Flora and Fauna Management Plan. Furthermore, DECCW notes that 1.82ha of vegetation is to be removed, but the area of the Bushcare sites planned to compensate for this loss is only 1.7ha. DECCW considers that, at the very least, the loss of vegetation should be offset by an equivalent area of regeneration or replanting.

With reference to the impact mitigation measures outlined in Table 7-1 of the Ecological Assessment, DECCW suggests that as part of any process to remove or relocate threatened species (Long-nosed Bandicoot or bat) a relocation program be created and incorporated into the CEMP and referenced in the SoCs.

DECCW recommends the SoCs include the following points:

- specific details about how impacts on threatened species during the construction and operational phases of the project will be mitigated;
- a commitment to ongoing monitoring of the rail corridor (and adjoining lands) to ascertain how the Long-nosed Bandicoot population is using it; and
- the offset of lost vegetation (whether it is exotic or not) by an equivalent area of regeneration or replanting.

SoC #22 states that weeds management would take place in accordance with the Noxious Weeds Act 1993. DECCW would prefer if noxious weeds could be removed and replaced with native species in a staged manner that both complied with the *Noxious Weeds Act 1993* and did not adversely impact on vegetative cover which the Long-nosed Bandicoot may rely upon.

Ancillary facilities and temporary worksites

DECCW suggests that the conditions of approval for the project require the proponent to submit an assessment of the ancillary facility or temporary worksite which provides:

- (a) a description of the facility, its components and the surrounding environment;
- (a) details of the activities to be carried out at each facility, including the hours of use and the storage of dangerous and hazardous goods;
- (b) an assessment of the environmental impacts on the site and the surrounding environment, including, but not limited to noise, threatened species, vibration, air quality, traffic, heritage and light spill;
- (c) details of the mitigation, monitoring and management procedures specific to the facility that would be implemented to minimise environmental impacts or, where this is not possible, measures to offset these impacts and an assessment of the adequacy of the mitigation or offsetting measures. This shall include restrictions on the hours of use or exclusion of certain activities; and
- (d) identification of the timing for the completion of activities at the facility and how the site will be decommissioned (including any necessary rehabilitation).

Communication processes and stakeholder management

SoC #5 states that *"A community and stakeholder involvement plan (CSIP) would be established before construction begins. The plan would be implemented throughout the project's delivery. The plan would include, but not be limited to:*
e) project phone, email, and mail contact details"

The SoC should include a requirement for the proponent to notify the public of the existence and purpose of the 24 hour complaints line.

Diane Fajmon - Online Submission from [REDACTED] (other)

From: [REDACTED]
To: Diane Fajmon <diane.fajmon@planning.nsw.gov.au>
Date: 15/11/2010 11:24 AM
Subject: Online Submission from [REDACTED] (other)
CC: <assessments@planning.nsw.gov.au>

(144)

I am concerned about the increased levels of pedestrian and cycle traffic on Weston Street if the greenway is detoured up Weston Street. As cars speed up this street from Old Canterbury Road (they use it as a rat run through the back suburbs), additional pedestrian and cycle activity could increase the likelihood of accidents.

I am also concerned about a reduction in the tree/bush vegetation along Weston Street. Streetside trees and bushes (natives amongst them) provide natural shading, habitat for the local wildlife and provide a pleasant visual outlook. I do not support the removal of tree or bush vegetation for pathway widening.

In conclusion, my preference is that the Greenway be enclosed within the rail corridor and not detour up Weston Street.

For privacy reasons, please do not give my name or address to the proponent, any interested public authorities or publish it on the Department's website.

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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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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Diane Fajmon - Online Submission from Mac Christie of resident (support)

From: Mac Christie <mac.christie@sydney.edu.au>
To: Diane Fajmon <diane.fajmon@planning.nsw.gov.au>
Date: 15/11/2010 11:01 AM
Subject: Online Submission from Mac Christie of resident (support)
CC: <assessments@planning.nsw.gov.au>

(145)

I have seen an advertising requesting residents to submit comments to abandon the Arlington and Waratah light rail stops in favour of the "Hill/Terry" option. I believe this is nothing more than a cynical grab by resident of one medium density block close to the latter alternative. I strongly oppose this as abandoning Arlington and Waratah stops would put the light rail beyond ready access to 1200 residents in a highly dense medium to high density areas at Waratah (developing) and Arlington (existing).

Name: Mac Christie
Organisation: resident

Address:
29/2 Williams Parade Dulwich Hill NSW 2203

IP Address: proxy-web-prd-ext-4.ucc.usyd.edu.au - 129.78.32.24

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Senior Planner - Roads and Rail

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

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Diane Fajmon - Online Submission from Brian Mahon (support)

From: Brian Mahon <mahon.bj@gmail.com>
To: Diane Fajmon <diane.fajmon@planning.nsw.gov.au>
Date: 15/11/2010 10:57 AM
Subject: Online Submission from Brian Mahon (support)
CC: <assessments@planning.nsw.gov.au>

146

I do not agree with the proposed merger of the Arlington and Waratah Mills stops. I would like to see this project proceed as soon as practicable.

Name: Brian Mahon

Address:

127 Victoria Street, Dulwich Hill, NSW 2203

IP Address: c114-77-200-205.rivrw3.nsw.optusnet.com.au - 114.77.200.205

Submission for Job: #4097 Project Application

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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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Diane Fajmon - Online Submission from Laura Phemister of Local resident (other)

From: Laura Phemister <hugheslc@yahoo.com>
To: Diane Fajmon <diane.fajmon@planning.nsw.gov.au>
Date: 15/11/2010 10:09 AM
Subject: Online Submission from Laura Phemister of Local resident (other)
CC: <assessments@planning.nsw.gov.au>

147

I would like to comment on the proposed cycleway detour up Weston St Dulwich Hill (reference MP 10_0111).

My strong preference is that the cycling/greenway corridor be contained to the light rail corridor such that Weston St is unaffected by any greenway/cycling corridors. My main concern is the safety of passing cyclists. It is very dangerous to have cyclists riding next to cars reversing out of driveways. What makes the proposed Weston St cycleway particularly dangerous is the fact that so many children will be using the cycleway. It is hard enough navigating cars and driveways as an adult cyclist, let alone adding in the often irrational movements of children.

I sometimes have to reverse my car out of a CBD driveway that is directly next to one of the new cycleways. It is a stressful experience. I cannot imagine how Weston St residents would feel having to potentially do this every day.

Name: Laura Phemister
Organisation: Local resident

Address:
23 Windsor Road Dulwich Hill

IP Address: - 139.163.138.16

Submission for Job: #4097 Project Application
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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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Diane Fajmon - Online Submission from Tim & Ruth Archer (object)

From: Tim & Ruth Archer <celebrationham@gmail.com>
To: Diane Fajmon <diane.fajmon@planning.nsw.gov.au>
Date: 15/11/2010 2:35 PM
Subject: Online Submission from Tim & Ruth Archer (object)
CC: <assessments@planning.nsw.gov.au>

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I fully support the light rail component of the Project, however, as a resident in Weston St and a keen cyclist I strongly object to the GreenWay detour proposed for Weston Street for the following reasons:

>> the detour will impact negatively on the residents in Weston, and surrounding streets, particularly in terms of safety and local amenity;

>> the detour will disrupt the continuity of the proposed GreenWay by shunting pedestrians and cyclists away from the relative safety of the Greenway onto a local road shared by cars;

>> further to the above, the detour will create a dangerous situation with cyclists sharing a narrow cycle path alongside residents and light rail users getting in and out of cars; and

>> the detour and its impacts have not been properly assessed within the EA and as such, the EA does not respond to the DGRs that are key issues for detour residents.

I strongly urge the Department to ensure that the feasibility of the option to integrate the GreenWay within the existing rail alignment is fully assessed before the application is determined.

Further to this brief submission, I fully support the submission prepared by the BetterLightRail resident group.

Name: Tim & Ruth Archer

Address:
34 Weston St, Dulwich Hill

IP Address: 82.34.254.125.unassigned.soulaustralia.com.au - 125.254.34.82

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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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Diane Fajmon - Online Submission from Holly Robertson (support)

From: Holly Robertson <hollyannerobertson@gmail.com>
To: Diane Fajmon <diane.fajmon@planning.nsw.gov.au>
Date: 15/11/2010 2:34 PM
Subject: Online Submission from Holly Robertson (support)
CC: <assessments@planning.nsw.gov.au>
Attachments: LightrailEA_Submission.pdf

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See attached PDF

Name: Holly Robertson

Address:
6 Dulwich Street, Dulwich Hill

IP Address: 60-241-7-127.static.tpgi.com.au - 60.241.7.127

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

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

Powered by Internetrix Affinity

15 November 2010

Attention: Diane Fajmon
Major Projects Assessment
Department of Planning
GPO Box 39
SYDNEY NSW 2001

RE: INNER WEST LIGHT RAIL EXTENSION (MP 10_0111)

Overall our household is very supportive of the light rail extension in the inner west from Lilyfield to Dulwich Hill. It provides the inner west with much needed additional public transport, and will connect up the suburbs in the inner west.

There are a few minor issues that we wish to raise in relation to the implementation of the light rail in Dulwich Hill:

1. Use of current bike path/foot path in Johnsons Park for GreenWay extension

Johnsons Park is a popular family park in Dulwich Hill – it has two playgrounds, a covered bbq/picnic area and a playing field as well as several smaller greener areas. On Fridays the right side of the area (from play grounds to back of the park) is filled with children for the Marrickville Magic Bus, and on weekends the park is often full with families. Many mothers groups (including mine) regularly meet at the park. The track that runs through the park is currently used for walking, children on bikes and on Fridays - children crawling everywhere!

The EA recommends using the existing path at Johnsons Park for the GreenWay extension (at Arlington stop). This would lead to the path through Johnsons Park being used more frequently and potentially by faster bike riders. The use of the existing track makes sense, but would need some careful consideration to ensure the safety of this family friendly park - especially for the first play area which is currently unfenced.

2. Noise from light rail

Given the light rail is so close to many properties in the inner west, we request that noise be kept to a minimum. In particular, that bells and similar sounds only be used for emergency purposes.

3. Interchange with Dulwich Hill station

We are very supportive that the proposal considers accessibility requirements at all the light rail stations in the inner west. We would like to see this extend to the interchange with Dulwich Hill station. The station stairs are long and very steep and impossible to navigate for anyone with a mobility impairment or with a pram. This would ensure that the light rail will have maximum usability in this part of inner west.

Kind regards
Holly Robertson
6 Dulwich Street, Dulwich Hill NSW 2203

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APPLICATION REFERENCE # MP 10_0111

SYDNEY LIGHT RAIL INNER WEST EXTENSION

ATTENTION DIANE FAJMON - FAX 9228 6455.

Dear Diane

I am writing to voice my concerns about the proposal to divert the greenway corridor accompanying the Inner West light rail extension down Weston St Dulwich Hill.

It is inconceivable to me that the government would contemplate imposing a light rail line BEHIND residential properties and a cycle\walking route INFRONT of residents properties. Your proposal sandwiches the residents of this street between two noisy pieces of infrastructure.

The correct place for the cycleway is within the rail corridor.

