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13 Loftus Street
Leichhardt NSW 2040

Mobile: 0409 741 631

14 November, 2010

New South Wales Government Transport
Level 21
227 Elizabeth Street
Sydney NSW 2000

Attention: Diane Fajmon

Via email: plan_comment@planning.nsw.gov.au

Dear Sir/Madam,

Re: Light Rail – Lilyfield to Dulwich Hill Extension - Application reference number: MP 10_0111

My letter of 6 June in response to the initial feasibility study, opened with "I am of the firm belief that the Light Rail extension from Lilyfield to Dulwich Hill is a pointless exercise unless it continues to Circular Quay and **NOT** via Barangaroo, but via George Street. And that continuation should not be in the future, but at the same time as the Lilyfield to Dulwich Hill extension."

And in this letter I am still of that same belief, and as in the letter of June 6, I predict that if the Light Rail extension from Lilyfield to Dulwich Hill goes ahead **without** the continuation to Circular Quay **via George Street**, then it will be another Cross City Tunnel story.

In my letter of June 6, I asked a number of questions. However, to date I have had no answers and not even the courtesy of a letter perhaps advising that someone will be in touch with me at some stage. This just shows me the lack of concern for those residents living in very close proximity to the proposed Light Rail.

I ask those questions again, and have added some more and ask that I be provided with answers to these questions listed below, by November 30, 2010.

Why weren't those residents who live close to the line interviewed by the State Government as to whether it was wanted, or if the people who live in the area think it's a viable option?

I am particularly concerned with the fact that the State Government has not even bothered to approach those residents living very close to the proposed line (as I do) to ascertain how those people feel, and to discuss any concerns they may have.

If the Light Rail goes ahead will the lighting between the proposed Allen Street Station and the bottom of Darley Road, where Daniel Street and Loftus Streets meet, be dramatically improved, coupled with the cleaning up and lighting of the tunnel that runs under the current freight line between the bottom of Darley Road and Hawthorne Canal Reserve.

Will any of the green area at the bottom of Allen Street be taken away to make room for anything to do with a station? Leichhardt Council area has the lowest (or one of the lowest) amounts of green space in Sydney. To take even one square metre away would be a tragedy.

There is no doubt in my mind that the Light Rail will bring increased traffic and parking (7 days a week although mostly Monday to Friday) which will mean a resident parking situation. Parking in the Inner West is already difficult, without having to deal with the overload of commuter parking. Are there any plans for commuter parking along the proposed line? If there are, will the residents be given the opportunity to comment on those plans?

I have in the 8 years I have lived in Leichhardt, caught the Light Rail from Lilyfield approximately 3 times (to the Exhibition Centre) and note that a bell is rung when the tram leaves the station. Can this bell be heard outside the train? Will this bell be rung at both the proposed Allen Street and Marion Street Stations?

Below you will see two photographs, the first is the current view from the front porch of my home. When I bought my home 8 years ago, I was fully aware of the fact that there was a freight line, however, the amount of freight trains was minimal and in fact I never, until the time the track was closed saw or heard more than about two per week.



This image shows what the view would look like if the Light Rail goes ahead. And of course there won't be about two trams per week, there will be considerably more. As I understand it there will be 180 movements per day. It would be appreciated if you would confirm or deny that amount.



Knowing the area, and looking at the images provided in the *Sydney Light Rail - Inner West Extension Study - Draft Appendices, 17 May 2010 - 17.3 Mb PDF*, it seems that Loftus Street and in particular those houses on the western side are the worst affected houses in the suburb of Leichhardt (with the exception of the house at the rail line end of Hathern Street). Will there be a guarantee if the Light Rail Extension goes ahead, that there would be some type of barrier for both sound and privacy erected from above the tunnel under the line (mentioned previously) to at least Walter Street, if not further – perhaps to the bridge over Marion Street.

And will there be a guarantee if the Light Rail Extension goes ahead, that the residents who will have to look at such barriers, will be consulted about the type of barrier, and have a say in what type of barrier would be put there?

I invite you to come to Loftus Street and see how close the houses, particularly those on the western side, are to the line.

I note with interest that the land in the images above has been marked as a potential bushcare site. Would you please advise me how this has come about, who decided that it would be a potential bushcare site. I am more than happy for it to become that, but I would ask that whoever made the decision, discuss this possibility with the residents of the street, in particular those residents who not only look at it every day, but those whose land adjoins it.

In closing, I will repeat the first two paragraphs of my letter:

I am of the firm belief that the Light Rail extension from Lilyfield to Dulwich Hill is a pointless exercise unless it continues to Circular Quay and **NOT** via Barangaroo, but via George Street. And that continuation should not be in the future, but at the same time as the Lilyfield to Dulwich Hill extension.s

I predict that if the Light Rail extension from Lilyfield to Dulwich Hill goes ahead **without** the continuation to Circular Quay **via George Street**, then it will be another Cross City Tunnel story.

And I will add that the \$120 million proposed for the Light Rail Extension would be better put towards heavy rail for the North West.

Yours sincerely,

Megan Edwards

cc: Kristina Keneally, Premier of NSW – **via email:** thepremier@www.nsw.gov.au
JohnRobertson, Minister for Transport – **via email:** office@robertson.minister.nsw.gov.au
Barry O'Farrell, Liberal Party – **via email:** barry.ofarrell@nsw.liberal.org.au



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Friends of the GreenWay
9A Windsor Rd
Dulwich Hill NSW 2203
www.friendsofthegreenway.org.au
14th November 2010

Major Projects Assessment
Department of Planning
GPO Box 39, SYDNEY NSW 2001
Application reference number: MP 10_0111
Attention: Diane Fajmon
plan_comment@planning.nsw.gov.au

RE: Sydney Light Rail – Inner West Extension Study

This letter by Friends of the GreenWay (Friends) Inc. is in response to the NSW Government's public exhibition of the Sydney Light Rail Extension - Stage 1 - Inner West Extension Environmental Assessment

Friends is an independent, non-aligned community group advocating for the realisation of a environmental and active transport corridor (a "greenway") from the Cooks River to Iron Cove. Friends was formally established in late 2007, building on many years work by local volunteers. The group has over 100 active financial members, a contact list of over 300 local residents, and is involved in and supports a number of local events.

As Premier Keneally recognised in her announcement on Monday 19 July 2010, "The GreenWay concept originated with the community and has been embraced in many ways already, particularly through bush regeneration work."

General Comment on the Environmental Assessment

Friends broadly supports extension of light rail and development of a GreenWay Trail shared pathway from Cooks River to Iron Cove. The project as proposed in the Environmental Assessment delivers key elements of Friends vision outlined above.

However, Friends are concerned that the project as proposed, favours some elements, particularly engineered aspects such as the rail infrastructure and walking/cycling path, to the detriment of other elements such as:

- Developing a biodiversity corridor;
- Integrating the GreenWay with surrounding streetscape and active transport facilities; and
- Returning waterways to a more natural state and improving quality of stormwater running into the Iron Cover and Cooks River, thorough water sensitive urban design.

We maintain that a single track section of light rail from Davis Street to Hercules Street Dulwich Hill would deliver a better outcome for active transport and biodiversity at a far lower cost with only minimal impacts on light rail operation. We believe the current design for the light rail is over-engineered considering the low potential demand of less than 100 trips per station per day (less than 500 trips per day total), and at a tram frequency of one every 15 to 20 minutes. The demand forecasts of about 400 trips per day from each station in the GHD reporting and in the environmental assessment are grossly optimistic. If one assumes a mode share of about 3-5% for light rail trips (CityRail currently 12% for Marrickville LGA) then the most that could be expected for light rail would be about one fifth to one tenth of that predicted. We suggest that extension of the light rail extension be delivered in phases from Lilyfield, dependent on achievement of patronage forecasts. The existing bushcare sites and development of a future biodiversity corridor are threatened unless a greater priority is placed on biodiversity in the detailed design and construction planning. The biodiversity and bushcare aspects appear to have been downplayed in the assessment process and this must be rectified with supplementary studies prior to any works being approved.

Bushcare sites / biodiversity

Dual track light rail operations with a number of stations in the constrained section of the corridor require the GreenWay Trail to pass through existing and future bushcare sites in the corridor with negative impacts such:

- direct loss due to path construction, in particular almost half of the width of the Waratah Mills site;
- indirect loss due to disturbance from path users and lighting
- loss of future bushcare sites due to path construction especially in the constrained section from Constitution Rd to Hercules St;
- fragmentation of sites resulting in a non-continuous habitat corridor that compromises it's effectiveness;
- proximity of the trail will reduce the effectiveness of the habitat sites due to fauna disturbance from path users, potential light spill from trail lighting, transport of weed seeds by path users

Light rail stations and station access pathways will have similar impacts. For example, the access path to the eastern Davis St stop is shown as cutting through the centre of the established bushcare site. Railway maintenance and fencing will also have impacts on ability to maintain the current and future bushcare sites/

If the GreenWay Trail is relocated from Weston St to the corridor (which may be desirable if looked at only from a cycling facility viewpoint) the negative impact on bushcare sites / biodiversity would be amplified, as the corridor is very narrow at this point.

Possible solutions / requirements:

- compensatory biodiversity sites, funded by the Light Rail GreenWay project, in addition to the sites already identified by IWEG (GreenWay Bushcare) as future biodiversity sites. This could include resumption of corridor land that is being used legally or illegally by surrounding businesses and residents.
- NSW Transport to workshop with those who have the on-the-ground knowledge (ie IWEG) to map out future sites, devise management and access procedures,

- minimise impacts from trail and station access construction and light rail fencing and maintenance actions;
- guaranteed access to the corridor with realistic restrictions to allow establishment and maintenance of sites
- protection of areas of remnant local species such as the cutting north of New Canterbury Rd
- planning the construction schedule for the light rail to allow seed collection from existing vegetation, transplanting of grasses prior to start of work.
- merging of the Waratah Mills and Arlington light rail stops to a single station at Terry Rd to reduce bushcare site impacts, whilst placing the station at a location that can better serve the local residents. It is noted that the total daily passenger estimates for Waratah Mills and Arlington combined (410) are very similar to other stations on their own (about 400)
- construction mitigation measures to minimise impacts on bushcare and vegetation such as: liaison with IWEG on the ground plan for a mutually agreed construction process that has potential to adverse impact on existing bushcare sites, sensitive habitat sites, and sites where there is remnant vegetation; documentation of species abundance and vegetation cover; seed collection prior to removal (including seed within soil); transplanting of sections of grasses and soil, and or individual shrubs or clumps of grasses and shrubs; preparation of receival sites for any transplanting, and transplanting occurring during favourable climatic conditions.

GreenWay Trail

There are several issues that we see with the trail plan as outlined in the EA:

- crossing of Marion St at street level with traffic signals. This would be the only crossing of a busy road for the entire length of the GreenWay Trail, impacting on trail safety and desirability, particularly for family groups / children. There is an alternate proposal in the EA for a bridge over Marion St that is attached to the side of the rail bridge. The bridge alternative will also provide safer access to the light rail stop immediately north of Marion St for light rail passengers;
- no dedicated pedestrian bridge over the Cooks River. The southern end of the GreenWay Trail crosses the Cooks River at Wardell Rd to join the Cooks River Cycleway. The river crossing will be on a narrow footpath beside a busy road. We believe a separate shared pedestrian / cyclist bridge is required, given that the Cooks River cycling path is already busy and likely to become more so with provision of the new GreenWay trail;
- lack of linkage for cyclists from the GreenWay Trail to the city. The Greenway Trail is a priority route in the Sydney Cycle Network and it will link with the cycle route to the city along Lilyfield Rd and Anzac Br. It is possible to improve the link by providing a cycle path along Darley Rd and then through the light rail tunnel (on a shelf beside the tracks) to Lilyfield Rd.

