

Guy Noyaux
 guy noyaux I @bigpond

Personal Submission to the Environmental Impact Statement (EIS) Sydney Metro Sydenham to Bankstown Upgrade

Name: Guy Noyaux

Address: guynoyaux1@bigpond.com

Application number: SSI 17_8256

I consent to my name being published

I do not consent to my name being published

I have no reportable donations to disclose

I object to the proposal to upgrade the Bankstown Line from Sydenham to Bankstown to metro standards.

The Metro conversion of this line is not justified because:

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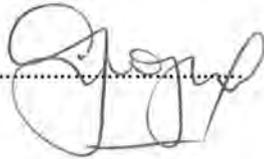
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Personal Submission to the Environmental Impact Statement (EIS) Sydney Metro Sydenham to Bankstown Upgrade

Name: *Lauren Stracey*

Address: *59/1-9 Terrace Rd Dulwich Hill.*

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 Address: *31 Garnet Street, Dulwich Hill, NSW 2203*

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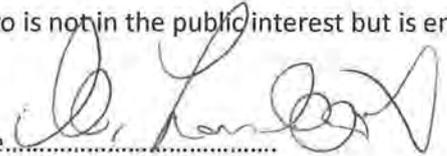
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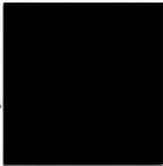
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Name: *Cassie Williams*

Address: *13/96 Duntrona street, Hurlstone park 2193*

Application number: SSI 17_8256

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C. Williams 21-10-17

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Name: **OMAR DABBACH**
 Address: **ROBERT ST ASHFIELD NSW 2131**
 Application number: SSI 17_8256

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Name: *Alana Waite*
 Address: *29 Hardy St Ashfield 2131*
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Name: *GEORGE GEORGIOU*
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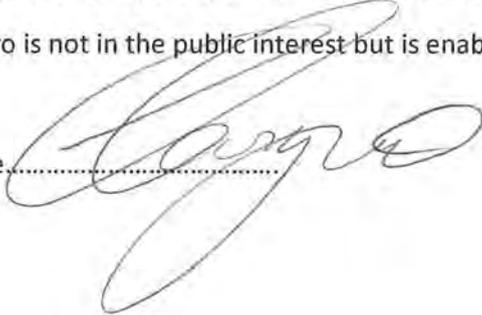
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Name: Andrew Chesterton

Address: 13 Mill St Hurlstone Park NSW 2193

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A handwritten signature in black ink, consisting of a large, stylized initial 'S' followed by a long, horizontal, wavy line that ends in a small loop.

Personal Submission to the Environmental Impact Statement (EIS) Sydney Metro Sydenham to Bankstown Upgrade

Name: *Annabel Kaim*

Address: *31 Dunstaffenage St, Hurlstone Park*

Application number: SSI 17_8256

I consent to my name being published

I do not consent to my name being published

I have no reportable donations to disclose

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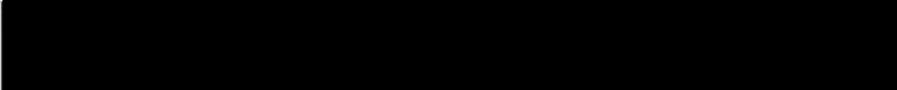
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Name: *Arthur Paskev*

Address: *1/3 Bayley st Marrickville*

Application number: SSI 17_8256

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Name: *Jianjun Yang*

Address: *8 Crinan St - Hurlstone Park*

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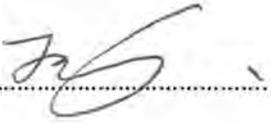
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Name: Eugene Hayes

Address: 64 DUN STRAFFE AVE; Hurlstone Park 2193

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Address: *28 First street Ashbury 2193*

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A black rectangular redaction box covering the signature of the author.

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Signature.



Personal Submission to the Environmental Impact Statement (EIS) Sydney Metro Sydenham to Bankstown Upgrade

Name: MARK TAYLOR

Address: 150 DUNTRON ST - HURLSTONE PARK 2193

Application number: SSI 17_8256

I consent to my name being published

I do not consent to my name being published

I have no reportable donations to disclose

I object to the proposal to upgrade the Bankstown Line from Sydenham to Bankstown to metro standards.