It is unfair to subject the residents of one street to noise both in front and behind their properties.

Please consider the fairness of this proposal and DO WHATEVER IS NECESSARY TO ENSURE THAT THE CYCLEWAY IS PLACED WHERE IT SHOULD BE - AT THE REAR OF PROPERTIES IN WESTON ST.

Additionally I would also like to voice my support for the proposal to merge the Waratah Mills and Arlington rail stops into one stop between Dulwich Grove and Lewisham West. Merging the two stations makes sense because the distance between the proposed stops of Arlington and Waratah Mills is so short. By reducing the number of stops in the journey from Dulwich Hill to the city, this will shorten this overall journey and therefore encourage greater use of the service.

I look forward to an equitable outcome to this project for all residents and trust that my views are taken into consideration.

Regards

Pamela Chalmers
71a Weston St
Dulwich Hill NSW 2203

Diane Fajmon - Online Submission from Danielle Redmond (support)

151

From: Danielle Redmond <dani.redmond@bigpond.com>
To: Diane Fajmon <diane.fajmon@planning.nsw.gov.au>
Date: 15/11/2010 3:16 PM
Subject: Online Submission from Danielle Redmond (support)
CC: <assessments@planning.nsw.gov.au>

I would prefer that the cycleway does not detour along Weston St. It would be best to ensure the Greenway/cycleway is contained within the rail corridor all the way along.

Name: Danielle Redmond

Address:
72 Weston St
Dulwich Hill 2203

IP Address: - 203.55.211.53

Submission for Job: #4097 Project Application
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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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Application reference number: MP 10_0111□

Attention: Diane Fajmon

Light Rail Extension to Dulwich Hill – comment on Environmental Assessment

We live at 11 Hawthorne Parade in Haberfield. Our back yard leads on to the Hawthorne Canal and the proposed light rail extension will run a short distance from our back yard. The Taverners Hill stop will be a few hundred metres from our door: we have concerns about its impact on our peaceful enjoyment of our home.

The position of the Taverners Hill platforms

When we attended the public consultation at Haberfield library we became aware that the projected position of the platforms at the Taverners Hill stop had moved further from Parramatta Road (towards the north) than had initially been the case in the previous plans. We are concerned that the further north they move, the greater the impact they will have on residents' enjoyment of their properties. In the previous plans the platforms were positioned opposite the commercial building at 1-5 Hawthorne Parade and we believe that this position is less intrusive for residents. Even a few metres will make a difference for those of us who back onto the canal, particularly with regards to "light spillage".

"Green screen" between residents' properties and the light rail

Whilst we welcome the extension being built we are concerned that as much care possible is taken in making sure that the "green screen" that currently exists between our rear yard and the current rail track is not cut back or removed.

This means:

- We do not want our sight lines interrupted by people standing on the light rail platform (wherever that ends up being);
- We do not want our sight lines interrupted by people looking out into our rear yard from the proposed Green Way;
- We will vigorously oppose any attempt to hack back and/or remove the vegetation between the current canal path and the track;
- We do not want the "green screen" affected by ramps to the platform

Noise and building work at the Taverners Hill stop

Whilst the building of the proposed Taverners Hill stop will create certain noise and other nuisances, we would wish the detrimental effects of this work to be kept to a minimum:

- We do not want to be forced to live indoors for the duration of the construction works;
- Dirt, dust and other forms of nuisance should be kept to a minimum and tidied up regularly by the workers on site.

We are wary of the possibility of our street, specifically the Parramatta Road end, being used as all day car parking for either site workers or future light rail users. If we need to use our vehicles we would not want to be blocked in by traffic from outside the street.

Park and Ride recommendation of Cllr Lyall Kennedy not supported

We do not share Councillor Kennedy's suggestion of a Park & Ride near the "Parramatta Road" stop that he has referred to in his submission of 14th November 2010. We very much oppose such a suggestion.

We already bear a significant brunt of noise and pollution issues at this end of Hawthorne Parade from traffic entering and leaving Haberfield. Consequently, we do not want a "park and ride" (i.e.: a car park) stuck nearby that will attract even more of the same and exacerbate the existing traffic concerns. We believe this burden should be shared and any car park be located in an area with less existing traffic noise and congestion.

Robert Wingrove & Roberta Simpson
11 Hawthorne Parade
Haberfield 2045

14th November 2010



Transport
RailCorp



PCU016676

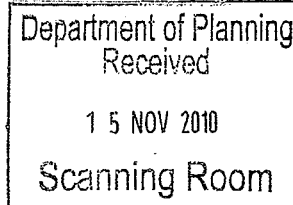
153

11 November 2010

Rail Corporation New South Wales
ABN: 59 325 778 353
PO Box K349 Haymarket 1238
Tel: (02) 820 20312 Fax: (02) 820 22930
www.railcorp.info

Ref: D2010/71653

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



Dear Ms Fajmon,

RE: Exhibition of Environmental Assessment for Sydney Light Rail Extension – Stage 1 Inner West Extension

I refer to your letter dated 12 October 2010, and the subsequent attached Environmental Assessment documents referring to the Sydney Light Rail Extension – Stage 1 (SLRE-1). RailCorp has reviewed the application (your ref: MP10_0111) and offers the following comments for consideration.

Integrated Transport Planning

RailCorp supports additional investment in public transport infrastructure. The proposed SLRE-1 strategically augments the existing light rail network by expanding the light rail network into new and developing residential areas. Additional opportunities are presented to improve transport interchange at several locations, including interchange with CityRail services at Lewisham and Dulwich Hill.

Concurrently to the SLRE-1 proposal, it is proposed to construct a GreenWay alongside the light rail corridor to facilitate active bicycle and pedestrian movements. RailCorp believes this will facilitate greater integration of the proposal within adjacent communities, as well as encouraging healthy and sustainable transport.

Ongoing Consultation

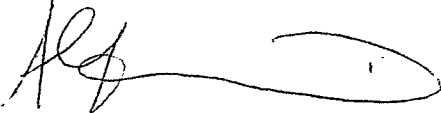
RailCorp recognises that an undertaking of this nature involves consultation with transport agencies, councils, local communities and other state government departments.

There are several considerations that will require further consultation and resolution/agreement between Transport NSW and RailCorp as planning and development proceeds. These include issues relating to proposed land ownership/leasing and maintenance models, existing RailCorp infrastructure

within the corridor, interface with CityRail stations and the active heavy rail corridor and compliance with RailCorp Standard ESC-530 – Cycleways within the Rail Corridor. RailCorp will continue to work with Transport NSW and stakeholders in the project to resolve these issues.

Thank you for the opportunity to comment. If you have any further questions, please contact Richard Shepherd, Planner Station Development, on 02 8922 1425 or email richard.shepherd@railcorp.nsw.gov.au.

Yours sincerely

A handwritten signature in black ink, appearing to read 'AG', followed by a long horizontal flourish that ends in a small loop.

ADRIAN GARNERO
General Manager
Network Development

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Application Ref No: MP 10_0111

Attention: Diane Fajmon

November 14, 2010

SYDNEY LIGHT RAIL EXTENSION SUBMISSION

It is disappointing that the State Government could not provide any further information at the most recent Community Consultation sessions on the proposed pedestrian ramp for the end of Hathern Street. A ramp that is going to have such a detrimental impact not only on us residents who live beside it but the community at large, given it is to be located 'somewhere' on the blind bend on disastrous Hathern Street. To then be told at the Community consultation that the Government intends on proceeding with construction of this ramp in early March to beat the election is very worrying indeed. Residents have no idea of the precise location, the design or form of the ramp or indeed the exact opening entrance to the ramp. As if this proposal is not ill considered enough residents then were to learn that there are no provisions for noise barriers for residents and that residents will lose resident parking on Hathern Street, something of which is there is a dearth of so that they can be dedicated to light rail users.

I own house no 19 Hathern St which is the last house on the railway side of the street and therefore a ramp out the front of my house will have a very big and direct negative impact. It is still unclear whether it will be above our homes on the bend or below this bend directly outside our homes. Either location would impact on residents negatively. Currently the blind bend is populated by trees which are maintained by Council. These trees act as a buffer for our homes. They help reduce the lights from passing vehicles shining into our homes; they also act as a break in case vehicles tip over as a result of an accident which happens a lot. The RTA recently replaced a stretch of the steel barrier in this location which was recently damaged as a result of numerous accidents. These trees also provide a noise and pollution barrier. To replace these trees with an unsightly concrete ramp is of great concern to all of the residents in this street. On the other hand if this ramp is to be located at the very end of our street on our shared driveway access to our properties. This 'turning circle' is something which the construction costs thereof was shared by the previous owner of my home with the RTA. My understanding is that this is for the express use by those living at my home and for Council, RTA and STA maintenance crews but not open to the public. However, the public do use it especially motorbikes, scooters, cyclists and dog walkers. All of these members of the public along with the high volume of traffic make it extremely difficult for the residents of the row of houses on this section of the street to access their properties. To then have more members of the public use this area via the construction of a pedestrian ramp to the Taverner's Hill light rail stop is to congest this small access area further to the detriment and safety of all. I would also hazard a guess that such a decision could be open to legal challenge by affected residents.

To have a pedestrian ramp in Hathern Street will mean an increase in both vehicular and pedestrian traffic as people try and park in our street or worse block resident access to their driveways as people drop passengers off or wait for passengers to disembark due to the lack of parking in Hathern Street. I am aware that residents who live near other inner west light rail stops in Annandale & Lilyfield report a large increase in amenity issues including parking being taken up by long term parkers as well as the constant stream of pedestrian traffic past their homes 7 days a week. The Government's proposal to remove 2 resident parking spaces for dedicated light rail users is firstly a contradiction and secondly adds to the amenity issues experienced by residents.

In addition, as my house is right beside the railway line I am concerned that there has been no provision made for noise or acoustic barriers for all the nearby homes. To dismiss the level of noise as being no more than what is currently experienced on this overburdened street is to treat residents with complete disregard. Trees cannot replace properly constructed noise barriers. The 'Taverner's Hill' station is currently exposed with no vegetation around it and as it is above our heads and our homes we will be exposed to the noise of the trains passing; braking as they pull up and then take off, all day, every day of the year. Again, this has been poorly thought through and I ask the Government to consider some form of noise barrier for residents.

In conclusion I ask the Government to not proceed with the construction of this ill thought through second entrance to the Taverner's Hill light rail stop due to the negative amenity and safety impacts it will have on local residents and the wider community. If the Government still feels this station requires a second entrance to then it can easily utilize State Rail land in Beeson Street which is a safe street due to it being a cul-de-sac. But to further burden the already overburdened Hathern Street and the very stressed residents of it with an ill conceived pedestrian ramp with all the issues it will bring may eventually even lead to the loss of life.

Yours sincerely,

A handwritten signature in black ink, reading 'Jann Hews'. The script is cursive and fluid, with the first letters of 'Jann' and 'Hews' being capitalized and prominent.

Jann Hews

Diane Fajmon - Online Submission from Ian Kinsella (object)

155

From: Ian Kinsella <ian@kinsella.net.au>
To: Diane Fajmon <diane.fajmon@planning.nsw.gov.au>
Date: 15/11/2010 4:30 PM
Subject: Online Submission from Ian Kinsella (object)
CC: <assessments@planning.nsw.gov.au>

As a resident of Weston St, Dulwich Hill, I object to the proposed detour of the shared pedestrian and cycle path along Weston St.