Conclusion

Friends call for a a sub-regional and multi-faceted planning perspective be adopted – which places biodiversity as a similar level of action as the engineering elements. Other agencies such as DECCW need to be fully involved in the corridor decision-making process to ensure that project outcomes are maximised, and impacts minimised.

We have concerns that this project has been rushed to align with the election in March 2010 rather than the best outcomes for the local community or the environment.

In a press release on 19th July this year, Premier Keneally stated "we want to insure the corridor would benefit the whole community with the incorporation of a cycling and walking track path as well as retain critical bush care sites along the extension." The current plans and assessment do not reflect this concern for the retention of critical bushcare sites.

Friends would be happy to provide further information or clarification on any of the matters in this submission if required. Please contact Greg Stonehouse on gregs@exemail.com.au or ph. 9564 0196.

Kind Regards

Jud Agius

Convenor, on behalf of Friends of the GreenWay

cc

General Managers: Ashfield, Leichhardt, Canterbury Councils (pl CC to Councilors)

Peter McCue, Manager, Premier's Council for Active Living NSW

John Carse, Regional Manager, Sydney Metro CMA

Elizabeth Hole, Bicycle NSW

Harry Barber, Bicycle Network

John Chudleigh, Inner West Environment Group

Diane Fajmon - Inner West Light Rail Extension - Submission

From: Timothy Stephens <tim.stephens@sydney.edu.au>
To: <plan_comment@planning.nsw.gov.au>
Date: 15/11/2010 2:44 PM
Subject: Inner West Light Rail Extension - Submission
CC: Anna-Maria Stephens <stephens.annamaria@gmail.com>

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Department of Planning
Inner West Light Rail Extension
Application Reference Number MP 10_0111
Attention Diane Fajmon

Dear Diane,

I write to offer comments on the Inner West Light Rail Extension.

I strongly support the plan to extend the light rail to Dulwich Hill.

The extension will bring a range of areas within easy reach of public transport, and will provide important links between existing rail and bus routes in the Inner West.

As a resident of Haberfield I wish to raise several issues specific to the suburb.

(1) The Hawthorne Stop: Parking Issues

To address the concerns of residents that commuters using the light rail will occupy parking in the streets near the Hawthorne Stop, it is recommended that the existing pedestrian and cycle bridge across the canal be retained (or, if necessary, replaced).

Should the existing bridge be removed, then the proposed new bridge connecting Richard Murden Reserve with the Hawthorne Stop will become the sole access point for all users crossing into Hawthorne Canal Reserve, including dog owners accessing the Hawthorne Canal Reserve off-leash area.

Local residents are concerned that this will lead to parking congestion not only on Hawthorne Parade but also on Barton and Turner Avenues and on Waratah Street.

(2) Bicycle Path through Richard Murden Reserve

The existing shared path through Richard Murden Reserve is a major cycle route connecting the Inner West and the Sydney CBD, and there are increasing conflicts in the use of the path, particularly as it passes through the children's playground near Barton and Turner Avenues.

There are no other safe and readily accessible cycle routes in the area. The narrowing of Hawthorne Parade and the introduction of traffic calming measures has made the road unsafe for cycling in several places. Similarly, since the establishment of the off-leash area in Hawthorne Canal Reserve cycling has become difficult and dangerous on the east side of the canal.

It is therefore recommended that the proposed new shared path directly adjacent to Hawthorne Canal be made a cycle only path where it duplicates the existing shared path.

(3) Shared Path near Marion Stop

To ensure that the shared path alongside the Light Rail is safe, traffic lights should be installed on Marion Street.

Yours sincerely,

Dr Tim Stephens

13 Ramsay Street
Haberfield
NSW 2045

11 November 2010

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Major Project Assessments
NSW Department of Planning
GPO Box 39
Sydney, NSW 2001

Attention: Dianne Fajmon Cc: Verity Firth, MP for Balmain & Leichhardt Mayor Jamie Parker

Email: plan_comment@planning.nsw.gov.au

Dear Ms Fajmon,

SYDNEY LIGHT RAIL ENVIRONMENTAL ASSESSMENT
Application reference number: MP 10_0111

We are writing in our capacity as Chair and Secretary of the Leichhardt Precinct Committee (the Committee)¹ and on behalf of the residents of the Committee. This submission provides the Committee's response to the *Environmental Assessment for the Sydney Light Rail Extension* released by the NSW Department of Planning on 29 October 2010.

Whilst the Committee is generally supportive of the Sydney Light Rail and its extension, the Committee does have significant concerns about the proposed construction of a concrete pedestrian ramp to the entrance of the Taverner's Hill stop in Hathern Street, Leichhardt plus the proposed removal of 2 resident parking spaces (where off street parking is scarce) in Hathern St to enable dedicated parking spaces for light rail users.

Our primary concern with the construction of the pedestrian ramp at its proposed location is with the significant safety issues that arise and we make the following key points in relation to this:

- Hathern Street experiences dangerously high volumes of vehicular traffic - at the last RTA vehicle count in August 2009 it estimated just under 21,000 vehicles a day use Hathern Street of which 1,000 a day are heavy tonnage vehicles over 4.5 tonne.
- The Pedestrian refuge at the intersection of Hathern and Tebbutt Streets is inadequate and is routinely driven over and crushed by the 305 semi trailers a day that use Hathern Street as this is a very skinny street that is not wide enough to cater for all these large tonnage trucks. Motorists routinely do not stop at the Stop signs at Tebbutt Street due to the inequity of the road system in this area, making it difficult for a pedestrian to catch a break in the traffic in which to cross Hathern Street. Pedestrian safety is a serious issue and despite pointing this out to the then Roads Minister Michael Daley who paid Hathern Street and Precinct representatives a visit on August 28, 2009 this issue has not been addressed.
- The proposed walking entrance/ramp is to be built on a blind bend, the scene of many serious accidents due to speeding vehicles, accidents which to date have resulted in many injuries and one fatality. Furthermore, this walking entrance will be shared with driveway access to four homes (being numbers 15, 17, 17a and 19 respectively) which increases the likelihood of potentially fatal accidents as both vehicles and pedestrians negotiate using this shared entrance.

¹ The Leichhardt Precinct Committee is part of the Precinct System run by Leichhardt Council. It comprises residents and ratepayers who reside within the Leichhardt Precinct boundary and meet monthly to discuss issues that affect them.

- The additional pedestrian ramp and associated removal of 2 resident parking spaces will only compound a dire safety situation for residents and the wider community including light rail commuters.

The Committee believes that the NSW Government should look at this decision with an unbiased view with safety being the paramount criteria as the NSW Government does have a duty of care to the local Leichhardt and wider community.

The Committee is of the view that if indeed a second entrance is required, that it would be better to situate the additional pedestrian entrance on the State Rail land in Beeson Street, Leichhardt. The Committee believes that this is a safer option and one that would eliminate any of the concerns and issues outlined above.

We understand that it is the NSW Government's intention to start construction of the pedestrian ramp in Hathern Street in early March 2011. We would strongly urge the NSW Government to delay this construction to enable a thorough investigation to be made into relocating the pedestrian entrance to the State Rail land in Beeson Street.

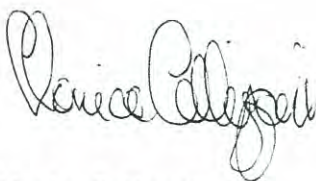
At the Committee meeting held on 10 November 2010, the residents of the Committee moved the below mentioned resolution in relation to this issue and this motion was carried unanimously. This resolution has been included as part of our submission:

The Leichhardt Precinct Committee ("Committee") calls on the NSW Government to not proceed with the proposed construction of a concrete pedestrian ramp on Hathern Street, Leichhardt plus the proposed removal of 2 resident parking spaces (where off street parking is scarce) to enable dedicated parking spaces for light rail users. The Committee calls on the NSW Government to instead relocate the ramp to safe Beeson Street on State Rail land, if in fact an additional entrance to Parramatta Rd is required to access the Taverner's Hill Stop. The Committee also calls on the NSW Government to provide appropriate noise/acoustic barriers for residents living alongside the light rail stop on Hathern Street which the Committee understands is to be the proposed location for the Taverner's Hill Stop.

The Committee understands that Leichhardt Council also does not support the additional proposed pedestrian entrance at Hathern St and they also share the Committee's concerns that we have outlined above. We understand that Council's submission will also reinforce the Committee's concerns and our view that the entrance would be better situated on the State Rail land at Beeson Street.

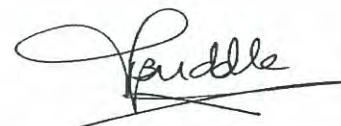
We appreciate the time you have taken to consider our submission. Should you have any questions in relation to the Committee's submission, we can be contacted by email at the email address shown above.

Sincerely,



Monica Pellizzari
Chair, Leichhardt Precinct Committee

Sincerely,



Tim Buddle
Secretary, Leichhardt Precinct
Committee

Diane Fajmon - Submission from GreenWay Steering Committee

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From: "GreenWay Coordinator: Ros Gibbons" <anythingearthly@bigpond.com>
To: <plan_comment@planning.nsw.gov.au>
Date: 15/11/2010 3:31 PM
Subject: Submission from GreenWay Steering Committee
Attachments: Response to EIA Nov 2010.pdf

To whom it may concern:

Please find attached the GreenWay Steering Committee's response to the Sydney Light Rail Inner West Extension and GreenWay Environmental Impact Assessment and Project Application. Please do not hesitate to contact me if you have any queries regarding this document.

Kind regards

Ros Gibbons



Ros Gibbons

GreenWay Coordinator (Thursday & Friday)
GreenWay Steering Committee

M: 0431 844 752

anythingearthly@bigpond.com
www.greenway.org.au



Attention: Diane Fajmon

Department of Planning

Application reference number: MP 10_0111

Email: plan_comment@planning.nsw.gov.au

15th November 2010

Dear Ms Fajmon:

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

Firstly the GreenWay Steering Committee would like to thank Transport NSW for its ongoing consultation and dialogue with the Committee regarding the development of the Inner West Light Rail and the GreenWay trail. The GreenWay Steering Committee congratulates Transport NSW on its balanced approach to the differing needs of the light rail extension, GreenWay Trail and biodiversity in the corridor, as well as the ongoing commitment to community consultation.

The GreenWay Steering Committee consists of Councillor and staff representatives from the four GreenWay Councils: Ashfield, Canterbury, Leichhardt and Marrickville; the Friends of the GreenWay, the Inner West Environment Group and four independent Community Representatives. The Committee is the peak body for the GreenWay vision of a shared sustainable transport and biodiversity corridor running from the Cooks River to Iron Cove.

The GreenWay Steering Committee would like to submit the following for consideration in the project application:

Biodiversity, bushcare and landscaping

A continuous biodiversity corridor is part of our key vision for the GreenWay. With the GreenWay trail being placed on the western side of the rail tracks the GreenWay Steering Committee would like a commitment from Transport NSW to the vision of a continuous

biodiversity corridor being established on the eastern side of the tracks. This will go some way to mitigate the disturbance caused to vegetation on the western side by project works. The long-term aim of the GreenWay Steering Committee is to return the parcels of land currently leased in the corridor for other uses native vegetation and hence connecting up the vegetation pockets.