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Name: [REDACTED]

Address: [REDACTED]

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Name: *GEORGINA Iliopoulos*

Address: *14 HUMDEN ST HURLSTONE PARK*

Application number: SSI 17_8256

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Name: Zoltan Nemes-Nemesi

Address: 27 Acton St Hurlstone Park

Application number: SSI 17_8256

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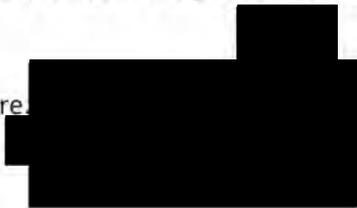
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Signature

A large black rectangular redaction box covering the signature area.

Personal Submission to the Environmental Impact Statement (EIS) Sydney Metro Sydenham to Bankstown Upgrade

Name: *Pete Holloway*

Address: *6/24 Hutton St Hurlstone Park.*

Application number: SSI 17_8256

I consent to my name being published

I do not consent to my name being published

I have no reportable donations to disclose

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Signature.....

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Personal Submission to the Environmental Impact Statement (EIS) Sydney Metro Sydenham to Bankstown Upgrade

Name: *Rita Lemonjian*

Address: *60 Fourth St. Ashbury NSW 2193*

Application number: SSI 17_8256

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Personal Submission to the Environmental Impact Statement (EIS) Sydney Metro Sydenham to Bankstown Upgrade

Name: Elizabeth Neves

Address: 6 Service Av Ashfield 2131

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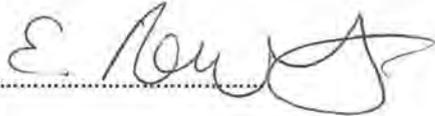
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The planned heritage destruction and diminution along the line is reckless:

- the demolition of rare, exceptional and high-value heritage-listed items is wasteful
- station designs do not represent local character and reflect a branding exercise by the NSW Government

In summary, the plan to replace the existing, historic Sydenham-Bankstown rail line represent a missed opportunity to showcase the corridor's heritage, to celebrate its diversity, and to explore and develop public transport options in other areas lacking this facility.

The metro is not in the public interest but is enabling the over development of the corridor.

Signature.. 

21/10/17

DPESYDMET Scanned

From: [REDACTED]
Sent: Wednesday, 8 November 2017 7:40 PM
To: DPESYDMET Scanned
Subject: FW: Submission Details for deirdre o'sullivan (object)
Attachments: 231134_SYD METRO_Submission_due 8Nov2017_2017Nov08_1938.pdf

From: system@acelo.com On Behalf Of deirdre o'sullivan
Sent: 08 November 2017 19:39:15 (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details for deirdre o'sullivan (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: deirdre o'sullivan
[REDACTED]

Address:
[REDACTED]

Dulwich Hill, NSW
2203

Content:

I Object to the metro Line and am very concerned about transport and noise disruption should this waste of government money for private profit go ahead. Please see my attached submission

[REDACTED]
Submission: Online Submission from deirdre o'sullivan (object)
https://majorprojects.acelo.com/?action=view_activity&id=231134

Submission for Job: #8256 Sydney Metro City & Southwest Sydenham to Bankstown Upgrade
https://majorprojects.acelo.com/?action=view_job&id=8256

Site: #3501 T3 Bankstown Line between Sydenham and Bankstown
https://majorprojects.acelo.com/?action=view_site&id=3501

Submission to Metro environmental impact statement

Name: Deirdre o'sullivan

Address: 10/147 Constitution Rd, Dulwich hill, NSW 2203

Introduction. I object to the proposal to upgrade the Bankstown Line from Sydenham to Bankstown to metro standards because the project is unnecessary and will have incredibly destructive impacts on **Dulwich Hill** during the long five-year construction phase.

The improvements brought through the Metro line – such as increased service regularity and disabled access to Dulwich Hill station – can be delivered by upgrades to the existing Sydney Trains network.

In effect, the main benefit of the Metro line is that it frees up capacity in the City Circle for other train services across the rest of the city.

This means that **Dulwich Hill and other stations on the Sydenham to Bankstown** corridor are being forced to sacrifice for the rest of Sydney.

Lack of justification. The Metro conversion of this line is not justified because:

- We already have a train service in this corridor, which could be improved by alternative means including signalling and timetable upgrades, bringing in modern rolling stock and installing disabled access to stations.
- It is bringing unwanted and destructive urban renewal to our community.
- The Government has not adequately considered alternative infrastructure options
- It is a waste of billions of government dollars
- Aspects of the Metro will bring reduced services, including the comparative lack of seating compared to existing Waratah Trains and the fact we will lose access to a number of important stops currently on our route, including CBD stops.
- The requirement to shut down the Bankstown line for 46 weeks during the construction period will make commuting a living hell.