The proposed detour raises significant safety issues for both pedestrians and cyclists, in particular at the intersection of Weston St and Old Canterbury Rd.

The project vision encourages the greater use of healthier and more sustainable means of transport including walking and cycling, yet the EA does not address this proposed detour. It therefore overlooks a number of key issues and impacting local residents and future users of the greenway.

Some of those issues are,

1. high usage - there is no forecast for patronage of the greenway and the effect of long term increased population density along the corridor.
2. safety for pedestrians and cyclists where the detour forces integration with road traffic and driveways.
3. increased noise impacts on local residents of a street with low existing ambient noise levels, where such impact would be considered cumulative with the increased noise from operation of the light rail at the rear of the properties sandwiched between the rail and the detour.

The EA does not address or account for these impacts and therefore could not satisfy the Requirements of the Director General for this project.

An Environmental assessment must be carried out on the impact of the proposed Greenway detour if the detour is to be seriously considered.

In addition there is little information available to adequately explain why the alternatives for continuing the greenway within the corridor may or may not be adopted.

I would expect NSW Transport would make every effort to overcome any obstacles to accommodate the Greenway shared pedestrian and cycleway within the light rail corridor in accordance with the original project scope and abandon the proposed detour along Weston St.

Ian Kinsella

Name: Ian Kinsella

Address:
24 Weston St,
Dulwich Hill

IP Address: mail3.qbt.com.au - 203.206.217.230

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

Diane Fajmon - Online Submission from [REDACTED] (other)

156

From: [REDACTED]
To: Diane Fajmon <diane.fajmon@planning.nsw.gov.au>
Date: 15/11/2010 4:45 PM
Subject: Online Submission from [REDACTED] (other)
CC: <assessments@planning.nsw.gov.au>
Attachments: 101115 DH LR comment on.pdf

see attachment.

PLEASE NOTE: You may publish the attachment but please keep my name confidential. My name is not on the attachment. Thank you.

Name: [REDACTED]

Address:
[REDACTED]
[REDACTED]

[REDACTED]

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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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Submission on Sydney Light Rail Extension Environmental Assessment October 2010

November 2010

Summary comment

1. My earlier submission (attached) is mostly still relevant. The following notes summarise key points which do not seem to have been addressed yet:
 - need for an integrated public transport network in the inner west;
 - need for the best possible interchanges to encourage transfer trips;
 - need for integrated fares and ticketing to encourage transfer trips.
2. It is not adequate to consider the light rail as an isolated piece of physical infrastructure (which is the general tenor of the public documents to date). Building it without attending to the other matters in an integrated way is setting the project up for failure.

The line should be part of an integrated public transport network

3. The light rail should be seen primarily as part of a complete network that promotes 'anywhere to anywhere' travel in the inner west – **not** merely as a new option for commuting to the city.
4. Anywhere-to-anywhere public transport requires –
 - a legible grid or spider's web of sufficiently frequent services;
 - good physical interchange arrangements and information services such as real time displays;
 - integrated, mode-neutral fares and ticketing which does not penalise interchange trips.
5. Inner west bus routes should be reviewed as part of the project. The aim should be a simpler network of more frequent services. A minor bus-bus interchange at Lewisham, obtained by small diversions of some nearby routes and possibly new cross-town routes, should be considered.

Need for convenient interchange facilities

6. The best possible interchange arrangements are essential to promote tram-train and tram-bus trips. There must be high priority to absolutely minimising interchange walk distance.
7. The EA document gives no confidence that this issue is being taken seriously.

No adequate train-tram interchange at Lewisham

8. At Lewisham no attempt is being made to provide useful train-tram interchange. Yet this, if it was encouraged, would probably be the most significant interchange movement on the line (eg from western trains to Pymont).
9. A light rail stop north of Longport St would admittedly have the problems of access and security that the EA notes. But it is unclear why the stop needs to be so far south of Longport St.
10. The better site would appear to be immediately south of Longport St, with opposite platforms, and ramps up to the street.
11. The longer term solution is to build a new island platform for the western local line (southern track pair) directly above the light rail, with a footway over or under Longport St to the light rail stop. If this is not done now the necessary easements should be made to preserve the opportunity to do it in future.

Keith Lane options not acceptable at Dulwich Hill

12. At Dulwich Hill, it appears that Keith Lane options are still being considered as a result of 'stakeholder concerns' (p.121) – presumably from Bedford Crescent residents.
13. It should be emphasised that Keith Lane options are quite unacceptable because of their very poor tram-train interchange.
14. With all due respect, the concerns of a dozen residents (if that is the issue), cannot be allowed to permanently cripple the effectiveness of a half-billion dollar city-changing project by stopping it 200 metres short of its obvious destination.
15. The design of the terminus should enable future extension to Wolli Creek using tram-train principles on the shared tracks of the goods line.

Inadequate consideration of bus-tram interchange

16. Bus-tram interchange is dismissed with the comment 'the scale of bus to light rail transfer is not considered great enough to warrant relocating existing bus stops' (p. 210) – with similarly complacent comments in the Traffic and Transport technical paper. This is not good enough.
17. Bus-tram interchange will certainly be insignificant if the project does nothing to make it convenient. The cost of making it convenient is trivial compared with the total project cost. There is simply no good reason not to do so.
18. If a 60 metre interchange walk can be turned into a 10 metre walk by relocating bus stops at trivial cost (for example, at New Canterbury Rd), it should be done. Similarly elsewhere.
19. At **Leichhardt North**, diverting buses via James St should be considered (this would mean opening the blocked end of James St to buses only).

20. At **Marion St**, the outward tram stop could easily be located south of Marion St, with the westbound bus stop immediately adjacent (this also gives better light rail access to Markettown).
21. At **New Canterbury Rd**, there should be new traffic lights at the road overbridge so that riders from inbound buses have direct access to inbound trams without having to walk in the wrong direction to access a stair to the Greenway under the bridge.

Problems for pedestrian safety on shared paths

22. There are places where the Greenway doubles as the main pedestrian access to the light rail stop (eg from south side of Parramatta Rd to Taverners Hill stop; from west side of New Canterbury Rd to Dulwich Grove stop).
23. This is unlikely to be safe. Cyclists may be travelling fast, and tram riders may not be expecting them.
24. Asking strollers and dogwalkers to share a path with cyclists is a quite different matter from asking public transport users, including the elderly, who are going about their daily business and focussed on making their connection.
25. The Greenway should be wider in these locations.

Need for integrated fares and ticketing

26. If and when Sydney introduces integrated mode-neutral public transport fares and ticketing without interchange penalty (which is urgently needed), the light rail must be included, with any arrangements needed to compensate the present owners.

Submission on Dulwich Hill light rail extension

June 2010

The light rail should be part of 'anywhere-to-anywhere' inner west public transport network

1. The light rail should be seen primarily as part of a complete network that promotes 'anywhere to anywhere' travel in the inner west - **not** merely as a new option for commuting to the city (critics have rightly pointed out that for that purpose only it would not be particularly useful).
2. Anywhere-to-anywhere use is the litmus test of a quality public transport system. Systems that are well used for anywhere-to-anywhere travel will have higher offpeak use relative to peak use and, therefore, better cost recovery (since extra offpeak or contrapeak riders can be handled at low marginal cost).
3. Anywhere-to-anywhere public transport requires –
 - a legible grid or spider's web of sufficiently frequent services;
 - good physical interchange arrangements and information services such as real time displays;
 - integrated, mode-neutral fares and ticketing which does not penalise interchange trips.
4. The following comments concern how the present project should be detailed to support these principles.
5. Getting the details right will require cooperation between the bus, rail and road authorities. This should be a test of the credentials of the new NSW Transport and Infrastructure as a coordinating authority.

Need to review inner west bus routes

6. Inner west bus routes should be reviewed as part of the project. The area is presently served by a confusing spaghetti of routes too many of which are indirect and infrequent (half hourly or less). Some key cross suburban routes are poorly served. The aim should be a simpler network of more frequent services.

Possible transport interchange at Lewisham

7. Redesigning inner west bus services could include a more significant transport interchange at Lewisham. This would be served by small diversions of nearby bus routes: (eg 413, 428, 461, 480,483), and possibly some new cross suburban routes.
8. Drawing a number of services together in this way can improve interchange options exponentially. On the other hand, diverting routes excessively to pass an interchange inconveniences continuing riders. The best arrangement needs thorough study as part of the general network review mentioned above.

9. If there is enough space it may be possible to build a short bus-only road beside the line from Old Canterbury Rd to Longport St or Parramatta Rd. This would greatly increase the potential for efficient bus routes passing a Lewisham interchange. If this is not done at present at least easements should be made to allow for it in future (this applies particularly to redevelopment of the flour mill site and the industrial land opposite).

Service frequency must match Cityrail

10. Timetable-free ('turn up and go') travel with interchange needs frequencies of at least five per hour. At lower frequencies connections should be timetabled if possible.
11. The suggested five per hour light rail service (GHD 2010:25) cannot connect well with four per hour Cityrail services at Lewisham and Dulwich Hill. This implies that the light rail service should be eight per hour to Lewisham and four per hour to Dulwich Hill (assuming that patronage does not justify eight per hour beyond Lewisham).¹

Need for convenient interchange facilities

12. The best possible interchange arrangements are essential. There must be high priority to minimising interchange walk distance. This means:

At Lewisham

- preferable, but expensive: build a new island platform for the 'local' (southern) track pair directly above the light rail line. If this is not affordable now, the design of the light rail should at least preserve the opportunity to do it in future.
- acceptable: extend the Lewisham platforms as far as possible westward (about 40 metres) and build a footway directly from the platform end over Old Canterbury Rd to the light rail stop.
- **not acceptable:** use the existing station entrance and streets.

At Dulwich Hill

- acceptable: Bedford Crescent option: light rail ramps up beside the Botany line tracks to stop beside the heavy rail station.
- **not acceptable:** Keith Lane option: light rail stops in the triangle short of the rail junction. This would provide poor access to Dulwich Hill station and very poor access to Dulwich shops and buses.

¹ In any case the patronage estimate (up to 9.6 million trips per year by 2026: GHD 2010:32) suggests that a basic five per hour service may not be enough to carry the load: see paragraph 22 below.

Interchange on bus routes

13. Bus stops must be relocated as necessary to absolutely minimise interchange walks. This should be regarded as a non-negotiable part of the project, and the cost of any necessary roadworks should be part of the light rail budget.

Offset platforms may give better interchange

14. There is no particular need for light rail platforms to face each other (as the GHD report seems to assume). Offset platforms may sometimes give better interchanges.
15. For example, at Marion St: if most interchanges are from inbound buses to inbound trams and vice versa (which seems likely), it would make sense to put the inbound stops (bus *and* tram) beside each other on the northwest corner of the intersection, and the outbound stops on the south east corner.² Similarly at some other places such as New Canterbury Rd.

Need for integrated fares and ticketing

16. If and when Sydney introduces integrated mode-neutral public transport fares and ticketing without interchange penalty (which is urgently needed), the light rail must be included.