We welcome Transport NSW proposal to use the GreenWay Sustainability Project's *GreenWay Revegetation & Bushcare Plan* to guide bushcare and revegetation in the corridor. However the GreenWay Steering Committee would also like to see a commitment from TNSW to use appropriate local provenance native planting throughout the corridor including in landscaping around stations.

This plan was developed in consultation with the four partner Councils and community stakeholders, including the Inner West Environment Group (community bushcare group). It clearly outlines the biodiversity and bushcare objectives for the GreenWay as a wildlife and habitat corridor for native flora and fauna. It also includes appropriate plant species that should be used for all landscaping, revegetation and bushcare work along the GreenWay. The Plan also indicates specific sites that should be established to contribute to the goal of creating an important green corridor in Sydney's Inner West.

The GreenWay Steering Committee requests Transport NSW provides a clear and more formal commitment on how they will utilise this Revegetation and Bushcare Plan and which new bushcare sites it will implement as part of the Inner West Light Rail Extension, and a timeline for these activities.

Waratah Mills Bushcare Site.

Unfortunately the GreenWay trail will cut across the Inner West Environment Group's Waratah Mills bushcare site that has taken many hundreds of volunteer hours to establish. To minimize the impact on this site, the GreenWay Steering Committee would like to see a raised metal mesh boardwalk used at this location to allow the low vegetation to grow underneath and the passageway of small mammals, reptiles and invertebrates underneath.

Compensatory Measures

The compensatory measures proposed for loss the of bushcare sites (section 13.4 pg 296) need to be discussed with the Greenway Councils and the GreenWay Steering Committee as well as the Inner West Environment Group.

Access to corridor during works for bushcare

The maintenance of existing community bushcare sites in the rail corridor at Dulwich Hill remains a key area of concern for the GreenWay community groups. The GreenWay Steering Committee therefore requests that supervised access to the rail corridor be granted for bushcare work during the construction phase.

The landscape plan for the corridor

The GreenWay Steering Committee would like to see the 'landscape plan' become the 'urban bush corridor vegetation plan.' This would not cost any more than regular landscaping and would add to the amenity and green credentials for the corridor. The GreenWay Sustainability Project's GreenWay Bushcare Management Plan could be the foundation of a landscape plan in the corridor.

Staging weed removal, bush regeneration and landscaping

To minimize disturbance to biodiversity and maximize community involvement, the GreenWay Steering Committee would like to see any vegetation works undertaken in planned stages over a five year timeframe. This could be achieved by funds being set aside and managed by the GreenWay governing body to facilitate and support community based bushcare activities. This process would build on the strong community support for the GreenWay and would encourage the community 'ownership' of the corridor.

Marion Street Crossing

The GreenWay Steering Committee would prefer to have a grade separated crossing at Marion Street. This is the only road crossing along the GreenWay. There is already community misperception about the crossing with some people thinking it is already a pedestrian right of way leading to traffic-pedestrian incidences. Currently there are regularly large groups of pedestrians and cyclists waiting to cross Marion Street. The GreenWay-light rail development will increase patronage of the path and therefore the volume of people crossing the road. A signalized crossing would also increase traffic congestion along Marion Street.

Interaction with Johnson Park Users.

Revise the route of the GreenWay in Johnson Park to alleviate conflict with park users.

The GreenWay Steering Committee is concerned about the GreenWay running into Johnson Park, as the adjacent children's play area is it of high use particularly on Tuesday and Friday mornings. It is essential that the walking- cycling track is segregated the GreenWay from the children's play area to prevent accidents. Fencing is also necessary to ensure that children using the park do not wander on to the light rail track.

Fencing between the GreenWay and light rail

Fences need to allow the passage of small mammals (such as bandicoots) in and out of the corridor. Small mammal gaps need to be left or cut out of the fence to accommodate this movement.

Weston Street Alignment

The GreenWay Steering Committee supports the option to run the GreenWay along Weston Street rather than in the rail corridor behind it due to there being very little space in the corridor at that point and also the presence of good small bird habitat at that point.

Taverners Hill Station

This station is incorrectly named. Taverners Hill is a 0.5km walk up hill from the station. It would be better to name this station Battle Bridge.

Further areas to be explored:

- Development of a Master Plan for future maintenance and management of the asset.
Irrespective of the future governance arrangements of the GreenWay Corridor it is essential that a master plan for the maintenance and management of the corridor be developed sooner rather than later. This will help guide the future governance and will establish future financial requirements of the asset.
- Governance of the GreenWay Corridor Asset.
It is imperative that the future governance of the GreenWay corridor and avenues for it's funding be addressed before the asset is completed.
- Guidelines for development adjoining the GreenWay corridor
These are necessary to ensure the amenity of the corridor is preserved and where possible enhanced as land use changes. There are already two sites of significant development proposed along the corridor at Lewisham Estate and the Summer Hill Flour Mill. Development guidelines 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, 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 public advertising. These guidelines need to be applicable at both a state and local planning level.
- Graffiti Management Plan.

Recognising that graffiti is likely to occur along the corridor, the GreenWay Steering Committee would like to see the establishment of a graffiti management plan from the outset, with a mix of strategic and operational tools such as legal graffiti walls and school liaison.

- Wardell Road – Cooks River Bridge connection.
The GreenWay Steering Committee will be exploring with the RTA options to improve the crossing of the Cooks River for pedestrians and cyclists at Wardell Road to improve the integration of the Cooks River path and the GreenWay trail.
- Continued community communication.
It is essential that during construction the Community continues to be informed of developments within and progress of the project. The GreenWay Steering Committee is happy to assist in this by posting updates on the GreenWay website and in the GreenWay News of the project.
- Signage, Interpretation and Street Furniture
The GreenWay Sustainability Project will be undertaking a signage and interpretation project as part of their Environmental Trust Urban Sustainability Program grant. We would like to work with Transport NSW to develop a shared approach to signage and interpretation to establish a strong visual branding for the corridor. We would also like to see this extended to street furniture and lighting.
- Promotion and launch of the light rail and the GreenWay.
To maximise the patronage of both the light rail and the GreenWay trail, the GreenWay Steering Committee would like to see the development and distribution of Travel Access Guides (TAGs) to the local community, schools and business. The GreenWay and light rail should also be publicly launched at a community event, with people being encouraged to explore this great new asset.
- Arts theme for corridor to promote connectivity.
The Greenway Steering Committee strongly supports public art in the corridor, and would like to partner Transport NSW in this initiative. A draft GreenWay arts and cultural site survey has been collated and there many good arts opportunities have come up in the planning sessions for the GreenWay festival. (Sculpture by the GreenWay, use of local artists, Council artists in residence, legalised graffiti walls.) The GreenWay Sustainability Project has an activity for signage and way finding and it would be good to integrate the projects to ensure consistency of design.
- Water Sensitive Urban Design (WSUD).
WSUD features need to be maximised in the GreenWay corridor to complement the sustainable credentials of the light rail and GreenWay.

- Maximise connections.
In building the Greenway – light rail it is essential to maximise the opportunity to current and future connections to the corridor to maximise patronage and community benefit.
- Bicycle Parking facilities.
The GreenWay trail offers excellent opportunities for the community to combine walking and cycling with light rail journeys. Provision of lockers and secure bicycle parking at light rail stations will encourage people to leave the car at home and take the sustainable transport option.

Comments on specific sections of the document

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 remnant 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 over bridge 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.

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 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.

Yours sincerely,

Ros Gibbons

Ros Gibbons

On behalf of the GreenWay Steering Committee

Mr. & Mrs. Roxas

176

8 Hathern St.
Leichhardt 2040

November 12, 2010

Application Ref No: MP 10 0111 Attention: Diane Fajmon

SYDNEY LIGHT RAIL EXTENSION SUBMISSION

We are writing to express our objection to the proposed Light Rail pedestrian ramp on Hathern street which we understand is an additional entrance to the Taverner's Hill stop to the entrance a few metres away on Parramatta Road. Apart from the safety concerns for pedestrians, residents and the wider community alike, the location for this proposed ramp at the end of Hathern Street is a bad place to put a ramp. This location is on a blind bend where everyone speeds and also a shared space with resident driveway access.

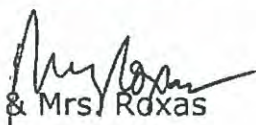
We would think that the Government would use the land that State Rail owns at the end of Beeson Street, land that is not used and ideally located beside the rail line which could accommodate a pedestrian entrance. The Government could also have dedicated parking spaces for "Kiss and Ride" and disabled spaces for light rail users. To remove rare resident parking spaces from Hathern Street to accommodate the aforementioned on top of the construction of the pedestrian ramp is just further erosion of the very little amenity available to residents on this dangerous congested street.

Our driveway is routinely blocked by cars and courier vans delivering to local businesses hence introducing more cars into the street to drop off passengers for the light rail would mean that our driveway would be blocked even more than it already is now.

We are also concerned that the Government will not be erecting noise/acoustic barriers for residents in Hathern Street. As the Taverner's Hill stop is above resident's homes we will be hearing the trains come and go and brake every time. We therefore ask the Government to implement some noise barriers that is not vegetation as trees are not enough to block out such noise.

We ask the Government to rethink these proposals and seriously consider locating the ramp and associated parking spaces at the end of quiet and safe Beeson Street for the safety of the entire community.

Yours sincerely,


Mr. & Mrs. Roxas



Leichhardt Bicycle Users Group
62 Lamb St
Lilyfield
2040
Tel 98103706

NSW Department of Planning
Sydney, NSW.
Attention: Diane Fajmon
email - plan_comment@planning.nsw.gov.au

Environmental Assessment MP 10_0111 for Light Rail Extension

Introduction and Summary

Leichhardt Bicycle Users Group (Inc), a community group affiliated with Bicycle New South Wales, and representing cyclists in the Leichhardt and Inner West area, makes the following comments on the Environmental Assessment for the proposed Light Rail Extension and Greenway Project.

We welcome the light rail extension and associated bicycle facilities, including the Greenway, as an environmentally friendly use of the disused railway line corridor. Particularly welcome are the new cycle/foot bridge across Parramatta Rd and the underpasses of Longport St and Old Canterbury Rd, which will remove major obstacles to north/south movement between Lewisham and Leichhardt.

Our main points are:

- (1) There is not sufficient analysis of the Pedestrian and Bicycle Network and of Infrastructure and Urban Connectivity as required in the Director General's Requirements for the project
- (2) That greater value could be achieved by including extra bicycling components
- (3) The project scope rather arbitrarily excludes the important cycling connections at both ends of the corridor, over Cooks River (Wardell Rd and Lang Rd bridges) and between Hawthorne Canal and Lilyfield.

Submissions .

1. Continuing the at-rail grade path as a cycleway north of Parramatta Rd from Taverner's Hill station to at least Marion St Station or Hawthorne Station.

We argue that cyclists, particularly commuter cyclists towards Leichhardt and the City, would be better served if a **cycle (only) path could be extended at the same elevation as the rail line north from Taverners Hill Station. This should extend at least as far as Marion St**, and preferably all the way to Canal Rd near Leichhardt North, or onto Darley Rd at Hawthorne Canal station near Lylly St.

This would allow the more direct utility type cyclists to avoid the substantial tree root damage and bumpiness along the canal path between Parramatta Rd and Marion St, the crossing of busy Marion St, and also reduce conflicts with pedestrians and the many dogs in the dog off leash areas and on the paths elsewhere. Commuting and other utility travel times would be improved for cyclists.