Impacts of construction. The five-year construction process will be enormously disruptive to the residents of Dulwich Hill.

This is largely because of the **extraordinary complications of trying to build a new railway line in place of an existing operational line**. This will require intensive and noisy works to take place at night or weekends (in other words the most sensitive time for the community) or force unwanted and highly inconvenient shutdown periods.

It is arguable this has never before been attempted in the history of NSW – and for good reason. It simply doesn't make sense to rip up our existing railway line to build a new one.

Severe impacts on Dulwich Hill. Impacts on Dulwich Hill include:

- A total of 1,221 properties will be exposed to noise at a level which breaches the potential for sleep disturbance criteria (background noise level plus 15 decibels from 10pm to 7am) during the construction period from 2019 to 2024.
- This includes 783 properties which would experience noise from earthworks which exceeds the criteria for 30 weeks during the construction period.
- Dulwich Hill is the worst affected suburb in the corridor for sleep disturbance in the Sydenham to Bankstown Corridor.
- Some 74 properties, including 24 heritage properties in streets such as Wilga, Keys and Challis Avenues, would be put at risk of damage from excessive vibration levels caused by the use of intensive construction equipment.
- New Canterbury Rd at Dulwich Hill will be packed with up to 1,020 buses a day during rail shutdown periods (eight weeks a year from 2019 to 2024 plus on an unspecified number of weekends).

- Other streets with significant bus impacts include Marrickville Rd at Dulwich Hill shops (1,020 buses a day), Bayley St (495 buses), Beauchamp St (495 buses), Ewart St (495 buses).
- Destruction of historic wooden railway station ticket office, which EIS reports state may be State significant.
- A total of 27 commuter parking spots lost from the carpark to the south of the station, and nine out of the 17 parking spots in Bedford Crescent removed, during the construction period.
- Up to 130 construction workers will want to park in local streets during rail shutdown periods, and up to 60 at other times.
- During rail shutdown periods, even after mitigation measures, the average vehicle delay for the intersection of Wardell Rd and Ewart St will increase from 32 seconds to 55 seconds.
- Residential streets such as Wilga, Keys, Challis Avenues and Albermarle, Beauchamp and Ewart Sts will be used as construction haulage routes.

Based on the above, it is clear that the pain is not worth the gain.

Avoiding or mitigating these impacts. I oppose the Metro but ask that if it is approved that:

- **No works are undertaken after 10pm or before 7am or after hours on weekends**
- Pre-dilapidation surveys are provided to the 74 Dulwich Hill homes **potentially affected by vibration** and funds are set aside to repair these homes if monitoring shows that damage is happening
- **Noise attenuation works** (such as those offered to homes under the flight path) are offered to properties set to suffer severe noise exceedances
- Alternative accommodation is provided to any resident who requests it, or alternatively the criteria for alternative accommodation is dramatically reduced from the currently proposed 30 decibels above the relevant noise criteria
- The Sydenham to Bankstown urban renewal strategy is abandoned to reduce the cumulative construction impacts in the corridor – the impact of railway and housing construction at the same time is not adequately addressed in the submission and a disaster waiting to happen.
- **Councils are provided funds to hire additional rangers to monitor construction worker parking and to set up residential parking schemes**

Community consultation. Community consultation has been **inadequate** and information biased and misleading. The brochures and EIS do little to explain the negative impacts of the EIS such as the huge disruption for commuters. The EIS is largely inaccessible to the public due to its length, complexity and the short time allowed to make a consultation, only 2 months.

Community information sessions have been poorly attended, reflective of a lack of community engagement.

Heritage. The planned heritage destruction and diminution along the line is reckless:

- the demolition of rare, exceptional and high-value heritage-listed items (such as the destruction of the historic wooden station building at Dulwich Hill) is wasteful
- station designs do not represent local character and reflect a branding exercise by the NSW Government

Conclusion. In summary, the plans to replace the existing, historic Sydenham-Bankstown rail line represents a missed opportunity to showcase the corridor's heritage, to celebrate its diversity, and to explore and develop public transport options in other areas lacking this facility.

The metro is not in the public interest but is enabling the over development of the corridor.

Deirdre o'sullivan

Signature.....

Date Nov 8th 2017.....