Need for compatibility with future extensions

Possible suburban extensions

17. Light rail design should preserve opportunities for future extensions - for example to Drummoyne or Burwood, as has been suggested.³ This includes things like depot locations and sizes, and stop locations in relation to future junctions.
18. The obvious next stage of the light rail is to Wolli Creek, using tram/train principles on the shared lines. This would greatly improve tram/train interchange opportunities, in line with the principle of developing the network for anywhere-to-anywhere travel.⁴

Possible City extensions

19. Light rail takes up less space than the buses needed to carry the same load. It has strong potential to help reduce the serious bus congestion in the Central Business District.⁵

² However possible traffic to Leichhardt Markettown should be considered.

³ G. Glazebrook, *Designing a Thirty Year Public Transport Plan for Sydney*, 2009, p.56.

⁴ Using gauntlet track on the shared lines if light and heavy wheel/rail profiles are not compatible. The light rail could terminate at Wolli Creek at a bay inserted into a new island platform for the Illawarra/East Hills local (western) track pair.

⁵ Light rail, being guided precisely by the rails, has a narrower swept path than buses. The vehicles block intersections for less time than the equivalent buses. The ability to draw up to a platform

20. Confining the light rail to Sussex St wastes this potential. The government should be planning for other light rail routes more central in the CBD (presumably George, Pitt and/or Castlereagh). This requires political commitment to serious traffic control measures in the CBD so that light rail can operate efficiently.
21. Routes should be compatible with possible future extension to the south eastern suburbs, as has often been suggested (eg Bondi, Coogee, Maroubra, La Perouse).

Platforms should be long enough to allow for growth

22. The patronage estimates suggest that single 30m cars may not always be enough to carry the load.⁶ In any case future growth should be expected. Platforms should be long enough to allow for coupled cars, or at least should be designed to enable extension in future. This applies especially to the location of crossovers (for example at the Dulwich Hill terminus).

Pymont bypass tunnel should be planned

23. The project should preferably include a short tunnel to cut off the long loop through Pymont. If this is not affordable at present, at least the necessary easements should be made to preserve the opportunity to do it in future.
24. This would imply operating separate City-Pymont and City-Dulwich Hill direct services. The patronage estimate suggests that this would be viable.

References

GHD 2010: *Sydney Light Rail - Inner West Extension Study*, draft report 17 May 2010

precisely allows faster loading and unloading. The smoother ride makes a higher proportion of standing passengers tolerable, which allows planning for higher peak loads.

⁶ Patronage estimate up to 9.6 million trips per year by 2026: GHD 2010:32. With a basic five per hour fulltime service as suggested (say 200 services per day including both directions), this would indicate about 130 boardings per service **on average** – but this does not allow for peak periods.

Diane Fajmon - Online Submission from John & Sharon Favaloro of Resident & Member of Marion St Light Rail Committee (support)

From: John & Sharon Favaloro <favs5@bigpond.net.au>
To: Diane Fajmon <diane.fajmon@planning.nsw.gov.au>
Date: 15/11/2010 5:30 PM
Subject: Online Submission from John & Sharon Favaloro of Resident & Member of Marion St Light Rail Committee (support)
CC: <assessments@planning.nsw.gov.au>
Attachments: Syney Light Rail Submission - Favaloro.pdf

Submission Re Environmental Assessment ?
Sydney Light Rail Extension

We live in 97 Hawthorne Pde and our residence backs on to Hawthorne Canal which runs adjacent to the proposed Sydney Light Rail extension to Dulwich Hill.

We are generally supportive of the light rail proposal and are pleased to see the project team's commitment to listen to community concerns and make appropriate efforts to address these concerns. We have raised our concerns directly at forums and in a previous written submission and are happy to see that some of the community feedback has been taken on board. However, there are several concerns which we feel have not yet been fully addressed and for which we would like to see effective solutions that satisfy the needs of the local residents living along the corridor that will be mostly impacted.

At the most recent public forum at the Haberfield Centre on the 8th November 2010 with Verity Firth MP, Member for Balmain these concerns were raised by community members. We were impressed by the open, sincere and level headed approach and patience demonstrated by Verity and the Project team. We sincerely hope that the Project Team takes these concerns and issues on board and addresses them before any major construction commences in accordance with the proposed intentions communicated to date. Our concerns, comments and recommended solutions are outlined below.

1. Marion St Stop and Proposed shared Pedestrian and Cycle Bridge, Marion St: We support the Marion St North location. This stop should be supported with construction of a signalised pedestrian crossing rather than the existing island in the middle of Marion St which poses many dangers for pedestrians crossing Marion St trying to get across to Richard Murden Reserve from Hawthorne Pde Sth or the other way from the Reserve to Hawthorne Pde Sth. Many pedestrians are often trapped on the island in the middle of Marion St as cars streaming along Marion St and cars turning left from Hawthorne Pde refuse to allow pedestrians to cross the other remaining half of the street. We fear someone will get killed one day soon if a signalised pedestrian crossing is not installed as this traffic island is a ?death trap?. This need is supported by evidence of the railing on the island having being run down by vehicles several times in recent years.

We note that the EA suggests a pedestrian and cycle overpass over Marion St on the western side of the rail corridor citing an engineering issue as the reason. As passionately communicated by attendees at the public forum this is strongly opposed by the Hawthorne Pde residents living along the western corridor and it is recommended that any overpass be constructed on the eastern side adjacent to Lambert Park where there are no residential impacts. The western side is the residential concentrated side and an overpass will pose significant privacy and noise issues.

Advantages of an eastern side overpass are;

- ? Avoids oversight issues that would occur with any construction on the western side
- ? Avoids the need for removal of many long standing trees, some over fifty years old, and other valuable vegetation

along the corridor and Richard Murden Reserve where many native birds and animal life habitate.

? A heritage listed building on the western side of Marion St would not be severely affected.

? A western side overpass poses similar contentious issues that the previously suggested (now rejected) Marion Sth Station did.

For these reasons the overpass should be built on the Eastern side of the existing rail bridge where there are no residential or community impacts. The engineering issue on the eastern side can be overcome, but the residents and community issues cannot be addressed if the overpass goes on the west side and remains there long term as this would create a long term cause for ongoing complaints and representations from residents.

We are not persuaded that the western side does not pose similar engineering issues with steep gradient as does the eastern side, or that it would be a less costly option in consideration of the number of trees that would need to be removed on the western side and the resident objections that would result. Other factors to consider are:

? Access to an east side overpass is accessible from the Lords Road underpass avoiding any light rail pedestrian crossing;

? Resident and native wildlife impacts avoided

? Retaining the natural vegetation which has taken many years to what it is now provides a natural screen for residents.

? Safety issues addressed with pedestrians having the choice of either crossing safely at the lights or at pedestrian overpass bridge

? No impact on Richard Murden Reserve

? Direct link to proposed Darley Rd cycleway

? Reduces the risks posed by speeding cyclists sharing a pathway in Richard Murden Reserve as it will assist to better separate cyclists and pedestrians using the pathways

An eastern side overpass meets the objective of preserving and protecting bush care sites and the sensitive habitat for native fauna as well as meeting greenway objectives. Meeting Greenway objectives should not come at the risk of destroying natural habitats and exacerbating resident issues and concerns we describe above.

2. Commuter Parking: We don't feel commuter parking has been given appropriate consideration in light of the Lilyfield station experience. There is no doubt that resident parking will be significantly restricted with the increase of park and ride in residential streets near the new light rail stations. Without appropriately located commuter car parks in proximity to stations, streets such as Hawthorne Pde which are already stretched will be 'parked out'. Consideration should be given to the provision of commuter parking at the Leichhardt North stop, Hawthorne, Marion St and Parramatta Rd stations to avoid this situation.

3. Privacy and Noise Screening; Appropriate screening will be needed between Marion Street and Parramatta Road to protect residents' privacy and exposure to excess noise as this stretch of the light rail track is elevated and provides considerable oversight into residences on the western side. Privacy and noise barriers are recommended immediately adjacent to the track so that it doesn't impose on the green vegetation area and close residences below.

We hope that the feedback we have provided is of value to you. We are generally supportive of the Light rail proposal subject to our concerns being properly addressed. We hope the Project team and the Dept of Planning continue to work closely with the community and the residents in planning and implementing the project to ensure that issues and concerns are resolved to achieve the best possible outcomes for the project. Thank you.

NB: also attached as pdf doc

Yours sincerely,

John & Sharon Favaloro

Name: John & Sharon Favaloro

Organisation: Resident & Member of Marion St Light Rail Committee

Address:

97 Hawthorne Pde hHaberfield, NSW, 2045

IP Address: - 121.212.69.79

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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15th November 2010

John & Sharon Favaloro
97 Hawthorne Pde Haberfield

Email: favs5@bigpond.net.au
Mob 0418 244469

Submission Re Environmental Assessment - Sydney Light Rail Extension

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We note that the EA suggests a pedestrian and cycle overpass over Marion St on the western side of the rail corridor citing an engineering issue as the reason. As passionately communicated by attendees at the public forum this is strongly opposed by the Hawthorne Pde residents living along the western corridor and it is recommended that any overpass be constructed on the eastern side adjacent to Lambert Park where there are no residential impacts. The western side is the residential concentrated side and an overpass will pose significant privacy and noise issues.

15th November 2010

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15th November 2010

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Mob 0418 244469

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Yours sincerely,

John & Sharon Favaloro

Diane Fajmon - Online Submission from Andrew Somerville (support)

From: Andrew Somerville <somerville.andrew+plan@gmail.com>
To: Diane Fajmon <diane.fajmon@planning.nsw.gov.au>
Date: 15/11/2010 6:01 PM
Subject: Online Submission from Andrew Somerville (support)
CC: <assessments@planning.nsw.gov.au>

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I am in favour of the extension of the Light Rail to Dulwich Hill. It can not happen soon enough.
Please also consider extending Light Rail through the CBD from Central station to Wynyard Station and beyond.

Name: Andrew Somerville

Address:
700 Harris Street
Ultimo, NSW, 2007

IP Address: - 203.2.218.132

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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Diane Fajmon - Online Submission from craig bagley of n/a (support)

From: craig bagley <craig.bagley@sopa.nsw.gov.au>
To: Diane Fajmon <diane.fajmon@planning.nsw.gov.au>
Date: 15/11/2010 6:40 PM
Subject: Online Submission from craig bagley of n/a (support)
CC: <assessments@planning.nsw.gov.au>

159

I fully support the Sydney Light Rail Inner West Extension to Dulwich Hill and proposed Greenway as proposed in the EA, along with both the 'Arlington' and 'Waratah' Stops provided - as this will maximise the potential walking catchment for the new Light Rail line.

I am aware of a proposal to scrap the above two stops and combine them into one stop only at 'Hill St / Terry Rd' which I do not support. This move will potentially disadvantage some 1200 residents, such as myself and family, who live to the west of Arlington Oval or east of Dulwich Hill close to Old canterbury Rd. These areas contain some of the more dense housing in Dulwich Hill given the recent residential flat developments which have taken place in Williams parade and Constitution Avenue/ Denison Street.