2 Extensions from the Greenway/Light Rail corridor towards the City

In our view the EA would be more consistent and gain potential outcomes of considerable value if took a wider corridor and Integrated Transport approach for cycling facilities from Cooks River to Lilyfield Station. Similar projects, such as the Victoria Road Busway Project, included cycling upgrades along the whole corridor, as did the City West Link (CWL) and more recently the M2,M5 and M7 projects.

In particular, great benefit could be achieved if existing or new bicycle routes were developed from Hawthorne Canal to Lilyfield Station at Catherine St, given that from Catherine St there is possible easy future access to the low point of the Anzac Bridge approach, through the Rozelle Goods Yard area and the underpass of Victoria Rd or via Brennan St and Railway Pde to The Crescent and existing shared path along the CWL.

Possible routes through or at one side of the Goods Yard have been included in the Leichhardt Council Bicycle Strategy, for construction when opportunities arise. A route from Gordon St to the Anzac Bridge shared cycleway was shown as feasible in the planning for the CBD Metro and may well have been constructed.

The exact nature of such links towards the east in this section of the corridor needs to be established as to practicality and cost/benefit, as there are several possibilities:

- a path through or along the railway cutting (possibly but not necessarily requiring single track running)
- a number of less expensive alternative on-road routes, such as :
 - Lyall/Flood/Allen/Derbyshire/Moore/Catherine St- using mostly the existing Leichhardt East West bicycle route, (which should be noted forms part of a Regional Route in the Inner Sydney Regional Bicycle Network Plan developed by Inner Sydney Councils).
 - or Darley Rd to Norton St, where cyclists can then cross the CWL and access Lilyfield Rd at a number of points such as Henry St, avoiding the lengthy steep climb up Lilyfield Rd hill (gradient approximately 7.5%) from Hawthorne Canal.

Some of the links and existing routes mentioned above and possible Corridor extensions to the east are illustrated in the following figure.



3. We submit that a more in depth study of local and regional bicycle routes and links to the broader networks be undertaken, to enable greater enhancement of cycling outcomes from this project.

As is recognized in the EA, it is important to consider bicycle access and improvements to local and regional bicycle routes to and along the corridor. We are concerned that there is not enough discussion or analysis of these networks and how they might be enhanced, or of new sections or links that could be created, to optimize the benefits of this project.

As a result of this lack of analysis the plan concentrates mostly on the Greenway as a recreational cycling facility, and neglects other possible improvements in the corridor which would benefit other forms of cycling, in particular commuting or utility cyclists. The suggested improvements for cyclists in Table 6.2 in the Traffic and Transport Impact Assessment, page 68, are very limited in number and scope, although some of the items in Table 6.1 could also benefit cycling access if designed appropriately. We submit a list of improvements ((a) to (l) below) for consideration for inclusion in the project.

The assumption that network connectivity is satisfied by connecting the Greenway to the steep (gradient approximately 7.5%) Lilyfield Rd route at Hawthorne Canal is illuminating as to the lack of apparent bicycle planning depth and input to the EA. The only consultation with cycling groups, in July 2010, where this was pointed out, does not seem to have had much effect on the proposal as outlined in the EA.

The recent AECOM economic analysis on provision of bicycle facilities in Inner Sydney (Inner Sydney Regional Bicycle Network, AECOM, March 2010) showed that there is generally a high benefit/cost ratio.

There is no discussion or estimation in the EA of bicycle catchment areas, which are much larger than pedestrian catchments, and how riding to the light rail could increase patronage, particularly from areas to the west within the easy bicycling distance of 3 to 5 km from the light rail. We believe this is a deficiency in the EA.

We would like to expand the items on Table 6.2 of the Traffic and Transport Assessment section of the EA to include:

(a) An upgrade of cycle facilities along the length of Darley Rd between Allen St and Francis St, (not just at the CWL as mentioned in Table 6.2, Traffic and Transport Assessment). The current 3.2 m wide cycle shoulder on Darley Rd is substandard in width. Our preference is for at least Australian Standard 1.5 m bike lanes on both sides of Darley Rd, space for which can be created by removing the little used parking lane on the railway side, or a mixture of bike path and bike lane.

We support the statements in the Traffic and Transport assessment in the EA that motor vehicle park and ride at stations is not consistent with State and Local Government objectives and that parking “should not impede bus **or cycle routes**”.

The curb extensions mentioned in the EA at the proposed Lyall St crossing should be designed to allow these bicycle lanes.

(b) Lyall St road closure structure should be modified to make it accessible for bicycles, and that the crossing of Darley Rd should be bicycle friendly,

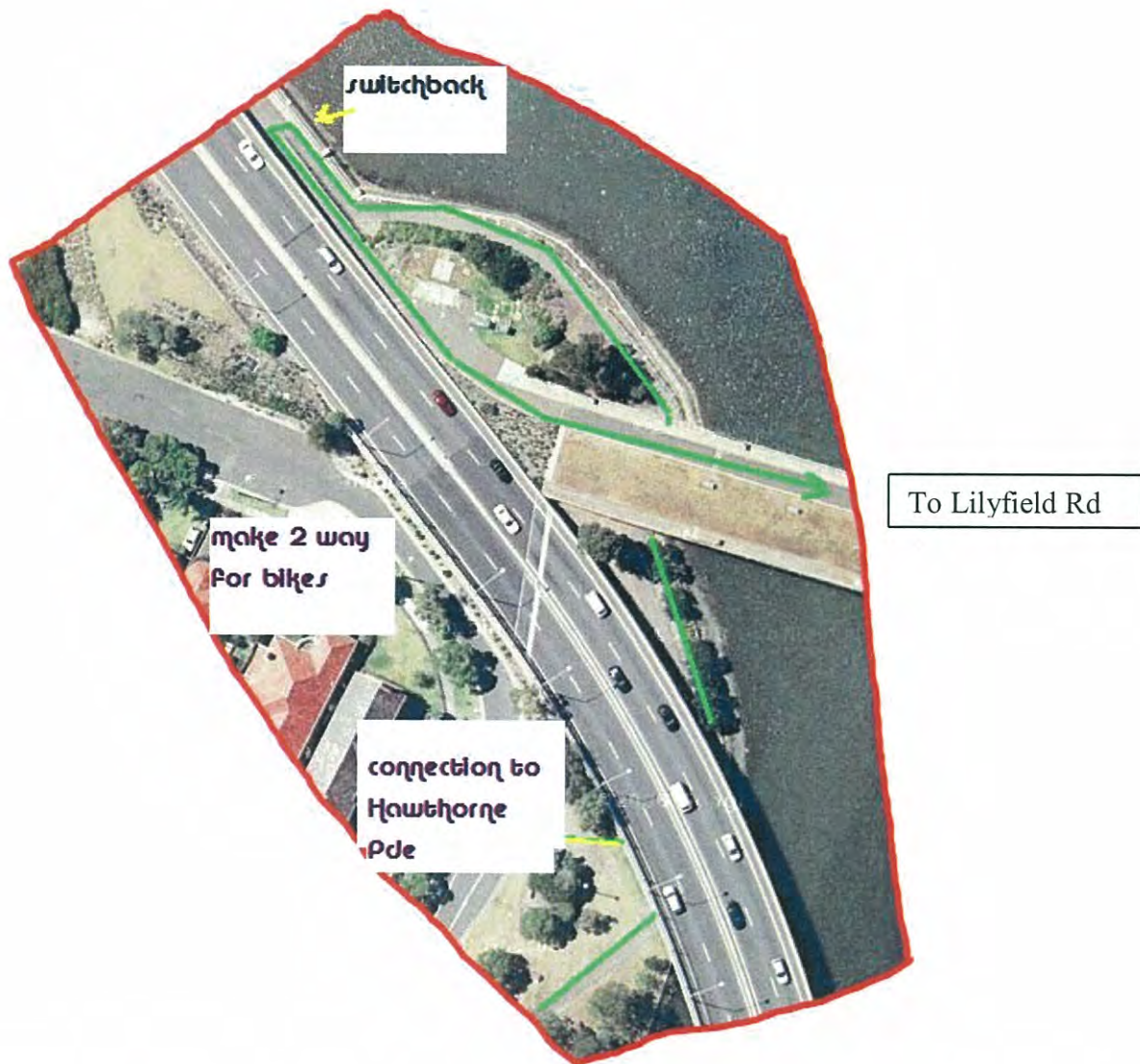
note: Lyall St may become the favoured access route into Leichhardt over the steep Allen St, and Allen St is a proposed Regional Route in the Inner City Regional Bicycle Network plan.

(c) North end of Darley Rd footpath upgrade and connection to Norton St or City West Link.

We note that a pedestrian refuge is proposed at Francis St. Cyclists on Darley Rd heading towards the east could cross over here and use a widened shared footpath on south side of Darley Rd up to Norton St, avoiding the very steep last few metres of Darley Rd approaching the CWL. The alternative is to construct a shared use path of a suitable gradient when the unpaved section of Darley Rd on the north side is reconstructed between Leichhardt North and the CWL (as mentioned in ch 6, Leichhardt North Stop, page 80).

(d) The tight left turn (180 degree) at the junction of the existing Hawthorne canal path and the Bay Run (western side of the Lilyfield Rd bridge) be widened and the pavement smoothed and repaired on the lead up to the turn, with the old pine railings replaced.

Further improvements could be made at the northern end, such as a connecting path from the north end of Hawthorne Pde to the canal path under the CWL, and the allowance of two way bicycle movement through the end of Hawthorne Pde to Dobroyd Pde, as indicated in the diagram below.



(e) The old bridge across the Hawthorne Canal near the Loftus St underpass should be examined for safety and suitability for shared use by cyclists and pedestrians and replaced if necessary.

This bridge is not mentioned in the EA yet is an important link in the East West bike route From Haberfield to Leichhardt via Allen St. It appears to be rusting badly and may need repairs or replacement.

(f) A shared path along one or both sides of Marion St from Foster St to the rail line should be implemented to make bicycle access safer from Leichhardt. Marion St is a bike route in the Leichhardt Bicycle Strategy but only minimal on-road bike symbols have been provided.

(g) To further improve access for cyclists to and along the corridor we would also like to see a light controlled crossing of Old Canterbury Rd at Weston St to Edwards St to facilitate access to the existing route under the railway line on Grosvenor St through Cadigal reserve.

(h) Also useful and important would be an upgrade to the Denison/Victoria St /Constitution Rd cycle route in Lewisham (suggested by Marrickville Council) and a treatment for cyclists to use Toothill/Old Canterbury Rd/Hudson St to get to the Longport St underpass via the Lewisham Station.

These on road routes (g) and (f) should be upgraded **to cater for times when the Greenway path may be closed due to rail maintenance or other causes.**

(i) **Bike lanes in Lords Rd from Tebbutt St** leading to the underpass of the railway and the Greenway. This would connect with a planned bicycle lane in Lords Rd near the Market Place shopping centre and provide incentive for children to ride to the Primary School.

(j) **The overbridge option at Marion St** rather than a traffic light crossing, unless short and responsive cycles for the lights can be guaranteed, particularly at school and commuter times. Compliance will be low if cyclists and pedestrians have to wait for what appear to be unreasonable times. The footpath on the north side of Marion St over the Canal may not have sufficient width for a shared path.

(k) **At the Cooks River end of the Greenway, that the existing route to Cooks River via Hercules/Terrace/Ness/Garnett and Tennennt Sts be added to the cycle links to be enhanced or provided.** This route is the easiest way for cyclists heading west on the Cooks River cycleway, as they can avoid the wooden bridge at Lang Rd, (which needs repair or modification to allow easier cycle passage).