Personal Submission to the Environmental Impact Statement (EIS) Sydney Metro Sydenham to Bankstown Upgrade

Name: *Lola Ingleterakis*
 Address: *8 canterton St Hurlstone Park.*

Application number: SSI 17_8256

I consent to my name being published

I do not consent to my name being published

I have no reportable donations to disclose

I object to the proposal to upgrade the Bankstown Line from Sydenham to Bankstown to metro standards.

The Metro conversion of this line is not justified because:

Capacity and congestion issues are over-stated and could be resolved by alternative means including signalling and timetable upgrades, tunnelling for short lengths in the existing system, and improving (not privatising) bus services.

Accessibility (including lifts) and safety issues can and should be addressed now, without a Metro conversion. Marrickville station has recently been upgraded with lifts and lifts can be installed at Dulwich Hill and Hurlstone Park stations without a Metro.

Justifications based on growth and the need for increased housing supply are contested particularly because this corridor is already densely populated.

The Government has not considered other infrastructure options such as decentralisation, and rural investment or a strategy for Parramatta Rd, in need of renewal and a rapid bus transit system.

The temporary transport strategy set out in the EIS is insufficient and will cause delays and stress to the 100,000 commuters who travel the corridor each day during the construction period. The EIS notes that the estimated 101 extra buses per hour required will not be feasible as they would cause traffic congestion through Marrickville and Sydenham. How will people travel to work and school in reasonable time?

The construction process will be enormously disruptive to the residents of Hurlstone Park. These disruptions include:

- potential vibrational damage to dwellings
- properties close to the railway line will be impacted by extra noise during construction, sometimes at night and by noisy heavy machinery. This includes many schools and child care centres, as well as homes and businesses. The EIS has flagged that construction is likely to occur outside standard hours.
- some properties, including heritage listed properties, close to the project may suffer "cosmetic" damage from vibration. This includes the Sugar House and the new units backing onto Canterbury Rd
- streets in Hurlstone Park acting as "haulage routes", such as sections of Crinan, Garnet, Kilbride, and Melford Streets will have heavy truck traffic, noise and dust during construction periods.

- The lack of a clear strategy for the already congested Canterbury Rd which will be rendered almost impassable for many months.

Community consultation has been inadequate and information biased and misleading. The brochures and EIS do little to explain the negative impacts of the EIS such as the huge disruption for commuters. The EIS is largely inaccessible to the public due to its length, complexity and the short time allowed to make a consultation, only 2 months. Community information sessions have been poorly attended, reflective of a lack of community engagement.

The environmental impacts are unacceptable, including:

- increased greenhouse gas emissions
- the environmental cost of demolition of structures that have stood for more than 100 years, and new construction with a significantly reduced life-span and aesthetic.

The planned heritage destruction and diminution along the line is reckless:

- the demolition of rare, exceptional and high-value heritage-listed items is wasteful
- station designs do not represent local character and reflect a branding exercise by the NSW Government

In summary, the plan to replace the existing, historic Sydenham-Bankstown rail line represent a missed opportunity to showcase the corridor's heritage, to celebrate its diversity, and to explore and develop public transport options in other areas lacking this facility.

The metro is not in the public interest but is enabling the over development of the corridor.

Signature.....



DPESYDMET Email

From: [REDACTED]
Sent: Wednesday, 8 November 2017 9:33 PM
To: DPESYDMET Email
Subject: FW: Submission Details

From: system@acelo.com On Behalf Of [REDACTED]
Sent: 08 November 2017 21:33:13 (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no

Name: [REDACTED]

Email: [REDACTED]

Address:
 [REDACTED]
 [REDACTED]

Content:

I object to the proposal to upgrade the Bankstown Line from Sydenham to Bankstown to metro standards because the project is unnecessary and will have incredibly destructive impacts on Dulwich Hill during the long five-year construction phase.

The improvements brought through the Metro line - such as increased service regularity and disabled access to Dulwich Hill station - can be delivered by upgrades to the existing Sydney Trains network.

In effect, the main benefit of the Metro line is that it frees up capacity in the City Circle for other train services across the rest of the city.

This means that Dulwich Hill and other stations on the Sydenham to Bankstown corridor are being forced to sacrifice for the rest of Sydney.