Name: craig bagley
Organisation: n/a

Address:
64 Union St, Dulwich Hill 2203

IP Address: sydney66.lnk.telstra.net - 165.228.157.86

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

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

Powered by Internetrix Affinity

**Diane Fajmon - Re: BIKESydney submission to Sydney Light Rail Inner West
ExtensionEnvironmental Assessment**

160

From: David Borella <davidborella@googlemail.com>
To: <diane.fajmon@planning.nsw.gov.au>
Date: 15/11/2010 11:03 PM
Subject: Re: BIKESydney submission to Sydney Light Rail Inner West
ExtensionEnvironmental Assessment
Attachments: BIKESydney Submission to Greenway EA (15Nov2010).pdf

Hello Diane

Please find attached BIKESydney's submission to the Sydney Light Rail Inner West Extension
Environmental Assessment.

I will also tender this submission via the PlanningNSW website.

Please feel free to call should you have any questions.

Regards
David Borella
BIKESydney - Vice President
0416 055 266



PO Box M59 | Missenden Rd | Camperdown NSW 2050
www.bikesydney.org | ABN 95939852367
Tel +61 2 8213 2437

BIKESydney's submission to the Environmental Assessment of the
SYDNEY LIGHT RAIL INNER WEST EXTENSION

Application reference number: MP 10_0111
Attention: Diane Fajmon
Submission by email: diane.fajmon@planning.nsw.gov.au

15 November 2010

1. Introduction

This is a submission to the Sydney Light Rail Inner West Extension by BIKESydney.

2. Who we Are

BIKESydney is an incorporated not-for-profit community organisation that advocates on behalf of people who ride bicycles living and working in the City of Sydney local government area. We are affiliated with Bicycle NSW.

We seek to develop a city:

- in which riding a bicycle is part of everyday life;
- that is vibrant, healthy, productive, creative and robust;
- that values community, mobility, health, wellbeing, social equity and sustainability, and
- where people of all ages can make easy choices to ride a bicycle, walk and take public transport.

3. BIKESydney supports The Greenway

BIKESydney is in general, strongly supportive of the Greenway shared path scheme. The scheme will provide an excellent off-road, low-gradient and largely, grade-separated route for established and new cyclists.

BIKESydney endorses the proposed alignment of the Greenway from Dulwich Hill to the Taverners Hill Stop, but recommends an alternative alignment for that section of the Greenway north of the Taverners Hill Stop.

This submission proposes enhancements to the scheme with a view to further increasing the utility and financial return of the Greenway.

The two primary improvements BIKESydney is advocating for are:

- A grade-separated crossing over Marion St, and
- That the Greenway provide for an off-road connection to the City's CBD via the existing Lilyfield Tunnel.

This submission also proposes other improvements to the scheme.

4. Marion St - Grade-Separated Crossing

BIKESydney strongly recommends the design of the Greenway be amended to incorporate a grade-separated (rather than an at-grade) crossing over Marion St. This would be most simply achieved by having the shared path retain its elevation at rail-level north of Taverners Hill Stop. The cost of such a grade-separated crossing would not be prohibitive in the scheme of the budget (the Greenway costing already includes five tunnels and two bridges). This strategy would return significant benefits to pedestrian and cyclist safety, and would remove the significant barrier to prospective cyclists of having to negotiate motor vehicle traffic (which is most often quoted as the reason for not taking up cycling).

Conversely, the concern of local residents about the loss of privacy that would result from an elevated path over Marion St is ill-founded given the very generous tree-planting that is proposed for this area.

5. Greenway Connection to the CBD

From the outset, BIKESydney recognises that having the Greenway shared path extend to connect to the CBD via Anzac Bridge/Glebe Island Bridge Swing Bridge is beyond the Project's scope. However, we do not see this technicality either being insuperable or as cause for abandoning this very significant opportunity. The benefits of providing such a "CBD Link" would far outweigh the benefits of upgrading the path to Iron Cove, which in any case, is largely already adequate for recreational and casual cyclists.

So significant is the importance of this potential link, that the Greenway project must *facilitate* this connection even if it can't itself take carriage of delivering it. The *existing* on-road connection to the city via Lilyfield Rd presents significant obstacles for cyclists such as steep gradients (Lilyfield Rd, the Victoria Rd footbridge which is not designed for bicycles,

Anzac Bridge), high-speed traffic and car door zones. This is evidenced by the lack of children using the route.

A relatively flat, off-road connection between the northern end of the Greenway (Iron Cove) and the western approach to the CBD via either Anzac Bridge or the Glebe Island Swing Bridge would be very strongly supported by the cycling community and one which cycling advocates will be campaigning heavily for. (That Leichhardt Council is dedicating its own money to building a bridge over Hawthorne Canal is strong evidence that they recognise that the primary cycling desire line sits east and not west of the Hawthorne Canal at its northern end.) The existing Rozelle Goods Line rail corridor is near ideal for this purpose and presently sits unused and "shovel-ready".

The NSW State Plan sets a target of five per cent travel by bike across Sydney by 2016 for all trips less than 10 kilometres (NSW State Plan, p64).

A targeted goal of the Metropolitan Transport Plan is the "...completion of the highest priority missing links in the "Sydney Strategic Cycleway Network" (Transport Plan, p29).

Once connected, this "CBD Link" will serve as one of the most significant cycling trunk routes south of the Harbour, connecting suburban Sydney to the CBD less than 10km away. Currently, the city accommodates approximately 600,000 people per day, the vast majority of whom arrive to the city by motorised transport. This future trunk route will provide the potential for significant mode-shifting from motorised vehicle trips to active transport in volumes that will not be easily achieved by other routes or projects. The goal of achieving the State Government's Bike Plan's target of 5% of all trips of less than 10km being taken by bicycle by 2016 will be very well served by evolving such trunk routes.

BIKESydney understands that it was primarily because of the width restrictions of the Lilyfield rail tunnel that the city end of the Greenway shared user path was not extended to follow the alignment of the rail line toward the city. The Lilyfield tunnel is wide enough only to accommodate the two light rail tracks, and not also the shared path. The provision of a continuous Greenway through the Lilyfield Tunnel would require either significant excavation to widen the tunnel or the reduction of the light rail provision to a single-track line for a short section.

BIKESydney is strongly in favour of providing a short section of single-track light rail so as to accommodate the north-eastern continuation of the Greenway shared path from the Leichhardt North Stop to the Lilyfield Stop. This is common practice around the world and would result in very little impact to the level of service provided by the light rail. Tellingly, Transport NSW has not provided evidence that such a short single-track section would manifest in any meaningful decrease in its level of service.

Further, the safety of the shared path users of the Lilyfield tunnel would be easily managed by deploying appropriate lighting and security cameras. The tunnel provides full visibility from one end to the other.

It is vitally important that the Greenway proposal consider its impact and potential influence on this "CBD Link" corridor, which, soon after the opening of the Greenway will encourage a significant increase in cycling traffic.

6. Other Recommendations for Improvement to Design

Wayfinding

Wayfinding signage indicative of how the Greenway path connects to local cycling networks should be provided in accordance with the NSW Bicycle Guidelines.

Bicycle Parking

Bicycle parking facilities should be provided at each stop so as to encourage inter-modal travel. The provision of bike parking at Leichhardt North stop will be particularly relevant given the anticipated demand from some City-bound cyclists who will likely wish to avoid having to cycle up the steep gradients of Lilyfield Rd, the Victoria Road shared user bridge and the Anzac Bridge shared path.

Light Rail to Convey Bikes

The Light Rail Vehicles (LRVs) used for the light rail line should provide easy access to allow bicycle users to board and disembark with their bike. The light rail carriages should also be fitted with bike racks or hooks which will facilitate the carriage of bikes on the light rail system.

Minimising Conflict between Cyclists and Off-leash Dogs

The design of the scheme must include measures to minimise (ideally, prevent) conflict between cyclists and dogs from the off-leash area in Hawthorne Reserve.

Provision of Budget for Auxiliary Infrastructure

The effectiveness of pedestrian and cycling infrastructure of this scale is often unnecessarily curtailed for the lack of properly designed supporting or auxiliary infrastructure. In executing this proposal, the State Government should provide a budget for incidental items required to develop existing adjoining paths and corridors to the appropriate standard, eg, kerb ramps or lighting required for connecting paths, additional refuges and crossings, or drainage required to remove the opportunity for ponding.

Conclusion

BIKESydney is a stakeholder of the proposed Sydney Light Rail Inner West Extension, and is generally strongly supportive of the proposed scheme.

BIKESydney endorses the proposed alignment of the Greenway from Dulwich Hill to the Taverners Hill Stop, but recommends the following two primary improvements for the section of the Greenway north of the Taverners Hill Stop:

- A grade-separated crossing over Marion St, and
- That the Greenway provide for, or at least facilitate, an off-road connection to the City's CBD via the existing Lilyfield Tunnel.

Yours sincerely

David Borella
BIKESydney - Vice President

email: cityride@bikesydney.org
web: www.bikesydney.org

Diane Fajmon - Online Submission from Christopher Yu (support)

From: Christopher Yu <c_yu@optusnet.com.au>
To: Diane Fajmon <diane.fajmon@planning.nsw.gov.au>
Date: 15/11/2010 8:06 PM
Subject: Online Submission from Christopher Yu (support)
CC: <assessments@planning.nsw.gov.au>

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I support the single merged stop and specifically oppose the individual Arlington and Waratah Mill stop. I also support keeping the Green Way within the light rail corridor & oppose a detour on Weston Street

Name: Christopher Yu

Address:

27/2 Williams Parade, DULWICH HILL NSW 2203

IP Address: d114-78-65-229.riv17.nsw.optusnet.com.au - 114.78.65.229

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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Diane Fajmon - Online Submission from Lucille McKenna of Councillor, Ashfield Municipal Council (support)

162

From: Lucille McKenna <lucille.mckenna@bigpond.com>
To: Diane Fajmon <diane.fajmon@planning.nsw.gov.au>
Date: 15/11/2010 9:57 PM
Subject: Online Submission from Lucille McKenna of Councillor, Ashfield Municipal Council (support)
CC: <assessments@planning.nsw.gov.au>

SYDNEY LIGHT RAIL ? ENVIRONMENTAL ASSESSMENT SUBMISSION TO NSW DEPARTMENT OF PLANNING

There is considerable support for the extension of the light rail as proposed. In my role as a councillor for Ashfield Council I have spoken to many residents about the proposal and there are two issues which are of concern to me and the residents of Ashfield.

MARION STOP

I support the location of the Marion Stop on the northern side of Marion Street.

Both the signalised pedestrian crossing and the overpass should be constructed as part of the project. However, the overpass should be on the eastern side of the existing rail bridge at Marion Street. This can be achieved by utilising the underpass at Lords Road Leichhardt to move the path from the western side to the eastern side of the corridor.

The alternative scheme for the overpass included in the EA is very intrusive and will result in the removal of trees within the corridor and in Richard Murden Reserve.

Ashfield Council area is deficient in parks and cannot lose and parkland or significant park trees.

During the initial consultations, Transport NSW had developed options for the Marion Street stop to be either side of Marion Street. The concern from residents of Hawthorne Parade south of Marion Street in relation to loss of trees has been acknowledged and the station now proposed must not result in loss of trees.