(l) **Improvements for cyclists on the bridge over Cooks River on Wardell St**, such as a refuge crossing of Wardell Rd near Riverside Crescent and access to the eastern footpath across the bridge, which would need widening.

4. Bicycle Parking

A bicycle “park and ride” facility be included in the project, possibly at Hawthorne Station or Leichhardt North

Bike parking should be sheltered, with CCTV coverage, and placed in a well lighted and visible location to deter theft. Thought should be given to creating a significant Park and Ride bike parking station, which could possibly attract substantial numbers of cyclists from areas to the west such as Haberfield, Five Dock, Abbotsford and Croydon, within easy cycling distance (5km or so).

5. We support Leichhardt Council’s call for a pedestrian and cycle access plan for the Taverners Hill station area, in particular to improve access by bicycle along Tebbutt St to Hathern St, and also to Parramatta Rd, where there is a convenient light controlled pedestrian crossing to the beginning of Old Canterbury Rd. The existing cycle shoulder on Tebbutt St is substandard in width. **Steps should be avoided on the access path to Taverners Hill station.**

6. Dogs to be on-leash on paths. A consistent on-leash policy on all shared use paths should be adopted. The location of Café Bones north of the proposed new bridge at Hawthorne Canal Station is likely increase dog/cyclist conflict. Consideration should be given to relocating Café Bones further south.

7. Access to and from Lilyfield Station be improved.

The steep steps to the station are a safety problem for people hurrying to the station and the crossing of the CWL is also hazardous and delaying.

If single track running immediately east of Catherine St is retained, as the EA and diagrams seem to indicate, an at rail grade pedestrian connection from Lilyfield Station to Brenan St and Railway Pde would be possible near about Starling St. Pedestrians from Annandale and Lilyfield south of Brenan St could then avoid the currently required crossing of the busy and dangerous CWL at Catherine St. An at-grade link from Lilyfield Station to Lilyfield Rd, across the Goods Yard, avoiding the steep stairs off the Catherine St bridge, would improve access for the elderly or less able, and lessen chances of falls for people hurrying to catch a tram (personal experience).

8. Light Rail frequency and fares

We have concerns that the light rail patronage may not be sufficient for the operator to maintain existing tram frequencies and that the existing service level to Lilyfield might therefore suffer.

We submit the light rail ticketing should be part of an integrated public transport fare and ticket system.

9. Carriage of bicycles on light rail.

LBUG strongly submits that the present policy of free carriage of bicycles at all times on the light rail be retained.

Robert Moore

President
Leichhardt Bicycle Users Group
Tel 98103706

15 Nov 2010

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Diane Fajmon - Light Rail Extension MP10_0111

From: Lauren McIver <LaurenM@ashfield.nsw.gov.au>
To: <plan_comment@planning.nsw.gov.au>
Date: 15/11/2010 3:40 PM
Subject: Light Rail Extension MP10_0111
CC: Vanessa Chan <VanessaC@ashfield.nsw.gov.au>, Stephen Joannidis <StephenJ@ashfield.nsw.gov.au>
Attachments: AshfieldCouncilSubmission MP 10_0111.pdf

Attn: Diane Fajmon

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

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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Ashfield Council

Contact: Ashwan Datt
Phone: 02 9716 1924

15 November 2010

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

Dear Ms Fajmon

Re: Environmental Assessment of Sydney Light Rail Extension and GreenWay project

Ashfield supports the Sydney Light Rail Extension – Inner West (SLRE) and the inclusion of the GreenWay in the scope of works for the Project.

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. 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 following submission includes matters in relation to both the Light Rail Extension and the GreenWay for consideration.

SYDNEY LIGHT RAIL – INNER WEST EXTENSION

1. General Traffic & Parking issues

The light rail service will increase the demand for parking spaces. There is no provision for parking at any of the stops; the SLRE report fails to properly assess the requirements for commuter parking at each stop and subsequently address the need for commuter parking.

Council is highlighting that parking around the proposed stops is an issue of concern to the local residents. The additional demand generated by the SLRE could lead to reduced availability of unrestricted parking spaces within the local roads surrounding the stop. Given this situation, Council will have to react to residents' concern and implement measures, such as, restricting parking and/or issuing parking permits to local residents. Parking measures, when implemented, would likely to reduce the light rail patronage.

SLRE will generate additional traffic in the local area. In order to increase the safety level, traffic management plans and appropriate measures will have to be implemented.

Recommendations:

- 1.1. Consideration should be given to converting the Leichardt North site into formal parking area.
- 1.2. A study should also be undertaken of park and ride opportunities along the corridor. There might be one (Taverners Hill) or two stops identified as key 'park and ride' locations. Given its proximity to Parramatta Rd, the Taverners Hill stop may qualify as one of the park and ride locations.
- 1.3. Due to the parking issue being a direct result of light rail extension, NSW transport should fund a parking & traffic study and associated cost of implementing any measures by this Council.
- 1.4. NSW transport to fund and maintain resident parking schemes adjoining light rail stations.
- 1.5. Due to the additional traffic being a direct result of light rail services, NSW transport should fund the traffic study and associated cost of implementing such traffic measures by this Council.

2. Noise / Screening

Noise generation during construction and operation of light rail is identified in SLRE impact statement as minor and within the Australian standard. Council, however, may receive some complaints from residents; as a result, Council will need to allocate some of its resources to dealing with this issue,

Where the track is elevated and providing oversight of residence, such as between Marion Street and Parramatta Road, appropriate screening needs to be provided to protect residents' privacy.

Recommendations:

- 2.1. Acoustic fencing / sound barriers should be considered to minimise the noise level at certain locations

- 2.2. Appropriate natural screening needs to be provided to protect residents' privacy at a variety of locations

3. Hawthorne Stop

Proposed stop and the bridge are located too close to the existing unleashed dog area and 'Café Bones'; this will cause implications to everyone utilising the facility. Council does not support the bridge across Hawthorne canal at the proposed location; there are too many conflict points between dogs, cyclists, pedestrians and children near the playground in Richard Murden Reserve. Also the bridge becomes a magnet for not only commuters, but for dog users, thus creating issues for parking along Hawthorne Pde and adjoining streets.

Recommendations:

- 3.1. Both, the proposed bridge and the stop should be moved north to clear off the dog area and 'Café Bones'.
- 3.2. Consideration should also be given to the conflict points with tennis court when selecting the location of bridge on the other side.
- 3.3. Alternatively if the proposed location for the bridge remains, detailed design and measures need to be included at the intersection of the bridge path and the proposed shared path/cycleway to eliminate conflicting points in order to increase safety.

4. Marion Stop

Marion stop has two proposed configurations to safely convey cyclists and pedestrians.

- a) Signalised crossing across Marion Street.
- b) Alternative scheme - Pedestrian and cycle bridge over Marion Street on the western side.

Signalised crossing in combination with the overhead bridge is the most appropriate treatment for the area. It is envisaged that some pedestrians / cyclists will still choose to utilise the existing path instead of going over the bridge. Some Cyclists would prefer to commute via Darley Rd to City West link and therefore the bridge should be built to the east of the light rail, providing an un-interrupted accessibility. A signalised crossing will make it safer to cross Marion Street for cyclists, pedestrian and commuters wanting to head North - West. In the alternative scheme, the proposed bridge over the Hawthorne canal is out of scale, bulky & un-sympatric to the surrounding locality.

Council proposes an alternative route for consideration: from underpass at Lords Road to underpass at Loftus Street. The proposed alignment crosses the rail track from western side to eastern side through the existing underpass at Lords Road, continues along the eastern side of rail track, over the bridge across Marion Street (eastern side of Marion stop) to the underpass at Loftus Street and leading to Darley Road.

Recommendations:

- 4.1. Council recommends the proposed pedestrian/cycle bridge be moved to the eastern side of the light rail track. This is in alignment with the proposed alternative route along Darley Rd. Advantage of this route is:

- 4.1.1. Provides cyclists a direct link to Darley Road; from observation, serious cyclists mostly ride along Darley road and some along Hawthorne Parade. Cyclists wishing to access Hawthorne Parade may ride under the bridge and across Marion Street.

- 4.2. The bridge over Hawthorne Canal is not acceptable and should not be constructed.

- 4.3. Signalised crossing be installed at Marion St together with a bridge across Marion Street.

5. Taverners Hill Stop

Council supports this location and suggests the name could be changed to better represent the area.

Recommendation:

- 5.1. Consider changing the name to Battle Bridge stop to reflect the existing Battle Bridge. The battle bridge has historic, aesthetic and technical significance.

6. Lewisham West Stop

Existing location is acceptable however a better accessibility could be provided to the bus service in order to provide a more attractive interchange.

Recommendation:

- 6.1. Consider better bus / rail interchange – a possibility could be a bus stop in Hudson Street that is closer to this stop.

7. Existing and Proposed Deed

Council and residents need to be aware of any deeds in place with the service operators. Council believes such arrangements should be transparent for public scrutiny and for the Council to take this into consideration when proposing changes to its traffic and transport planning.

Recommendation:

- 7.1. Deed with Light Rail Company needs to be made accessible and transparent to the public.

PROPOSED CYCLE/SHARED PATH IN RICHARD MURDEN RESERVE

8. Lighting & Energy

Given that the proposed new path is shared, consideration should be given to energy efficient lighting along this path to improve visibility for safety. The cost of lighting and maintenance should be borne by NSW Transport.

The pathway should be constructed so that it is easily maintained and environmentally sustainable.

Recommendations:

- 8.1. Energy efficient pathway lighting to be installed
- 8.2. Transport NSW to pay for ongoing lighting costs
- 8.3. Pathway should be constructed so that it is easily maintained and environmentally sustainable
- 8.4. Pathway to be constructed so that vandalism and graffiti is kept at a minimum
- 8.5. Lighting should be designed such that the lights do not spill into residential areas and bush care sites. Safety by design principles should be used.

9. Existing trees, vegetation and park furniture

Council needs a detailed alignment of the proposed path, including the width and construction material - from the proposed alignment it seems trees will be affected and Council needs to know how this will be managed. Some of the trees were planted to act as a screen to Hawthorne Parade residents – removal of these trees may be of concern to residents and therefore need to be relocated / re-established.

Subject to detail design, the alignment may conflict with existing park furniture - consideration should be given in regard to this.

Recommendations:

- 9.1. Transport NSW to provide detailed alignment of the path, including the width and construction material
- 9.2. All trees and vegetation to be replaced and re-established at appropriate locations with a Landscape Plan to be provided.
- 9.3. Existing park furniture to be relocated by Transport NSW
- 9.4. Screening to be provided at the northern end of the pathway for Hawthorne Parade residents

9.5. A detailed landscape plan should be provided for Council's input / feedback.

10. Fencing

The proposed path will require a continuous fence along the canal and existing basketball court; parts of fence along the proposed path are missing and lack continuity.

Recommendation:

10.1. Provide a continuous fence along the path between canal and existing sporting facilities.

11. New Leichardt Council Bridge at Blackmore Park over Hawthorne Canal.

Leichardt Council has initiated to construct a bridge across Hawthorne canal; the proposed alignment of GreenWay seems to clash with this bridge and will have to be re-aligned to provide a better connection.

Recommendation:

11.1. NSW transport to incorporate this bridge into the proposed path in Richard Murden Reserve.

Support for GreenWay in scope of works

Ashfield Council 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 cycle pathway; the preservation of existing community bushcare sites where possible; and the implementation of both new bushcare sites and public art as part of the project being undertaken by Transport NSW.