Lack of justification

The Metro conversion of this line is not justified because:

- * We already have a train service in this corridor, which could be improved by alternative means including signalling and timetable upgrades, bringing in modern rolling stock and installing disabled access to stations.
- * It is bringing unwanted and destructive urban renewal to our community.
- * The Government has not adequately considered alternative infrastructure options
- * It is a waste of billions of government dollars
- * Aspects of the Metro will bring reduced services, including the comparative lack of seating compared to existing Waratah Trains and the fact we will lose access to a number of important stops currently on our route, including CBD stops.
- * The requirement to shut down the Bankstown line for 46 weeks during the construction period will make commuting a living hell.

Impacts of construction

The five-year construction process will be enormously disruptive to the residents of Dulwich Hill.

This is largely because of the extraordinary complications of trying to build a new railway line in place of an existing operational line. This will require intensive and noisy works to take place at night or weekends (in other words the most sensitive time for the community) or force unwanted and highly inconvenient shutdown periods.

It is arguable this has never before been attempted in the history of NSW - and for good reason. It simply doesn't make sense to rip up our existing railway line to build a new one.

Severe impacts on Dulwich Hill

Impacts on Dulwich Hill include:* A total of 1,221 properties will be exposed to noise at a level which breaches the potential for sleep disturbance criteria (background noise level plus 15 decibels from 10pm to 7am) during the

construction period from 2019 to 2024.

* This includes 783 properties which would experience noise from earthworks which exceeds the criteria for 30 weeks during the construction period.

* Dulwich Hill is the worst affected suburb in the corridor for sleep disturbance in the Sydenham to Bankstown Corridor.

* Some 74 properties, including 24 heritage properties in streets such as Wilga, Keys and Challis Avenues, would be put at risk of damage from excessive vibration levels caused by the use of intensive construction equipment.

* New Canterbury Rd at Dulwich Hill will be packed with up to 1,020 buses a day during rail shutdown periods (eight weeks a year from 2019 to 2024 plus on an unspecified number of weekends).

* Other streets with significant bus impacts include Marrickville Rd at Dulwich Hill shops (1,020 buses a day), Bayley St (495 buses), Beauchamp St (495 buses), Ewart St (495 buses).

* Destruction of historic wooden railway station ticket office, which EIS reports state may be State significant.

* A total of 27 commuter parking spots lost from the carpark to the south of the station, and nine out of the 17 parking spots in Bedford Crescent removed, during the construction period.

* Up to 130 construction workers will want to park in local streets during rail shutdown periods, and up to 60 at other times.

* During rail shutdown periods, even after mitigation measures, the average vehicle delay for the intersection of Wardell Rd and Ewart St will increase from 32 seconds to 55 seconds.

* Residential streets such as Wilga, Keys, Challis Avenues and Albermarle, Beauchamp and Ewart Sts will be used as construction haulage routes.

Based on the above, it is clear that the pain is not worth the gain.

Avoiding or mitigating these impacts

We oppose the Metro but ask that if it is approved that:

* No works are undertaken after 10pm or before 7am or after hours on weekends

* Pre-dilapidation surveys are provided to the 74 Dulwich Hill homes potentially affected by vibration and funds are set aside to repair these homes if monitoring shows that damage is happening

* Noise attenuation works (such as those offered to homes under the flight path) are offered to properties set to suffer severe noise exceedances

* Alternative accommodation is provided to any resident who requests it, or alternatively the criteria for alternative accommodation is dramatically reduced from the currently proposed 30 decibels above the relevant noise criteria

* The Sydenham to Bankstown urban renewal strategy is abandoned to reduce the cumulative construction impacts in the corridor - the impact of railway and housing construction at the same time is not adequately addressed in the submission and a disaster waiting to happen.

* Councils are provided funds to hire additional rangers to monitor construction worker parking and to set up residential parking schemes

Community consultationCommunity consultation has been inadequate and information biased and misleading. The brochures and EIS do little to explain the negative impacts of the EIS such as the huge disruption for commuters. The EIS is largely inaccessible to the public due to its length, complexity and the short time allowed to make a consultation, only 2 months.

Community information sessions have been poorly attended, reflective of a lack of community engagement.

Heritage

The planned heritage destruction and diminution along the line is reckless:

* the demolition of rare, exceptional and high-value heritage-listed items (such as the destruction of the historic wooden station building at Dulwich Hill) is wasteful

* station designs do not represent local character and reflect a branding exercise by the NSW Government

Conclusion

In summary, the plans to replace the existing, historic Sydenham-Bankstown rail line represents a missed opportunity to showcase the corridor's heritage, to celebrate its diversity, and to explore and develop public transport options in other areas lacking this facility.