In response to community demand for an overpass at Marion Street, an overpass is now proposed on the western side of the rail bridge. Transport NSW proposal is commendable and demonstrates its commitment to follow through on community suggestions. However, the proposal in its current form reintroduces similar concerns raised by Hawthorne residents over the proposed stop location south of Marion Street.

Transport NSW has developed the shared pedestrian cycle path on the western side of the whole corridor. This was done to avoid at grade crossing of the light rail. It appears that it has applied this principle to the proposed Marion Street overpass and the planners were unaware of the existence of the Lords Road underpass.

Using the underpass will eliminate any at grade crossing of the light rail. There is another underpass north of Marion Street (between Loftus Street and Darley Road) that could be used to gain access to the dog-off-leash area and Richard Murden Reserve.

There would then be no impact on Richard Murden Reserve as there would be no need for a bridge over Hawthorne Canal at Marion Street;

The path would link directly to Leichhardt Council's proposed Darley Road cycleway providing direct access to Leichhardt North stop which could become the primary cycle-and-ride stop; and greater separation of city based cycling commuters from recreational cyclists and those wanting to enjoy the Greenway.

SHARED PEDESTRIAN AND CYCLEWAY IN RICHARD MURDEN RESERVE

The design of the proposed shared pathway in Richard Murden Reserve along the edge of Hawthorne Canal needs to be reconsidered. It is presented in the EA as a straight path.

The existing path meanders through the reserve and there is minimal conflict between cyclists and pedestrians.

The community is concerned that the new path will cause conflicts that will have a detrimental impact on those wishing to use the reserve for passive recreation. The long, flat, straight stretch will encourage cyclists (particularly those commuting) to travel at speeds that will intimidate other users of the path and may result in accidents at the intersections with the paths to the bridges over Hawthorne Canal.

This is exacerbated by the proposal to have the Marion Street overpass built on the western side of the rail bridge and funnelling all users of the shared path onto Richard Murden Reserve. Moving the overpass to the east of the Marion Street bridge provides for greater disbursement of cyclists and pedestrians.

Name: Lucille McKenna

Organisation: Councillor, Ashfield Municipal Council

Address:

69 Dobroyd Pde
Haberfield
NSW 2045

IP Address: cpe-58-164-53-75.inse5.ken.bigpond.net.au - 58.164.53.75

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

Powered by Internetix Affinity

Diane Fajmon - MP10_0111 Att: Diane Fajmon

From: "Palmer, Deborah" <Deborah.Palmer@transport.nsw.gov.au>
To: "plan_comment@planning.nsw.gov.au" <plan_comment@planning.nsw.gov.au>
Date: 15/11/2010 1:03 PM
Subject: MP10_0111 Att: Diane Fajmon

163

Dear Diane

I have spoken with Mr Jay Plohman of 53 Windsor Road, Dulwich Hill, NSW 2203 earlier today. Mr Plohman is unable to make a submission in time to meet the 5pm close of submissions today for the Inner West Light Rail Extension Environmental Assessment. Mr Plohman has asked that my record of our conversation be forwarded to the Department of Planning as a submission.

Mr Plohman's comments are:

- In support of the Inner West Light Rail Extension
- Would like to see both the Arlington and Waratah Mills stops retained as part of the scope of the project
- The Arlington and Waratah Mills stop locations are conveniently located for Mr Plohman who has difficulty with mobility
- Removing either of the stop locations would make it more difficult for Mr Plohman to access the light rail
- The light rail is a great boom for the area - there is little public transport in the area currently.

Kind regards

Deborah Palmer
Stakeholder and Community Engagement
Infrastructure Division
Transport NSW

Phone: 8238 2700
Email: deborah.palmer@transport.nsw.gov.au
Web: www.transport.nsw.gov.au
Project information line: 1800 636 910

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Diane Fajmon - MP10_0111

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From: lightrail <lightrail@transport.nsw.gov.au>
To: "plan_comment@planning.nsw.gov.au" <plan_comment@planning.nsw.gov.au>
Date: 15/11/2010 1:06 PM
Subject: MP10_0111
Attachments: Nick Chapman - comments on light rail EIA 11 Nov 10.doc

Please see below email seeking that submission to Inner West Light Rail extension Environmental Assessment be forwarded to the Department of Planning.

Light Rail Team

From: Liz Newton [mailto:liztherower@talktalk.net]
Sent: Sunday, 14 November 2010 11:11 PM
To: lightrail
Cc: Nick and Marcia Chapman
Subject: comments on Sydney Light Rail Extension - stage 1 - Environmental Assessment Report

Dear Sir/Madam

Please find attached my comments on the Environmental Assessment Report for the Sydney Light Rail Extension – Stage 1.

I would be grateful if you could include this in the submissions which you have received to date, or forward this email through to the relevant assessment officer in Dept. Planning who is responsible for the Light Rail submissions report..

Am sending these comments to you from an email address in the UK and hopefully it will come through.

Regards

Nick Chapman

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Nick Chapman
1 Ramsay Street
Haberfield 2045

13 Nov. 2010

Dear Sir/Madam

Comments on Sydney Light Rail Extension – stage 1 – environmental assessment

Section A - General comments

1. **Integrating Light Rail and GreenWay** - Support the balanced approach which has been adopted in the EIA report and the genuine efforts to accommodate the GreenWay and maximize synergies and community/environmental benefits by integrating Light Rail and GreenWay. All very positive. Keep it up!
2. **Consultation** - Community consultation approach during the EIA has been excellent in my view.
3. **Change name of Taverners Hill station** – strongly recommend replacing the name Taverners Hill Station with Battlebridge Station, as the latter has been used for well over a century to describe where Parramatta Road crosses Hawthorne Canal. Also, Taverners Hill precinct is 0.75km uphill along Parramatta Road (see UBD) and it could be confusing for light rail users and local residents.
4. **Graffiti management** – There is a graffiti problem in parts of the GreenWay and the light rail will be a “target”. Need a smart and comprehensive graffiti management plan (not just rely on CCTVs). The plan should be developed with partners eg Councils, Sydney University, local high schools, RailCorp and contain a mix of strategic and operational considerations eg legal walls, schools liaison, youth engagement, street art competitions etc.
5. **Common ticketing & pricing**: Although this is outside the scope of the EA, it’s a vital issue in terms of general acceptance of the Light Rail as a viable public transport alternative and encouraging patronage. Need to work v. hard on having a ticket price in line with heavy rail equivalents, with decent discounts for school kids/students. The success of the Light Rail will be significantly undermined if this price parity is not achieved, in my view.
6. **Value capture around the stations** – Construction of the new stations provides an excellent opportunity to initiate some FSR incentives in LEPs in the areas around the new stations to encourage appropriate redevelopment which would, in turn, fund GreenWay improvements and

operations, eg via s94 funding or Voluntary Planning Agreements. This is more of a council responsibility.

7. **Connecting the GreenWay/Light Rail to local streets:** - Ideally we need an Active Transport Masterplan or a set of demonstration sites which clearly facilitate good, safe bike and walking access and connections to the GreenWay. One important location is the Lords St crossing of Hawthorne Canal, which connects Summer Hill North and Haberfield to Leichhardt (Precinct 8), via a pedestrian footbridge across the Canal/GreenWay. Some traffic calming and or street scape improvements on the approaches to this crossing (eg Lords St., Hawthorne Parade, Sloan Street) would greatly improve the safety along a route which is used by a lot of school kids heading East to Kegworth PS or West to Summer Hill Station and Parramatta Road bus stops.
8. **Transport Access Guide** – a whole of GreenWay TAG would be useful to have from the start of Light Rail operations.

Section B - More specific comments

9. **Governance (section 6.2.2)** – There is a critical need for a good governance model to run the GreenWay and Sydney Light Rail stage 1 extension in an integrated fashion. The model would need to involve at least 5 state agencies (Transport NSW, RTA, Sydney Water, NSW Commerce, Energy Australia), the 4 local councils, GreenWay groups and community representatives. The model needs to be scoped, agreed and funded (I believe) as part of the Light Rail project (not afterwards). A place management approach is advisable (with dedicated place management staff). The future success of the Light Rail service (and the number of passengers who use it) will depend on the entire GreenWay Corridor /Light Rail being run in an effective, consistent and collegiate way – a genuine “whole of government” approach is required. Need to set the model/entity up now to ensure that State Government/community gets the best return on its investment in the medium to long term.
10. **Design guidelines (section 17.1.5 -p368)** – Strongly support the need to develop some comprehensive design guidelines which can be incorporated in council DCPs, master plans or as part of a SREPP. They need to properly spell out how to manage the interface between the light rail corridor and the surrounding built and open space areas, particularly in the vicinity of the new stations. Guidelines need to consider public domain treatments, safer by design, street furniture, signage, appropriate landscaping, proper set backs, linkages with local streets, integration of exiting open space with existing or proposed pedestrian links to stations, public/community art, standards for commercial advertising etc. The guidelines can be used by State Government and councils when assessing future development proposals next to the Light Rail/GreenWay.
11. **Marion Street grade separation (section 6.4.1 – p121)** : The point where the GreenWay crosses Marion Street is already the busiest road crossing in the entire GreenWay and, post construction of the GreenWay, will become much more heavily used. Traffic on Marion St is severe at peak times and a signalized at-grade crossing would exacerbate traffic congestion and encourage rat running in adjoining local streets (eg Hawthorne Parade) and poor driver behavior. Strongly recommend “biting the bullet” and putting in grade-separation from the outset.

10. **Operational noise (p250)** - Has there been consideration of noise impacts being heightened because the most of the Northern section of the rail line is raised on an embankment? Has this been taken into account in modeling? Would recommend use of rail noise dampers adjacent to the residential areas.
11. **Public art (p319)** To be encouraged as much as possible and done with a focus on community consultation/participation. The Lords Road Road mural/mosaic in Leichhardt (Hawthorne Canal) is a good example of what can be achieved. As well as a Public Art Strategy, need a budget and a staff member to make it happen in collaboration with stakeholders eg GreenWay Steering Committee, local schools/colleges, councils, RailCorp muralist.
12. **Visual impacts (p307)** Absolutely endorse the statement that the establishment of new stations provides an opportunity to improve the urban design qualities of the Light Rail/GreenWay corridor. Some potential stations eg Taverners Hill, would really benefit from this approach.
13. **Compensation bush sites (section 13.4 – p 134)** These need to be carefully sited so that they are viable and enhance the biodiversity potential of the Corridor. Need to avoid the temptation to establish them wherever there happens to be some available land. Needs to be thought through in close consultation with IWEG, councils.
14. **Water sensitive urban design (pps 143, 178)** To be encouraged at every opportunity. Often there is no extra cost, it's just a different way of addressing conventional storm water system improvement needs eg tree pits, grass swales.
15. **CPTED, lighting, signage** – this is a critical area. If we get it right then pedestrian activity and Light Rail patronage will be maximized, thereby generating social cohesion, community safety and activation – all of which are a good thing for local residents and users of the Light Rail and GreenWay. A sophisticated, well thought out, consultative and well funded approach is essential to the success of the Light Rail in the short to long term.
16. **Assessment of big development sites (section 17.10 – p410)** This is a very important consideration. Need to develop an MoU or similar between Transport NSW, DoP and local councils about how best to assess major (Part 3A) development proposals adjacent to the GreenWay eg Mungo Scott Flour Mill redevelopment to maximize benefits to the Light Rail/GreenWay and minimise impacts. A sophisticated, holistic, precinct-based and integrated approach is required by the planning authorities when assessing these big DA's and this needs to be flagged up front, as a part of the Light Rail Submissions Report.
17. **Heritage interpretation/signage (p273)** The development of a comprehensive Heritage Interpretation Strategy and Implementation Program (with budget) is a priority in my view. It will help engage the broader community in the GreenWay through local history, which is typically of greater interest to the community compared to bush regeneration or cycling.