12. GreenWay Revegetation & Bushcare Plan

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.

Recommendation

12.1. The Project 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 (not just the Inner West Environment Group as indicated in the Environmental Assessment).

13. Grant funding for bushcare

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.

Recommendation

13.1. 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.

14. Access for maintenance of bushcare sites

The maintenance of existing community bushcare sites in the rail corridor at Dulwich Hill remains a key area of concern for community groups.

Recommendation

14.1. 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.

15. Grant funding for signage

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.

Recommendation

15.1. 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.

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

16. 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

- 16.1. 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

17. 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

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

18. 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

18.1. 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.

19. 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

19.1. 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.

20. 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:

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

Thank you for the consideration of these issues.

Ashfield Council reiterates its strong support for the Sydney Inner West Light Rail Extension and the inclusion of the GreenWay in the scope of works for the Inner West Light Rail Extension.

Yours faithfully

A handwritten signature in black ink, appearing to be 'VC' followed by a long, sweeping horizontal line that curves upwards at the end.

Vanessa Chan
General Manager

179

Diane Fajmon - Application reference no: MP 10_0111

From: "Peter Higgins" <prhiggins@optusnet.com.au>
To: <plan_comment@planning.nsw.gov.au>
Date: 15/11/2010 3:41 PM
Subject: Application reference no: MP 10_0111

ATTENTION: *Diane Fajmon*

Re "Sydney Light Rail Inner West Extension".

All things considered, my preference is to ensure the Greenway is safely enclosed **INSIDE** the Light Rail corridor, with **NO DETOUR up WESTON ST.** I would support the single merged stop and oppose the individual Arlington and Waratah Mills stops.

Yours faithfully

Peter Higgins
29 Windsor Rd
Dulwich Hill
NSW 2203



INNER WEST ENVIRONMENT GROUP

8 Blairgowrie Street

Dulwich Hill

NSW 2203



14th November 2010

Major Projects Assessment

Department of Planning

GPO Box 39, SYDNEY NSW 2001

Application reference number: MP 10_0111

Attention: Diane Fajmon

plan_comment@planning.nsw.gov.au

RE: Environmental Assessment for the Inner West Light Rail Extension

The Inner West environment Group (IWEG)* is responding to public exhibition of the Sydney Light Rail Extension — Stage 1 — Inner West Extension Environmental Assessment

IWEG broadly supports the proposed light rail extension from Lilyfield to Dulwich Hill, and development of a GreenWay shared pathway from Cooks River to Iron Cove as previously outlined in the GreenWay Master Plan and Coordination Strategy. However, we object strongly to the manner in which biodiversity and bushcare will be adversely impacted, and the poor way the issue has been addressed in the Environmental Assessment process. We do not believe the assessment of biodiversity impacts has been adequately undertaken, and that there are significant impacts either not assessed, or impacts assessed as minor which are significant.

Comments in our 7th June 2010 response to pre-construction studies are reiterated. We are concerned that if dual track light rail is extended to Dulwich Hill, and a GreenWay Trail is also constructed in the rail corridor then there is likely to be significant adverse impacts on existing and future bushcare sites and corridor habitat, either directly from station and access construction and operation of the light rail, or indirectly through construction and operation of a GreenWay Trail. The latest assessments confirm our earlier fears, and indicate that despite the conclusion that the project will have positive net impacts on biodiversity bushcare, in reality the opposite is the case. The reporting if anything demonstrates that a lot more needs to be done by the NSW government to more fully appreciate and acknowledge the real impacts that this project will have on developing a viable bush corridor along the GreenWay. It appears that an integrated approach is not being adopted, and that planning and design of the project is being directed almost entirely by a single agency, despite the far reaching impacts.

The Summary, Main report and detailed ecological papers to the EA, generally have downplayed the impacts on the reestablishment bushcare sites and biodiversity of the proposals, and provide little substantive detail on how these mitigation measures are to be implemented. We have grave concerns that the biodiversity and bushcare issues have been largely ignored or dismissed, so as to proceed with the project largely as developed earlier. The reporting and assessment of ecological and bushcare impacts appears to have been done in a manner that “proves” that the project can proceed, rather than to openly and

honestly assess impacts.

IWEG and the local community have dedicated 10 years of work in developing what is generally regarded as some of the highest quality reestablishment sites in Sydney. The Waratah Mills and Davis St sites which will be severely impacted by the light rail and GreenWay Trail are unique in inner Sydney.

Unfortunately the proposal for dual track light rail has been presented to the community as a fait accompli. NSWTI has not undertaken any serious analysis of single-track operation, or a GreenWay Trail on the Eastern side of the corridor, as strongly put forward by the community, nor even minor design solutions to minimise impacts on biodiversity.

Possible solutions / requirements proposed by IWEG (and Friends of the GreenWay) include:

- compensatory biodiversity sites in addition to the sites already identified by IWEG (GreenWay Bushcare) as future biodiversity sites. This could include resumption of corridor land that is being used legally or illegally by surrounding businesses and residents. A ratio of four times new sites for impact on existing should be allocated
- new establishment sites need to be considered north of Marion St. At present none of this section of the corridor is earmarked for sites
- NSW Transport to workshop with those such as IWEG who have the on-the-ground knowledge to map out future sites, devise management and access procedures, minimise impacts from trail and station access construction
- Guaranteed access to the corridor with realistic restrictions to allow establishment and maintenance of sites
- Protection of areas of remnant local species such as the cutting north of New Canterbury Rd
- Planning the construction schedule for the light rail to allow seed collection from existing vegetation, transplanting of grasses prior to start of work.
- Merge Davis St and Constitution Rd stations to a single station at Terry Rd to reduce bushcare site impacts

We are astounded and dismayed to see the ecological report use out-of-date species information copied directly from IWEG's web site then cited as current. No direct contact has been made with IWEG to discuss the project since the project's announcement in February this year. The reporting also created the impression that the works will not have a significant impact on the threatened population of the Long Nose Bandicoot. We disagree with this view – a one off surveying for presence or absence is misleading. It is likely that the animal uses the corridor from time to time for movement, and establishment of the bushcare sites in time it is hoped that they are used more often for foraging. The site that is proposed to be largely impacted by the GreenWay Trail was where the two carcasses have been found, and first evidence of the presence in about 2006.

Other points we would like to make are:

General

- only cursory consideration is given to assessment of the potential impacts on existing

- and future bushcare sites and fauna;
- there is lack of detailed understanding of what is there on the ground in terms of re-established vegetation, biodiversity and habitat, remnant native species, high habitat weed areas;
- NSWTI or consultants have yet to directly consulted with IWEG during the course of the EA studies;
- ecological/biodiversity impact assessment was only conducted on the basis of whether there were listed rare or threatened species (i.e. a statutory checklist/"tick the box") rather than a comparative evaluation of the significance of the corridor habitat and bushcare site reestablishment in a subregional sense;

Bushcare and biodiversity value

- the corridor currently is a haven for wildlife. Even if its covered in weeds this is a good habitat for small birds and animals and this must be recognised in the planning process;
- IWEGs bushcare re-establishment sites are regarded by bushcare professionals as being unique in the inner Sydney Region and of high quality due to the high species diversity (over 90 local provenance species, not 60 or so as pre the EA studies), good weed control, natural germination of grasses and shrubs on-site, and good documentation and record-keeping;
- there has been recent sightings of the Long-nosed Bandicoot in a street near Old Canterbury Rd. The animals move along the corridor and impact assessment of the light rail and greenway Trail has not adequately considered the protection of this animal where it is formally listed as an Endangered Population, nor future enhancement of habitat. A very short term view only has been assessed. Railway/light rail vegetation management practices in the corridor could be a "threatening process" for this population. There has been use of limited time/spatial surveying for bandicoots as reason to reduce assessed impacts when knowledge is that their occurrence is spasmodic and future movement along the corridor needs to be taken into account
- it has not been demonstrated that design, construction and operation of the light rail stations, station access and pathway will have minimal impact on existing and future bushcare sites and habitat value, and does not adversely impact on the Endangered Population of Long-nose bandicoots and small bird habitat (i.e. thick shrubs);
- there are remnant and/or recolonised native plant species on the corridor, including: *Acacia falcata*, *Acacia parramatensis*, *Cymbopogon refractus*, *Aristida sp.* and *Austrodanthonia sp.* on the western side of the corridor along the cutting between New Canterbury Rd and Constitution Rd; *Microlaena stipoides* at Waratah Mills bushcare site adjacent to Johnson Park; a number of native fern species alongside the formation at Davis St site. Remnants are found mainly where there is a pre-European soil profile present and there has not been continuous herbicide spraying. The current proposal for the GreenWay Trail at the New Canterbury Rd cutting needs to be radically redesigned to avoid what will be significant impacts on a remnant vegetation.

Recommendations to Optimise Biodiversity Outcomes

IWEG reiterates previous recommendations for optimising biodiversity and bushcare outcomes for the light rail extension and GreenWay Trail:

Reduced loss of habitat and bushcare sites: location of station access, and Trail to reduce area of impact (“footprint”) to the minimum possible in size and located on the outside or edge of any existing or potential bushcare area. The Waratah Mills and Arlington stations should be combined into one station at Terry Rd, so as to reduce bushcare impacts. Light Rail station platform “footprints” should be of minimum necessary, with platform width <3.0m, and ideally a maximum width of 2.0m, and much less than the width shown on plans. Construction of a Davis St station should be done to avoid vegetation on the railway formation edge of the site including where there is recolonisation with native fern species. Station platforms and pathways should be designed and constructed with decking materials or similar to allow movement of small animals underneath, and to allow some plant growth.

Construction: building of works should be done in a way that minimises disturbance on existing habitat and vegetation and maximizes new habitat and biodiversity. Site plans should be prepared to isolate sensitive areas with barricading and signage. Sediment and erosion control plans must be prepared and strictly enforced. Protocol (such as washdown stations and quarantining) should be developed and employed to ensure construction machinery and equipment do not introduce nor spread any soil-borne pathogens and weed seeds along the corridor. Wherever possible near or alongside bushcare sites, hand working should be undertaken rather than using machinery. Vehicles (particularly passenger vehicles) should remain outside the corridor unless delivering bulk/heavy materials or are being used directly for actual construction. IWEG or ecological specialist should be involved/engaged in an advisory capacity to identify on-site the construction access and procedures prior to any work commencing. If an area has to be disturbed, efforts should be made to relocate any plants, and if this is not possible, to collect seed from the plants prior to removal.

Habitat enhancement: in areas related to/adjacent to stations or access or the Trail, that are impacted by works, that these be rehabilitated with local provenance species, and materials placed to enhance small animal habitat. Small mammal tunnels/access ways should be constructed through the bridge openings, and where new subways are constructed.

Lighting: night lighting for the stations, stations access and GreenWay Trail has not been investigated in the studies. Lighting should be done in a way that does not adversely impact on wildlife through shielding to reduce light spill and intensity outside the paved areas.

Drainage & catchments: ensure that works do not adversely impact on drainage across bushcare sites, and that drainage works and designs are done to WSUD principles. Drainage could retain water and ponding (vs traditionally trying to get rid of it and dry things out as fast as possible). Attention should be paid to retaining amphibian habitat where this currently exists. A drainage management plan should be prepared for the corridor that takes into account bushcare and habitat as well as rail operational factors.