The metro is not in the public interest but is enabling the over development of the corridor.

Submission: Online Submission from [REDACTED] (object)
https://majorprojects.accelo.com/?action=view_activity&id=231166

Submission for Job: #8256 Sydney Metro City & Southwest Sydenham to Bankstown Upgrade
https://majorprojects.accelo.com/?action=view_job&id=8256

Site: #3501 T3 Bankstown Line between Sydenham and Bankstown
https://majorprojects.accelo.com/?action=view_site&id=3501

DPESYDMET Email

From: [REDACTED]
Sent: Wednesday, 8 November 2017 4:47 PM
To: DPESYDMET Email
Subject: FW: Submission Details for Keren Lavelle (object)

From: system@accelo.com On Behalf Of Keren Lavelle
Sent: 08 November 2017 16:46:14 (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details for Keren Lavelle (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Keren Lavelle
 [REDACTED]

Address:
 [REDACTED]

Marrickville, NSW
 2204

Content:

I think the net environmental effect of this metro line is negative - for all the disruption and capital expenditure there will be no new railway line but a different version of an existing one. This is retrograde when investment in new routes is much more cost-effective in environmental terms. Moreover the planned metro will not have carriages which can be shared with the rest of the Sydney rail system, a duplication which is wasteful. The ultimate plan to lease it to a private operator is also retrograde- Travel costs are bound to rise discouraging patronage and inhibiting free movement across the public transport of the city. The planned high rise development which hinges on this metro is also wasteful - there is no mention of sustainable construction in the planning for this. The metro construction will be a nightmare in terms of trucks going along narrow streets such as Warren Rd. The social amenity of the suburbs along the route will decrease. The impact on the wildlife and other biosphere elements will definitely be negative.

[REDACTED]
 Submission: Online Submission from Keren Lavelle (object)
https://majorprojects.accelo.com/?action=view_activity&id=231106

Submission for Job: #8256 Sydney Metro City & Southwest Sydenham to Bankstown Upgrade
https://majorprojects.accelo.com/?action=view_job&id=8256

Site: #3501 T3 Bankstown Line between Sydenham and Bankstown
https://majorprojects.accelo.com/?action=view_site&id=3501

DPESYDMET Email

From: [REDACTED]
Sent: Wednesday, 8 November 2017 4:50 PM
To: DPESYDMET Email
Subject: FW: Submission Details for richard sweeney (object)

From: system@acelo.com On Behalf Of richard sweeney
Sent: 08 November 2017 16:50:13 (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details for richard sweeney (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: richard sweeney
 [REDACTED]

Address:
 [REDACTED]

LAKEMBA, NSW
 2195

Content:

No to Sydenham-Bankstown Metro.

The benefits of this expensive proposal are so meagre considering the cost : slightly more frequent, but smaller, trains, many people standing all way to Bankstown. Build a new line to an area with great natural features (such as northern beaches) where people would like to live, not duplicate a serviceable line which works. Heritage stations will be damaged, or destroyed, just so the line is straight- sounds like a bad joke.

To justify the cost, suburbs along the line will be inundated with high rise units .Lakemba, in particular, is already a high density suburb, that is expected to take such a large proportion of the new residents. Why?

Suburbs along this line are dormitory suburbs with little infrastructure nor job or entertainment opportunities, well away from the better parts of the city. So, why flood this area with units?

Canterbury-Bankstown will be disrupted for years by this proposal which has not been justified by proper analysis - it is merely a thought bubble by this government.

[REDACTED]
 Submission: Online Submission from richard sweeney (object)
https://majorprojects.acelo.com/?action=view_activity&id=231108

Submission for Job: #8256 Sydney Metro City & Southwest Sydenham to Bankstown Upgrade
https://majorprojects.acelo.com/?action=view_job&id=8256

Site: #3501 T3 Bankstown Line between Sydenham and Bankstown
https://majorprojects.acelo.com/?action=view_site&id=3501

DPESYDMET Email

From: [REDACTED]
Sent: Wednesday, 8 November 2017 5:40 PM
To: DPESYDMET Email
Subject: FW: Submission Details for Mark Marusic (object)

From: system@accelo.com On Behalf Of Mark Marusic
Sent: 08 November 2017 17:40:10 (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details for Mark Marusic (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Mark Marusic
 [REDACTED]

Address:
 [REDACTED]

Enmore, NSW
 2042

Content:
 Planned demolition of most of the heritage items on Hurlstone Park station.