Thank you for the opportunity to submit these comments.

Nick Chapman

15th November 2010 - Reference MP 10_0111

Sydney Light Rail Environmental Assessment Submission

To Transport NSW, The Department of Planning, Mrs Diane Fajmon and Mr Tim Parker,

I am writing to you today with my submission on the Environmental Assessment that has just been released for the Inner West Light Rail Extension.

I would like to extend my full support behind the Marion street stop now being proposed for the northern side of Marion Street. It is fantastic to see that community concern and opinion has been taken into consideration.

My main area of concern is the proposed pedestrian and cycle bridge over Marion Street as described in the alternatives schemes within the project. I feel that environmental impacts would again be a major issue with the potential removal of a large number of established trees in the area. This was raised as a major issue the initial proposal of the light rail stop on the southern side of Marion Street. Allowing the pedestrian and cycle bridge over Marion Street to go ahead, would constitute the same issue's and concerns as previously raised with the actual light rail stop itself.

I fully support the proposed signalised lights as the preferred option at Marion Street.

Kind regards

Greg Davis

115 Hawthorne Parade

Haberfield 2045

0400 966 745

Diane Fajmon - Light Rail Extension MP10_0111

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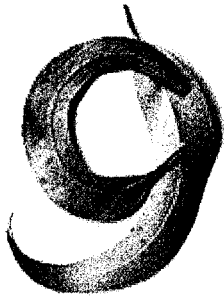
From: Lauren McIver <LaurenM@ashfield.nsw.gov.au>
To: <plan_comment@planning.nsw.gov.au>
Date: 15/11/2010 3:42 PM
Subject: Light Rail Extension MP10_0111
CC: Vanessa Chan <VanessaC@ashfield.nsw.gov.au>, Stephen Joannidis <StephenJ@ashfield.nsw.gov.au>
Attachments: GreenWayUSPSubmissionMP 10_0111.pdf

Attn: Diane Fajmon

On behalf of our General Manager, Vanessa Chan, please find attached the GreenWay Sustainability Project's submission on the Inner West Light Rail Extension and GreenWay Project proposed by Transport NSW.

Ashfield is the lead Council for this Project which also includes Leichhardt, Marrickville and Canterbury Councils.

Kind regards
Lauren



Lauren McIver
Project Manager
GreenWay Sustainability Project

T: (02) 9716 1814
M: 0401 142 753
laurenm@ashfield.nsw.gov.au
www.greenway.org.au
260 Liverpool Rd Ashfield NSW 2131

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Attention: Diane Fajmon
Department of Planning
Application reference number: MP 10_0111
By email: plan_comment@planning.nsw.gov.au

Tuesday, November 09, 2010

Dear Ms Fajmon

**Re: Submission on Sydney Light Rail Inner West Extension –
Project Application**

Ashfield Council is the lead Council for the GreenWay Sustainability Project, a \$1.83 million partnership between Ashfield, Leichhardt, Marrickville and Canterbury Councils focussed on the Cooks River to Iron Cove GreenWay and funded by the NSW Government through its Environmental Trust. The Project has been running since 2009 and will conclude in March 2012.

Key objectives for the Project include developing a best-practice, sustainable governance model for the GreenWay, improving urban biodiversity and promoting and facilitating active transport.

In its role as the lead partner, Ashfield Council has been working closely with the partner Councils, the community and Transport NSW in relation to integrating the GreenWay with the light rail project.

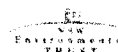
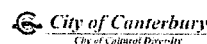
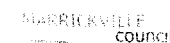
The GreenWay Sustainability Project has reviewed the Environmental Assessment for the Sydney Light Rail Extension including the GreenWay and requests consideration of a range of comments and issues raised in the following submission.

1. The four partner Councils strongly support the inclusion of the GreenWay in the scope of works for the Inner West Light Rail Extension, especially in relation to the new shared pedestrian and

Ashfield Council
260 Liverpool Road
Ashfield NSW 2131
PO Box 1145
Ashfield NSW 1800
T: (02) 9716 1814
greenway@ashfield.nsw.gov.au

www.greenway.org.au

Working towards a recognisable environmental, cultural and non-polluting transport corridor linking the sub-catchments of the Cooks River and Iron Cove



2. The GreenWay Sustainability Project is currently finalising the *GreenWay Revegetation & Bushcare Plan* in consultation with the four partner Councils and community stakeholders, including the Inner West Environment Group (community bushcare group). This Plan clearly outlines the biodiversity and bushcare objectives for the GreenWay as a wildlife and habitat corridor for native flora and fauna. The Plan includes appropriate plant species which should be used for all landscaping, revegetation and bushcare work in the GreenWay. The Plan also indicates specific sites which should be established to contribute to the goal of creating an important green corridor in Sydney's Inner West.
Transport NSW have indicated that this plan will be used as a guiding document for future bushcare and revegetation activities.

The Project therefore requests Transport NSW provides a clear and more formal commitment on how they will utilise this Plan, and once the Revegetation & Bushcare Plan is finalised, that Transport NSW indicates which new bushcare sites it will implement as part of the Inner West Light Rail Extension, and a timeline for these activities. These activities to be in consultation with local Councils and other GreenWay stakeholders including the Inner West Environment Group.

3. The GreenWay Sustainability Project has more than \$150,000 worth of grant funds allocated to establishing new bushcare sites utilising contractors and volunteers. The expenditure of these funds within the project's timeline will require some access to the rail corridor during the construction phase. The Project therefore requests that Transport NSW arrange for access to areas of the corridor not being utilised for construction to commence new bushcare sites.
4. The maintenance of existing community bushcare sites in the rail corridor at Dulwich Hill remains a key area of concern for community groups. The GreenWay Sustainability Project therefore requests that as per arrangements being made in the early works phase, that supervised access to the rail corridor be granted for bushcare work during the construction phase.
5. The Project has more than \$100,000 allocated to signage and way-finding for the GreenWay, and has developed a visual identity and

branding guidelines for the GreenWay. The Project requests consideration and a response from Transport NSW as to how the grant activities such as these can be integrated with the project being undertaken by Transport NSW.

6. The following issues relating to ecology and biodiversity have been identified by the GreenWay Sustainability Project:

6.1 Remnant vegetation

Sources:

- NSW Light Rail Extension, Stage 1 – Inner West Extension, Volume 2, Technical Reports. Technical Paper 4, Ecology, Pages 17 and 32
- Biosis Report, Preliminary Ecological Assessment, page 39, plate 9
- Environmental Assessment, Volume 2, Technical Paper 4, Ecology, page 53.

Clarification is necessary regarding the existence of remnant vegetation within the corridor. Areas of remnant vegetation are referred to within the Assessment on page 17 under heading 3.4 Survey and on page 32 under the heading 4.2.1.4 Dulwich Hill and Lewisham. In the original Biosis report there is a plate 9 on page 39 titled "Sandstone cutting to south of rail lines with *Gleichenia dicarpa* and remnant vegetation on shale ledge above cutting". This plate depicts an area north of New Canterbury Road that has been identified in previous studies as an area of remanent vegetation of the Sydney Turpentine-Ironbark community.

These studies have also concluded that significant areas of remnant vegetation are located within the Bankstown rail corridor between the Dulwich Hill and Hurlstone Park stations and north of the New Canterbury Road overbridge on the western embankment (GreenWay Sustainability Project 2010). These are small remnants comprising of Sydney Turpentine-Ironbark Forest.

The aforementioned findings seem to be in conflict with the statement contained in the Environmental Assessment, Volume 2, Section 5.1 ("Threatened ecological communities - No remnants of these or any other Threatened ecological community has been recorded within the study area during previous surveys or during the current survey").

This is of major concern due to the fact that this area is subject to the construction of a proposed bike path and any works within this area should be subject to the legal requirements associated with altering remnant vegetation.

Recommendation: Confirm the classification of remnant vegetation and ensure it is consistent across all documentation and appropriate investigation/ procedures in place. If area is classified as remnant it is preferable that the GreenWay Trail pathway doesn't interfere with this remnant

6.2 Threatened Species habitat -Critical habitat areas

Source: Volume 2, Technical Reports, Technical Paper 4, Ecology, Appendix A

The report is correct in stating that no critical habitat has been declared for the Long-nosed Bandicoot in inner western Sydney population and therefore no critical habitat will be affected by the project. However, all habitats in the suburbs of Petersham, Lewisham and Dulwich Hill can be considered important to the survival of this endangered population.

Areas for habitat that are crucial to the survival of the endangered population of Long-nosed Bandicoot have been identified by Marrickville Council and are included within the Council's planning instruments.

Recommendation: Further consideration of important habitat in the Inner West is required.

6.3 Positioning of bushcare sites

Source: Volume 1

Within the document there is a number of "future bushcare sites" denoted. Further detail is required to clarify the selection criteria used to identify these sites.

Recommendation: The GreenWay Sustainability Project is currently developing a *GreenWay Revegetation & Bushcare Plan* in consultation with GreenWay stakeholders. This will include an Action Plan for new bushcare sites, some of which can be funded by the GreenWay Sustainability Project. The Project would hope that Transport NSW will

use this document to confirm location of new bushcare sites in consultation with GreenWay stakeholders, including Councils and the Inner West Environment Group.

6.4 Habitat

Source: Volume 1, Chapter 13 Ecology, Section 13.4 Management of Impacts (page 293)

Under the heading "Management of the mitigation process" the report states that prior to construction, vegetation clearing protocols will be included within the flora and fauna management plan. In Table 13.4 under the heading "Weeds" there is no consideration of the temporary loss of habitat incurred as a result of large scale weed removal. Clearing of vegetation followed by planting, as detailed within the report as a mitigation measure presents a considerable lag time in the restoration of habitat. The community concern regarding this issue has been identified and repeatedly reported to the GreenWay Team.

Recommendation: In line with bush regeneration best practice it is strongly urged that increased consideration is afforded to the gradual staging for weed removal so as to more appropriately address continued provision of habitat. This has been the approach historically adopted by volunteer bush regeneration groups within the GreenWay through out the history of community volunteer bushcare works. The Flora & Fauna Management Plan being prepared by Transport NSW should address this.

