

13 July 2018

Our Ref: Response to OEH matters_Lachlans Line

Genevieve Hastwell
NSW Planning and Environment
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Dear Genevieve,

RE: Modification of pedestrian bridge over Delhi Road and the M2, North Ryde Station Urban Activation Precinct (Lachlan's Line) - SSD 5093 MOD 4

Thank you for forwarding the response to submissions from the Office of Environment and Heritage. Please find below responses from Landcom to the matters raised in Attachment 1 of the Office of Environment and Heritage letter of 23 July 2018 as follows:

Section 10.2.1.6 of the BAM states "To assist the consent authority to evaluate the nature of an impact on a potential entity at risk of a serious and irreversible impact, the BDAR must contain details of the assessment of serious and irreversible impacts, in accordance with the assessment criteria set out in Subsection 10.2.2 for impacts on each potential TEC". Section 6.1.1. of the BDAR does make reference to SAI and states that it must be considered by the decision maker, but there is no consideration of the factors under section 10.2.2 of the BAM, as required.

See Updated Biodiversity Development Assessment Report at Appendix 1.

The BDAR does not include a table of credit class and matching credit profile, as required in Table 25 of the BAM. A BAM Biodiversity Credit Report (like for like) needs to be provided.

See Updated Biodiversity Development Assessment Report at Appendix 1.

In our previous correspondence, OEH did not consider it was justifiable to remove or prune trees because of potential tree falls, radiant heat effect in the event of a bushfire on steel and paint corrosion from bird droppings, Eucalyptus Oil and leaf litter. OEH originally recommended the proponent reassesses the proposed 5m buffer around the pedestrian bridge to retain and avoid clearing the STIF within the area. The amended modification as detailed in the RTS has reduced the proposed buffer from 5m down to 3m. However, no adequate response has been given to justify the size of this buffer and it is noted in the City of Ryde's letter dated 20 June, 2018 that this buffer is an RMS "preferred buffer".

RMS generally requires a 5m clearance around bridge structures, to pragmatically manage risk of damage to its structures, and to facilitate future air stratum maintenance access. Examples of future maintenance operations include but are not limited to; weld inspections, refurbishment of welds and

paint systems damaged by corrosion, erection of suspended scaffold gantries, full encapsulation for paint scraping, painting and other repairs).

In order to minimise the impact to Bundara Reserve, RMS has agreed to a reduced 3m offset, which has been agreed with Council. This reduction has the benefit of saving 3 high significance trees.

The amended Arborist report still refers to a 5m buffer and on the tree location plans for Piers 1, 2 and 3 does not show the amended 3m buffer whereas the original plans depict the buffer area. Please clarify how many trees are proposed to be removed in the 3m buffer area.

The trees to be removed inside the RMS 3m maintenance zone are identified in Table 1 below:

Table 1: Trees within the RMS 3m maintenance zone

Pier 1			
T1	Callistemon	salignus	White Bottlebrush
T8	Callistemon	viminalis	Weeping Bottlebrush
Pier 2			
T37	Casuarina	cunninghamiana	River Sheoak
T39	Callistemon	salignus	White Bottlebrush
Pier 3			
T149	Syncarpia	glomuilera	Turpentine
T152	Eucalyptus	acmenoides	White Mahogany
T156	Eucalyptus	acmenoides	White Mahogany

Note:

- none of the trees proposed to be removed within the 3m RMS maintenance zone are of high or medium significance
- 3 high significance trees; T10 (Turpentine) at Pier 1, T11 (Turpentine) at Pier 1, and T150 (Turpentine) at Pier 3, can now be retained as a result of the RMS maintenance zone reducing from 5m to 3m.

It is noted that the number of trees to be removed has reduced from 30 to 22. There may be further opportunities to retain the following trees:-

Pier 1:

- Tree 1 - given its location on the periphery of Pier 1 consider its retention
- Trees 3 and 4 – these trees were originally assessed as located in the fall zone (should they fall over in an unforeseen circumstance and impact on the bridge, and these trees in the fall zone were identified due to their heights or potential mature heights). It is noted they are currently 6m in height and it is not considered that their removal based on height is warranted. Further, they are located outside of the amended 3m buffer and 5m original buffer area so it is unclear why they are proposed to be removed and are also on the periphery of the earthworks area.

Pier 2:

- Tree 36 – this tree is located outside of the area required for earthworks and is 0.58m away from the proposed rig platform with a 25.8% encroachment in the TPZ which appears minor. It was originally assessed within the fall zone and is also outside of the amended 3m buffer area and 5m original buffer area so it is unclear why it is proposed to be removed.
- Trees 37 and 39 - were originally assessed to fall within the 5m buffer area and given this has been amended down to 3m are likely to now fall outside of the 3m buffer area. Given this it is unclear why these trees are proposed to be removed.

Pier 3:

- Tree 143 - this tree is located outside of the area required for earthworks and is 0.82m away from the proposed earthworks with a 23% encroachment into the anticipated pathway which appears minor. It is unclear why it is proposed to be removed.

The trees situated between 3m and 5m from the bridge, require removal for the following reasons:

Tree Removal				
Pier 1				
T1, T3, T4	Callistemon Allocasuarina Allocasuarina	salignus littoralis littoralis	White Bottlebrush Black Sheoak Black Sheoak	<p>These trees are impacted by the work zone required to construct the abutments and bridge lifts.</p> <p>Each tree is identified by a qualified arborist as being non-significant, typical of a native roadside planting.</p> <p>Landcom will replace these with new appropriate low scale native plantings to preserve RMS maintenance zone</p>
Pier 2				
T36 T37 T39	Eucalyptus Casuarina Callistemon	Botrioides Cunninghamiana salignus	Bangalay River Sheoak White Bottlebrush	<p>The Sheoak and Bottlebrush are within the RMS 3m buffer zone.</p> <p>They, and the Bangalay are also impacted by the work zone required for access to construct the abutments and bridge lifts (agreement has been reached with Council on their removal and replacement).</p>

Tree Removal				
				<p>Each tree is identified by a qualified arborist as being of low significance.</p> <p>Landcom will replace with new appropriate low scale native plantings characteristic of STIF community, to preserve the RMS maintenance zone in accordance with a VMP to Council's satisfaction.</p> <p>Offset credits will be purchased and retired to mitigate impact.</p>
Pier 3				
T143	Callistemon	viminalis	Weeping Bottlebrush	<p>This tree is impacted by the work zone access required to construct the abutments and bridge lifts.</p> <p>This tree is identified by a qualified arborist as being non-significant, typical of a native roadside planting.</p> <p>Landcom will replace with new appropriate low scale native plantings to preserve RMS maintenance zone</p>

We trust this response addresses the matters raised by Office of Environment and Heritage. However, should you require clarification in relation to anything within this letter, please contact me on (02) 9249-4100.

Yours faithfully

GLN PLANNING PTY LTD



PETER LAWRENCE
DIRECTOR