I am writing to express my concern re the planned demolition of most of the heritage items on Hurlstone Park station. This includes the most prominent of the buildings on the platform, built in 1915, a fine example of a 'Type 11' railway building.

Indeed the EIS for the Sydenham-Bankstown metro line states : "the removal of most original elements would severely impact the legibility of the historical values of the place as one of the original railway stations on the Sydenham-Bankstown line" (Section 6:3, Technical Paper 3).

Such demolition should proceed, as it would remove a local heritage building of much significance.

At the same time accessibility to the station does need to be improved, and I recommend doing so without demolishing this attractive building.

[REDACTED]
 Submission: Online Submission from Mark Marusic (object)
https://majorprojects.accelo.com/?action=view_activity&id=231122

Submission for Job: #8256 Sydney Metro City & Southwest Sydenham to Bankstown Upgrade
https://majorprojects.accelo.com/?action=view_job&id=8256

Site: #3501 T3 Bankstown Line between Sydenham and Bankstown
https://majorprojects.accelo.com/?action=view_site&id=3501

DPESYDMET Email

From: [REDACTED]
Sent: Wednesday, 8 November 2017 6:33 PM
To: DPESYDMET Email
Subject: FW: Submission Details for Stephen Lansdowne (object)

From: system@acelo.com On Behalf Of Stephen Lansdowne
Sent: 08 November 2017 18:33:13 (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details for Stephen Lansdowne (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Stephen Lansdowne
 [REDACTED]

Address:
 [REDACTED]

Marrickville, NSW
 2204

Content:

I strongly oppose the proposed Metro Sydenham to Bankstown "Upgrade".
 Selling the operation of an existing public asset into private hands when it is already a perfectly good and well-functioning asset is madness. The existing Sydenham to Bankstown train line, with refinements and additions to rolling stock, can easily accommodate the increase in passenger numbers expected with increased urban density. Facts from the Metro EIS show that the disruption to rail services, local roads and surrounding communities during construction will be immense. At least 23 road bridges going over or under the rail line need to be altered or completely replaced. Parts of Illawarra Rd are estimated to be choked by 330 construction trucks per day, on Carrington Rd north, 220 trucks per day and on Warren Rd west, 220 trucks per day.
 How are the line closures (and the need for replacement buses) going to be managed with the required bridge works and the mass choking of local roads with construction vehicles? The supposed "benefits" outlined in the State Government's glossy brochures are disingenuous at best and downright deceitful at worst.
 In my view this whole project has nothing to do with public transport, but everything to do with opening even more areas for developers and their grossly over-scale developments.

[REDACTED]
 Submission: Online Submission from Stephen Lansdowne (object)
https://majorprojects.acelo.com/?action=view_activity&id=231128

Submission for Job: #8256 Sydney Metro City & Southwest Sydenham to Bankstown Upgrade
https://majorprojects.acelo.com/?action=view_job&id=8256

Site: #3501 T3 Bankstown Line between Sydenham and Bankstown
https://majorprojects.acelo.com/?action=view_site&id=3501

DPESYDMET Email

From: [REDACTED]
Sent: Wednesday, 8 November 2017 7:55 PM
To: DPESYDMET Email
Subject: FW: Submission Details for Hannah Thiele (object)

From: system@acelo.com On Behalf Of Hannah Thiele
Sent: 08 November 2017 19:55:13 (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details for Hannah Thiele (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Hannah Thiele
 [REDACTED]

Address:
 [REDACTED]

Hurlstone Park, NSW
 2193

Content:

Personal Submission to the Environmental Impact Statement (EIS) Sydney Metro Sydenham to Bankstown Upgrade
 Name: Hannah Thiele

Address: 17 Hurlstone Ave, Hurlstone Park

I object to the proposal to upgrade the Bankstown Line from Sydenham to Bankstown to metro standards.

The Metro conversion of this line is not justified because:

Capacity and congestion issues are over-stated and could be resolved by alternative means including signalling and timetable upgrades, tunnelling for short lengths in the existing system, and improving (not privatising) bus services. Accessibility (including lifts) and safety issues can and should be addressed now, without a Metro conversion. Marrickville station has recently been upgraded with lifts and lifts can be installed at Dulwich Hill and Hurlstone Park stations without a Metro.

Justifications based on growth and the need for increased housing supply are contested particularly because this corridor is already densely populated.