6.5 Contaminated lands

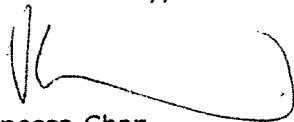
Within the GreenWay, contaminated industrial waste such as asbestos has been found. Soil testing for contamination is recommended before any new bushcare sites are established. Waste that should be tested for includes asbestos, heavy metals, diesel, and any other material that could affect the health of volunteers and professional bush regenerators working on the site. Appropriate remediation of the site must be undertaken by suitably qualified personnel, and no bushcare volunteers or contractors should access the site until it has been remediated. All material must be disposed of appropriately.

Recommendation: The Project requests Transport NSW clarify its intent for soil testing and remediation of contaminated sites.

Thank you for the consideration of these issues.

The four Councils reiterate their strong support for the Cooks River to Iron Cove GreenWay and the inclusion of the GreenWay in the scope of works for the Inner West Light Rail Extension.

Yours sincerely,

A handwritten signature in black ink, appearing to be 'V. Chan', with a long, sweeping horizontal stroke extending to the right.

Vanessa Chan
General Manager
Ashfield Council

Diane Fajmon - ATTN: Diane Fajmon RE: Application Ref No: MP 10_0111

From: Adam Finch <adamwfinch@gmail.com>
To: <plan_comment@planning.nsw.gov.au>
Date: 15/11/2010 5:32 PM
Subject: ATTN: Diane Fajmon RE: Application Ref No: MP 10_0111

167

Dear Diane Fajmon

My preference is that the Greenway and associated bicycle path be safely enclosed within the Light Rail corridor along the length adjacent to Weston St, Dulwich Hill, and NOT detour the bicycle path up Weston St.

Regards

Adam Finch
Owner/occupier 49 Weston St, Dulwich Hill NSW 2203

Diane Fajmon - MP 10_0111

168

From: "Peter Whiteley" <munimula@bigpond.com>
To: <plan_comment@planning.nsw.gov.au>
Date: 15/11/2010 6:01 PM
Subject: MP 10_0111

Attn Diane Fajmon,

I would like to add my support to the concerns and suggestions made by Ian Whiteley in respect to the current plan for the light rail and cycleway.

More time needs to be given to address concerns of affected residents.

Sincerely

Peter Whiteley

169

From: "Mathias Rogala-Koczorowski" <kcwrwsk@aapt.net.au>
To: <plan_comment@planning.nsw.gov.au>
Date: 15/11/2010 6:33 pm
Subject: Application reference number: MP 10_0111 At: Diane Fajmon
Attachments: SLREsubadd.doc; SLREsubmission2.doc

Application reference number: MP 10_0111
Attention: Diane Fajmon

Dear Ms Fajmon,

I left out something important I meant to say. I have submitted it to you as a separate P.S. (SLREsubadd.doc) and as a revised complete submission (SLRESubmission2.doc). I hope you can include it.

Thank you, Mathias

Mathias Rogala-Koczorowski,
1 Short St., Dulwich Hill NSW 2203, Australia
61 2 95601400

SUBMISSION TO DEPARTMENT OF PLANNING RE LIGHT RAIL EXTENSION TO THE INNER WEST ENVIRONMENTAL ASSESSMENT

15.11.10

As the proprietor of 1 Short St., Dulwich Hill, my worst fears have been confirmed by the Environmental Report on the project. My property is one of a handful that have been identified as being expected to suffer noise levels exceeding the target range and in potential need of noise abatement measures. In fact, mine is the second worst affected, after my neighbours over the road. I quote extracts of the Report:

Exceedances of the operational noise goals have been predicted at seven residential locations between the Lewisham West and Arlington stops as summarised in Table 47. These noise levels have been calculated for a receiver location 1 m from the worst affected level of the worst affected facade. In all cases these are locations where the LRV's are expected to reach their top speed.

Table 47 Exceedances of Residential Operational Noise Goals

Address	Evening		Night		LAMax	
	Laeq (dB)	Exceedance (dBA)	LAEq (dBA)	Exceedance (dB)	LAMax (dBA)	Exceedance (dB)
Residential Noise Goal	55		50		82	
115 Old Canterbury Rd	56	1	51	1	82	-
29 Eltham St	57	2	52	2	83	1
108 Victoria Rd	57	2	52	2	83	1
1 Short St	58	3	53	3	85	3
4 Short St	59	4	54	4	86	4

6.7.2 1 and 4 Short Street and 108 Victoria Road

This area is predicted to be most affected by noise from the project. At this location, the rail corridor is at its narrowest, and the houses at 1 and 4 Short St and at the adjacent 108 Victoria Rd are closer to the tracks than other residences along the alignment.

Section 6.7 attempts to make an argument that because ambient noise levels are already high there is no point in mitigating criterion exceedance. However the Attended Noise Monitoring on 5.8.10 at 14.45 and 15.00 at 77 Weston St., opposite us on the other side of the track, lists the following events with their typical LAMax levels, well below the 85 dBA we can expect from the Light Rail:

Local traffic 50, 59, 64

Aircraft 60, 64, 67

Dogs 72

And Light Rail movements, with their frequency (178 per day) and regularity, will be even more enervating than the above.

The Section goes on to concede:

Despite this, the receivers between Waratah Mills and Lewisham West with predicted exceedances of the noise goals are located in the area along the alignment with the lowest existing noise levels so noise mitigation may be required.

Back to 6.7.2.1:

At this location, potential mitigation measures include rail dampers, low profile noise barriers close to the track, noise barriers or fences at the corridor boundary, or individual dwelling treatments.

On the basis that the predicted exceedance of the noise criteria is relatively low and because there are a number of potential mitigation options, the appropriate mitigation should be determined on the basis of attended measurements after the commencement of operations. It is noted however that in corridor noise barriers are unlikely to be cost effective to install after the commencement of operations.

In other words, by determining the appropriate mitigation after the commencement of operations, one of the possible measures has been excluded. This is what is said about this measure earlier:

6.6.2 Path Control Measures

Noise barriers are a path control measure and are effective when they break the line of sight from the source to the receiver. Noise barriers placed at the corridor boundary typically provide a noise reduction of 5 dBA to 10 dBA at the ground floor of nearby receiver locations. Low profile noise barriers located close to the track could provide a similar benefit.

Noise barriers are normally only cost-effective in situations where three or more locations are similarly impacted by the noise source and the noise barrier will provide a noticeable benefit. For this project, the only location where noise barriers might be considered is on the Down side of the track in the vicinity of Short St.

This is a much better noise reduction result than any of the other options, yet the report would exclude this measure by the method of selection it proposes. Given that the three worst affected properties are clustered in the same section of track and could benefit by the adoption of this measure, I WOULD LIKE THE PLANNING MINISTER TO REQUIRE THAT A NOISE BARRIER BE CONSTRUCTED ON THIS SECTION OF THE TRACK, before operations start. After that we would certainly expect monitoring to establish whether anything more needed to be done.

This would not only ensure that we had the most effective measure in place, but that we did not have to endure a period of unmitigated exposure while monitoring and determination took place after the commencement of operations. We have a one year old baby in the house whose bedroom is on the track side of the house, and we dread the disruption and disturbance this would cause her.

The other thing that concerns me is LRV speed. All the noise estimates are based on an assumed maximum speed of 60km/h:

Table 44 Operational Noise Goals

Parameter	Criterion	Application
L _{Amax}	82 dBA at 7.5 m	General requirement at 60 km/h on typical track

.....
The reference speed is 60 km/h and measurement distance is 7.5 m from the track centreline.

Y L_{Amax} 82 dBA (at 60 km/h and 7.5 m distance)

Y L_{AE} 83 dBA (at 60 km/h and 7.5 m distance)

Yet then we learn:

6.4.2 Vehicle Speeds

A maximum speed of 70 km/h has been assumed for the LRVs. In practice, the existing LRVs rarely operate at faster than 60 km/h although they have a theoretical top speed of 80 km/h.

And then Figure 14 shows an assumed speed profile peaking at 65 km/h between stops, including between Lewisham West and Waratah Mills. This shows that we could be facing even higher noise levels than predicted. It also offers an easy solution to the problem of exceeding noise goals, which is only predicted on this one stretch:

impose a mandatory speed limit on the leg, let's say 50 km/h. Figure 14 shows that this would only make a trivial difference to the duration of the journey.

In our consultations at Information Meetings, we have found it impossible to find out with whom we will be negotiating with about these matters, and who will be responsible for making the decisions that could so affect our quality of life. I think it would be appropriate and helpful for those in authority to arrange to consult all of us in the worst affected properties together, which should not be difficult to arrange as we are so close together.

As I predicted in my earlier submissions, it is impossible for the Greenway pathway to coexist with the double rail track on our stretch, and it is to be diverted to Weston St., parallel to the track. However, I would expect that the Green Corridor would still extend past us, indeed it would have to in order to be continuous. So I would like the same measures of beautification and restoration of natural vegetation to occur as on other sections, so we don't miss out on the benefits of the Greenway altogether, which, as I indicated earlier, I would have preferred to the Light Rail. At the moment, the rail corridor is overrun by ugly weeds, which constantly invade the garden and have to be fought back with great difficulty.

Mathias Rogala-Koczorowski

P.S. The other thing that concerns me is LRV speed. All the noise estimates are based on an assumed maximum speed of 60km/h:

Table 44 Operational Noise Goals

Parameter	Criterion	Application
L _{Amax}	82 dBA at 7.5 m	General requirement at 60 km/h on typical track

.....
The reference speed is 60 km/h and measurement distance is 7.5 m from the track centreline.

- ☐ L_{Amax} 82 dBA (at 60 km/h and 7.5 m distance)
- ☐ L_{AE} 83 dBA (at 60 km/h and 7.5 m distance)

Yet then we learn:

6.4.2 Vehicle Speeds

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Mathias Rogala-Koczorowski
1 Short St., Dulwich Hill 2203

(170)

Diane Fajmon - Application reference number: MP 10_0111 attention Diane Fajmon

From: Heather Gidding <Hgidding@nchechr.unsw.edu.au>
To: "plan_comment@planning.nsw.gov.au" <plan_comment@planning.nsw.gov.au>
Date: 15/11/2010 7:05 PM
Subject: Application reference number: MP 10_0111 attention Diane Fajmon

Dear Ms Fajmon, I would like to make a submission regarding the Environmental Assessment for the Inner West Light Rail Extension. I am very excited to hear that a trail linking the Cooks River and Iron Cove walking and cycling tracks could be included in the light rail extension. This was a once only opportunity and I commend the Government for including the trail.

A couple of additions would benefit the new trail.

First, to maximise the use of the trail for cyclists, it is important to have a link between the end of the greenway trail and Anzac Bridge through the Lillyfield cutting. I understand this is possible with an elevated pathway.

Second, it is unfortunate that some of the current bushcare sites might be lost or reduced. I would commend you to work closely with local community groups such as the Inner West Environmental group (IWEG) so that the biodiversity and bush care sites can be maximised, as this is not only good for the local environment, but will improve the amenity of the trail.

Finally a bridge over Marion Street and a separate walking/cycling bridge over the Cooks River at the southern end of the trail are important. In the current plan, Marion St is the only part of the track which would require crossing a main road, whilst the existing path along Wardell Rd at the southern end of the trail is too narrow. Without a safe and continuous pathway the full potential of the trail will not be realised.

Thankyou for the opportunity to comment,
Sincerely
Heather Gidding
16 Spencer St, Summer Hill, 2130