Biodiversity – IWEG should be involved in any planning for any rehabilitation planting, and species should be local provenance. The existing sites could be used as seed banks for any propagation/germination. Resources and capacity building should be provided for IWEG volunteers and the local residents to be involved in the seed collection and the plant

propagation and rehabilitation processes so as to provide for longer-term sustainability and maintenance. A sinking fund should be provided by NSW government to fund weeding maintenance of any new sites for at least a five year period

GreenWay Trail design and use – shared pathways should have fencing or some barriers to reduce incidences of dogs and people trampling and disturbing any adjoining bushcare site. Any access ways to stations should be sited in the first instance to avoid existing of future sites, and if they are to be located across a site, they should be a decking type structure and have a low barrier fenced (and signed) to protect native plant vegetation and allow for natural germination of grasses. Ideally a vegetation barrier should be provided between the bushcare sites and the tracks. Three rows of closely spaced *Lomandra longifolia* over a 2m width should be placed in the zone 1metre to 3metres from the outside rail. Once fully grown they will prevent access to the tracks, provide a largely maintenance free edge, as well as providing habitat. The path width should be reduced to minimum through the existing Waratah Mills site – to at least 2.5m not 3m.

Future corridor management – there is scant detail on how the light rail build and operation will progress - especially in relation to fencing and the interface zone, access for volunteers etc. Contracts etc need to be discussed with the community, and look beyond the traditional railway/perway approach to design. "Safety" should not be used as a pretext for not doing anything – risk management instead. World's best practice needs to be followed to improve biodiversity outcomes

IWEG would strongly support the State Government placing the corridor in the hands of a land management agency (rather than RailCorp/light rail operator) where the environment and biodiversity is "core business" and staff and contractors have the expertise, resources, and commitment to respond diligently and professionally to multiple demands. If the corridor does remain under RailCorp control, then practical corridor access and vegetation clearance protocols need to be developed that respond to the corridor now fulfilling a range of functions (public transport, active transport, biodiversity and habitat etc.). Future corridor management (including vegetation management protocol) should take into account the Bushcare Management Plan and vegetation protocol currently being developed for the GreenWay corridor under the GreenWay Urban Sustainability Program.

There are likely to be further issues and ideas that arise during the concept development phase, and NSWTI should keep in contact with IWEG so that each can be informed of progress or where new information comes to light. For further information or clarification on this submission please contact Bruce Ashley on bruce@bike-it.com.au or ph. 9560 9281.

Regards

Mac Monks
President, Inner West Environment Group

cc Ashfield, Leichhardt, Canterbury Councils (copies to Councilors)
John Carse, Regional Manager, Sydney Metro CMA
Lauren McIver, GreenWay USP

Ros Gibbons, GreenWay Steering Committee
Greg Stonehouse, Friends of the GreenWay
Tanya Leary, NPWS/DECCW

* The Inner West Environment Group is in the process of name change to the GreenWay
Bushcare Group

Diane Fajmon - Application reference no: MP 10_0111

181

From: "Anne McIntosh" <annemcintosh@optusnet.com.au>
To: <plan_comment@planning.nsw.gov.au>
Date: 15/11/2010 3:54 PM
Subject: Application reference no: MP 10_0111

FOR THE ATTENTION OF MS DIANE FAJMON

Re "Sydney Light Rail Inner West Extension & Greenway".

My preference is to **ENSURE THE GREENWAY IS SAFELY ENCLOSED INSIDE** the Light Rail corridor.
I totally **OPPOSE ANY DETOUR up WESTON ST DULWICH HILL.**
I would support the single **MERGED STOP** rather than the individual Arlington and Waratah Mills stops.

Yours faithfully

Anne McIntosh
29 Windsor Rd
DULWICH HILL NSW 2203

annemcintosh@optusnet.com.au

Diane Fajmon - Submission, application reference number: MP 10 0111

182

From: "Jim Morris" <jmrrs@bigpond.com>
To: <plan_comment@planning.nsw.gov.au>
Date: 15/11/2010 4:07 PM
Subject: Submission, application reference number: MP 10 0111
Attachments: Bonzle map of Inner-West Sydney.bmp; Sydney CMA Nat Parks & Reserves.jpg

Application reference number: MP 10 0111

Attention: Diane Fajmon

Priorities for greening the GreenWay

"13.2 Existing environment"

The most important potential for the GreenWay's biodiversity is to provide the safe passage for migratory and local birds. The significance of this has only been implied in the Environmentr Assessment.

Regional and district views must be given in the final assessment for a proper appreciation of priorities for greening the corridor. I have attached two maps which give the kind of perspective needed in the Environment Assessment.

1. the regional view with expansive areas of bushland in northern and southern Sydney (CMA map) and then
2. a closer view of the Inner-West district (<http://maps.bonzle.com/c/a?a=p&p=1383&cmd=sp>) with a black line added for the discontinuity between Salt Pan Creek and Duck Creek, and a green line added for the GreenWay, which is the only opportunity to provide safer passage for birds, particularly, small birds from raptors.

The narrowness of the corridor and the eternal shortage of willing volunteers mean the priorities should be:

1. to continue with existing sites plus maintain Transport NSW remediated sites that had been disturbed during construction.
2. to establish trees along the full length of the corridor for the safe passage of migratory and local birds.

All bushcare sites will be continually prone to weed infestation and as site numbers increase, professional regenerators will be needed to maintain them by extensive spraying. This is the reality in natural bushland and will be especially so along the GreenWay. If the entire corridor was revegetated, in bush regeneration terms, it would all be "edge", with no resilience.

Tree planting along the entire corridor is the most effective long-term action volunteers can undertake, along with maintenance of existing sites. Today's manual workers aren't manual workers so much as machine operators. Bush regenerators are no exception, relying increasingly on weedicides. Volunteers have a much more limited capacity. It is essential we have the right perspective at this stage, not when Light Rail operating and volunteers are in too short supply.

The first priority is to plant trees for a continuous canopy. Selection of trees is particularly

important and needs to be addressed in the final report. Blackbutts, for example, drop large branches and should be away from public areas, whereas Turpentine don't drop branches and ought to be well represented in public area plantings.

Long-nosed Bandicoots

1. "13.3.1 Construction impacts Vegetation clearing"

Knowledge of Long-nosed Bandicoot movements is minimal. I think extensive mulching will be a significant setback for their foraging opportunities. Revegetation along the entire corridor will be a long-term process, and so it should for the bandicoots' welfare.

2. "13.3.2 Operational impacts Light"

More research into this matter is needed. Sections of habitat screened from light? Perhaps as simple a solution as heavy shade cloth.

Friends of the GreenWay

I echo the call by Friends of the GreenWay for:

1. A cantilevered overpass at Marion stop ("6.2.5")

The bridge alternative will provide a safer access to the Light Rail for passengers. and for shared path users, particularly children and elderly pedestrians.

2. A linkage for cyclists from the GreenWay Trail to the city. The GreenWay trail is a priority route in the Sydney Cycle Network and it will link the cycle route to the city along Lilyfield Road and Anzac Bridge. A cycle path through the Light Rail tunnel to Lilyfield Road would be a big improvement.

3. A separate shared pedestrian/cyclist bridge is needed at Wardell Road's Cooks River crossing.

Locations of stops

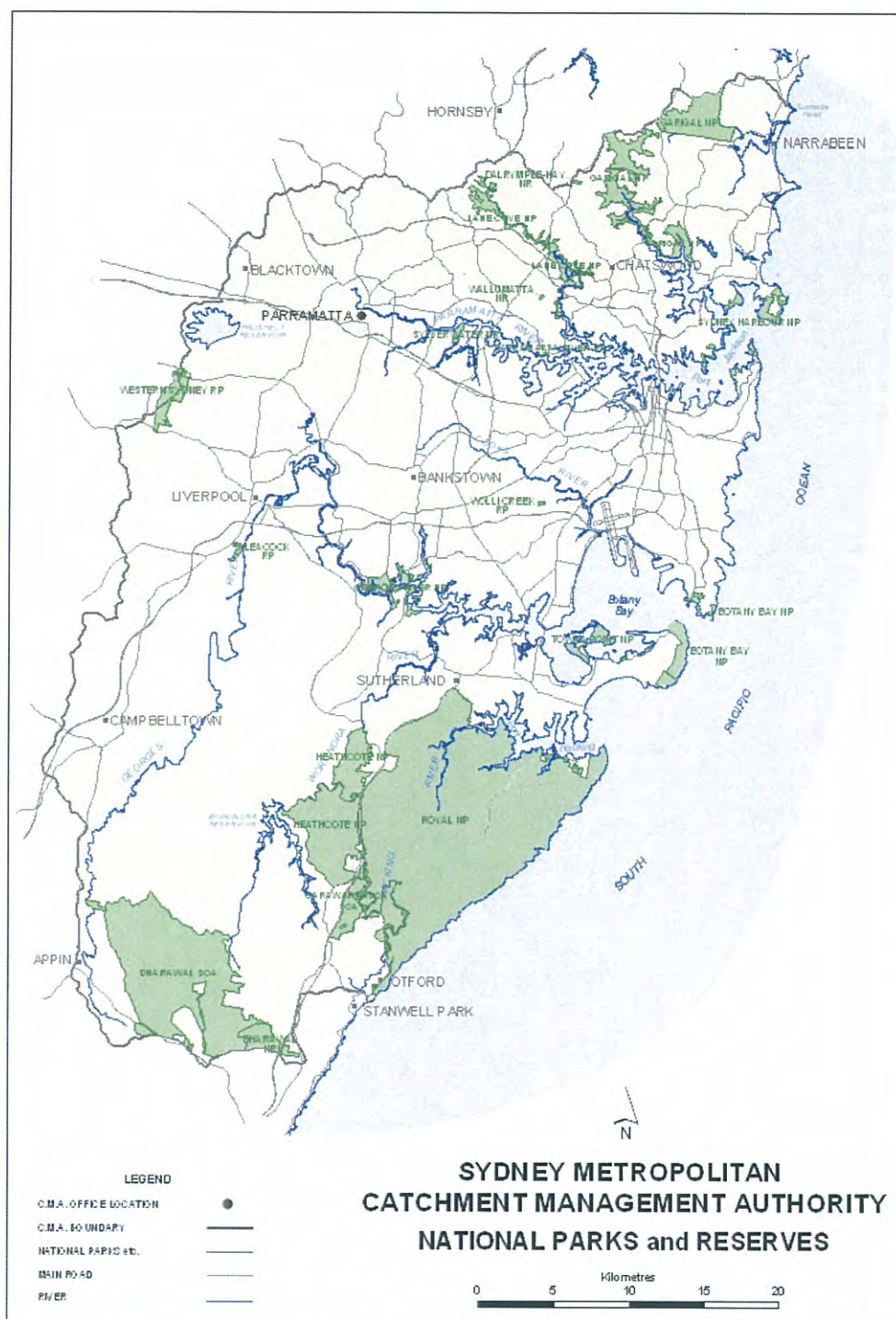
Lewisham West would be better placed near Longport Street. Access could be obtained from the southern side of Longport Street.

Dulwich Hill would be better placed on the goods line just before Wardell Road, with a lift to street level. The lift would be expensive but if a job's worth doing at all it's worth doing well.

Jim Morris
4 Watkin Street
Hurlstone Park 2193

(02) 9798 7605

jmrrs@bigpond.com



Diane Fajmon - Application reference #: MP 10_0111, attention Diane Fajmon

183

From: "Cheryl Barrett" <cheryl@proactivebiz.com.au>
To: <plan_comment@planning.nsw.gov.au>
Date: 15/11/2010 10:00 AM
Subject: Application reference #: MP 10_0111, attention Diane Fajmon

Attention Diane Fajmon
Application Ref. # MP 10_0111

Hi Diane

We live in a set of townhouses right opposite the light rail between proposed stops Hawthorne and Marion. Our bedroom windows are probably 30 – 50m from the line, and on eye level with it. My office is also in the same situation. There has been a substantial clearout of vegetation on the banks etc of the light rail, which means the line & carriages are now quite visible from our windows – and vice versa, of course. And, the removal of a substantial amount of vegetation also means the noise carries further. I realize the noise won't be as bad once work on the line has finished, but the visual impact will be even worse, especially if it is intended to run the rail up until midnight. This will potentially impact on our privacy, especially since people will be able to look directly into our bedrooms. I really don't want to be in a position of never being able to open the windows or blinds in those rooms.

I would like to request, both as a resident owner and as secretary for our body corporate, that screening vegetation be planted to eliminate any visual impact of the rail opposite our townhouses. We are at 28 Daniel St Leichhardt. I am in townhouse #10 and am probably the closest townhouse in our complex with both office and bedroom being impacted. The vegetation, from my perspective, would only need to cover the section from the white pillars that separate the closed off street (Allan or Darley or Daniel St– call it which you will) up until the current walkway under the rail – a distance of maybe 100-150m. Once the rail reaches this point, it curves away from our townhouses so the impact lessens dramatically.

Vegetation is probably a lot cheaper than any sort of wall, and it fits in well with the greenway/ecological concept. There are Casuarinas already planted there on council land, but they are now too tall to screen at the level I am requesting. Maybe something could be grown as a hedge on the rail land – similar things have been done in Annandale. It would then simply be needed to be added to a low-level maintenance program, to keep the hedges at appropriate height. Murraya seems to work well around here & is evergreen. Or plumbago – but it can get a bit out of control!

The rail was not visible at all at this location prior to the huge clearout – I simply want our privacy reinstated.

Regards



Cheryl Barrett
Phone 02 9818 1222
Mobile 0413 615 161
PO Box 364, Leichhardt NSW 2040
10/28 Daniel St Leichhardt NSW 2040

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Diane Fajmon - MP10_0111

From: Kate Marshall <tatface1@yahoo.com.au>
To: <plan_comment@planning.nsw.gov.au>
Date: 15/11/2010 10:35 AM
Subject: MP10_0111

Attention: Diane Fajmon

I would like to make the following comments regarding the Inner West Light Rail extension and Greenway\cycleway;

1. I support merging the Waratah Station and the Arlington Stations. It would save taxpayer money. There is a significant overlap of the catchment areas of these two stations and the merger would have minimal impact on users. Merging these stations may facilitate keeping the Greenway\cycleway within the existing rail corridor.

2. I support keeping the Cycleway within the Light Rail corridor and avoiding the Weston Street diversion. This will improve public safety as it will be a designated cycleway and not shared with motor vehicles.

Yours sincerely,

Kate Marshall

Diane Fajmon - Application reference: MP 10_0111

185

From: "David Hood" <bravura1@bigpond.com>
To: <plan_comment@planning.nsw.gov.au>
Date: 15/11/2010 10:45 AM
Subject: Application reference: MP 10_0111

Dear Department of Planning

I want to register my strong comment that the Greenway is safely enclosed within the Light Rail corridor, and not detour up Weston Street.

Yours faithfully

Dr David Hood
25 Edward Street
Summer Hill NSW 2130
Tel: 02 9716 4810

Diane Fajmon - Light Rail EA: Submissions closing 15th November

186

From: "Denise Campbell" <DeniseC2@chw.edu.au>
To: <plan_comment@planning.nsw.gov.au>
Date: 15/11/2010 10:49 AM
Subject: Light Rail EA: Submissions closing 15th November

To the Department of Planning, NSW Government

Re: Environmental Assessment for the Inner West Light Rail Extension
Application reference number: MP 10_0111
Attention: Diane Fajmon

I would like to make a submission to the EA for the light rail project which closes today (15 November). I would like you to consider the following:

Bushcare sites / biodiversity

Dual track operations require the GreenWay Trail to pass through existing and future bushcare sites in the corridor with several negative impacts

- Direct loss of existing habitat area due to path construction, in particular almost half of the width of the Waratah Mills site
- Loss of future bushcare sites due to path construction especially in the constrained section from Constitution Rd to Hercules St
- Fragmentation of sites resulting in a non-continuous habitat corridor that compromises it's effectiveness
- The proximity of the trail will reduce the effectiveness of the habitat sites due to fauna disturbance from path users, potential light spill from trail lighting, transport of weed seeds by path users

Stations and station access pathways will have similar impacts. For example, the access path to the eastern Davis St stop is shown as cutting through the centre of the established bushcare site.

If the GreenWay Trail is relocated from Weston St to the corridor (which may be desirable if looked at only from a cycling facility viewpoint) the impact on bushcare sites / biodiversity would be amplified as the corridor is very narrow at this point.

Possible solutions / requirements:

- Compensatory biodiversity sites in addition to the sites already identified by IWEG (GreenWay Bushcare) as future biodiversity sites. This could include resumption of corridor land that is being used legally or illegally by surrounding businesses and residents.
- NSW Transport to workshop with those who have the on-the-ground knowledge (ie IWEG) to map out future sites, devise management and access procedures, minimise impacts from trail and station access construction
- Guaranteed access to the corridor with realistic restrictions to allow establishment and maintenance of sites
- Protection of areas of remnant local species such as the cutting north of New Canterbury Rd
- Planning the construction schedule for the light rail to allow seed collection from existing vegetation, transplanting of grasses prior to start of work.

- Merge Davis St and Constitution Rd stations to a single station at Terry Rd to reduce bushcare site impacts

GreenWay Trail

There are several issues that we see with the trail plan as outlined in the EA

- Crossing of Marion St at street level with traffic signals. This would be the only crossing of a busy road for the entire length of the GreenWay Trail, impacting on trail safety and desirability, particularly for family groups / children. There is an alternate proposal in the EA for a bridge over Marion St that is attached to the side of the rail bridge. The bridge alternative will also provide safer access to the light rail stop immediately north of Marion St for light rail passengers.
- No pedestrian bridge over the Cooks River. The southern end of the GreenWay Trail crosses the Cooks River at Wardell Rd to join the Cooks River Cycleway. The river crossing will be on a narrow footpath beside a busy road. We believe a separate shared pedestrian / cyclist bridge is required.
- Linkage for cyclists from the GreenWay Trail to the city. The Greenway Trail is a priority route in the Sydney Cycle Network and it will link with the cycle route to the city along Lilyfield Rd and Anzac Br. It is possible to improve the link by providing a cycle path along Darley Rd and then through the light rail tunnel (on a shelf beside the tracks) to Lilyfield Rd.

Kind regards

Denise Campbell
2, 10-14 Terry Road
Dulwich Hill NSW 2203
Tel: 02 9845 1477

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Diane Fajmon - light rail

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From: "Anne Marie Lyons" <Anne.Lyons@email.cs.nsw.gov.au>
To: <plan_comment@planning.nsw.gov.au>
Date: 15/11/2010 10:50 AM
Subject: light rail

Attention: Diane Fajmon

I would like to make the following comments regarding the Inner West Light Rail extension and Greenway\cycleway;

1. I support merging the Waratah Station and the Arlington Stations would save taxpayer money. There is a significant overlap of the catchment areas of these two stations and the merger would have minimal impact on users. Merging these stations may facilitate keeping the Greenway\cycleway within the existing rail corridor.
2. I support keeping the Cycleway within the Light Rail corridor and avoiding the Weston Street diversion. This will improve public safety as it will be a designated cycleway and not shared with motor vehicles.

Yours sincerely,

Anne Marie Lyons

Diane Fajmon - App ref no MP 10_0111

188

From: "Bridget Brooklyn" <bridgetbrooklyn@bigpond.com>
To: <plan_comment@planning.nsw.gov.au>
Date: 15/11/2010 11:24 AM
Subject: App ref no MP 10_0111

Dear Ms Fajmon

Re the above application, my preference is for the Greenway to be enclosed within the Light Rail Corridor, **not to detour up Weston St.**

Bridget Brooklyn
25 Edward St
SUMMER HILL NSW 2130

9716 4810

Diane Fajmon - Application reference number: MP 10_0111

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From: "Dorothy Prociuk" <dprociuk@bigpond.com>
To: <plan_comment@planning.nsw.gov.au>
Date: 15/11/2010 12:20 PM
Subject: Application reference number: MP 10_0111

Attention Diane Fajmon,

Hi Diane,

As the resident and owner of a home in Weston street I would like to express my preference regarding the proposed detour via Weston Street in Dulwich Hill.

Ideally, I believe that extra money needs to be spent now to ensure that the greenway is safely enclosed within the light rail corridor. This would ensure safety for cyclists, joggers and pedestrians, particularly children. If it is done properly now, the benefits are immediate and in the long term, no re-work will need to take place.

Thank you,

Dorothy Prociuk

70 Weston Street
Dulwich Hill 2203.

Diane Fajmon - Light rail extension EA submission

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From: Chris King <chrisk58@gmail.com>
To: <plan_comment@planning.nsw.gov.au>
Date: 15/11/2010 12:32 PM
Subject: Light rail extension EA submission

Application reference number: MP 10_0111
Attention: Diane Fajmon

I am very supportive of the light rail extension and it being combined with the GreenWay cycle and walking path and the bush corridor.

I am concerned that the bush that has been planted by volunteers be looked after in the process of building the light rail and the Greenway. I am supportive of the siting of the Waratah Mills station in Davis St but I am concerned that the path should go over the canal to the station to preserve the bush plantings at Davis St.

If the bush will be damaged outside Waratah Mills for the Greenway, please can the soil with their grasses and seed be moved to another bushcare site in advance of building. This needs planning and consultation with IWEG/Greenway bushcare.

The EA promises that the GreenWay Revegetation and Bushcare Plan will be used to guide future management on the corridor. However there is a lack of any specific commitment over time to manage the increased area of new compensatory sites, or how this could work in practice. I am concerned that the results of our thousands of hours of volunteer work will be damaged, that we will be given very limited access to some new sites and we will be expected to do all the [unpaid] work in establishing/re-establishing bush corridor sites. What we have done is afterall a great public asset.

TI needs to consult with those who have the on-the-ground knowledge (ie IWEG/Greenway groups) to map out future sites, devise management and access procedures, minimise impacts from trail and station access construction.

There is funding available for the bushcare sites under the USP grant for the Greenway. We need access to the corridor to spend the money on the sites as soon as possible, not one or two years down the track when the light rail is completed. Access to the corridor for the bushcare groups needs to be guaranteed with REALISTIC restrictions to allow the establishment and maintenance of bush sites. Don't mask laziness behind OHS concerns when all these years TI has known about but not bothered to collect broken white asbestos on the corridor.

I hope that TI and the operator see that it is in their interests to facilitate the development of the bush corridor as a facility that will greatly enhance the light rail and the GreenWay.

Christine King
10 Nelson St
Dulwich Hill 2203
chrisk58@gmail.com



PCU016725

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Diane Fajmon
Major Projects Assessment,
Department of Planning,
G.P.O. Box 39
Sydney, N.S.W. 2001

Mr. Csaba Somogyi
89 Windsor Rd.
Dechwich Hill,
N.S.W., 2203

attention: Diane Fajmon, Subject/Re: Application
reference number: MP 10 011.

M

Regarding the Greenway-Bicycle Track
which it has been proposed should detour
along Weston St, my vote is that it should
follow beside the railway line in the
Light Rail corridor,

Sincerely

Csaba Somogyi