The Government has not considered other infrastructure options such as decentralisation, and rural investment or a strategy for Parramatta Rd, in need of renewal and a rapid bus transit system.

The temporary transport strategy set out in the EIS is insufficient and will cause delays and stress to the 100,000 commuters who travel the corridor each day during the construction period. The EIS notes that the estimated 101 extra buses per hour required will not be feasible as they would cause traffic congestion through Marrickville and Sydenham. How will people travel to work and school in reasonable time?

The construction process will be enormously disruptive to the residents of Hurlstone Park. These disruptions include:

- * potential vibrational damage to dwellings
- * properties close to the railway line will be impacted by extra noise during construction, sometimes at night and by noisy heavy machinery. This includes many schools and child care centres, as well as homes and businesses. The EIS has flagged that construction is likely to occur outside standard hours.
- * some properties, including heritage listed properties, close to the project may suffer "cosmetic" damage from vibration. This includes the Sugar House and the new units backing onto Canterbury Rd
- * streets in Hurlstone Park acting as "haulage routes", such as sections of Crinan, Garnet, Kilbride, and Melford Streets will have heavy truck traffic, noise and dust during construction periods.
- * The lack of a clear strategy for the already congested Canterbury Rd which will be rendered almost impassable for many months.

Community consultation has been inadequate and information biased and misleading. The brochures and EIS do little to explain the negative impacts of the EIS such as the huge disruption for commuters. The EIS is largely inaccessible

to the public due to its length, complexity and the short time allowed to make a consultation, only 2 months. Community information sessions have been poorly attended, reflective of a lack of community engagement. The environmental impacts are unacceptable, including:

- * increased greenhouse gas emissions
- * the environmental cost of demolition of structures that have stood for more than 100 years, and new construction with a significantly reduced life-span and aesthetic.

The planned heritage destruction and diminution along the line is reckless:

- * the demolition of rare, exceptional and high-value heritage-listed items is wasteful
- * station designs do not represent local character and reflect a branding exercise by the NSW Government

In summary, the plans to replace the existing, historic Sydenham-Bankstown rail line represents a missed opportunity to showcase the corridor's heritage, to celebrate its diversity, and to explore and develop public transport options in other areas lacking this facility.

The metro is not in the public interest but is enabling the over development of the corridor.


Submission: Online Submission from Hannah Thiele (object)

https://majorprojects.accelo.com/?action=view_activity&id=231138

Submission for Job: #8256 Sydney Metro City & Southwest Sydenham to Bankstown Upgrade

https://majorprojects.accelo.com/?action=view_job&id=8256

Site: #3501 T3 Bankstown Line between Sydenham and Bankstown

https://majorprojects.accelo.com/?action=view_site&id=3501

DPESYDMET Scanned

From: [REDACTED]
Sent: Wednesday, 8 November 2017 7:00 AM
To: DPESYDMET Scanned
Subject: FW: Submission Details for Liz Millen (object)
Attachments: 230968_Syde to Bankstown rail sub 7_11_17_2017Nov08_0658.pdf

From: system@accelo.com On Behalf Of Liz Millen
Sent: 08 November 2017 06:59:19 (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details for Liz Millen (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Liz Millen
[REDACTED]

Address:
[REDACTED]

Hurlstone Park, NSW
2193

Content:
I object to the proposal for Sydenham to Bankstown Metro

[REDACTED]
Submission: Online Submission from Liz Millen (object)
https://majorprojects.accelo.com/?action=view_activity&id=230968

Submission for Job: #8256 Sydney Metro City & Southwest Sydenham to Bankstown Upgrade
https://majorprojects.accelo.com/?action=view_job&id=8256

Site: #3501 T3 Bankstown Line between Sydenham and Bankstown
https://majorprojects.accelo.com/?action=view_site&id=3501

Liz Millen
18 Keir Ave
Hurlstone Park
NSW 2193

7.11.17

Submission Re Environmental Impact Statement on Sydenham to Bankstown Metro proposal

I am writing to register my strong opposition to the proposed 'upgrade' to the Sydenham to Bankstown rail line, on a number of different counts.

I believe that the State Govt money required would be much better spent in developing rail lines in areas that do not have rail links, rather than ripping out a perfectly serviceable line which, as a daily user, I can attest functions well. Much needed improvements to the line, such as upgraded stations, installation of lifts etc could be achieved without the need to make the extensive changes proposed.

I do not believe that a case has been made to justify the extreme disruption that would be caused during construction, and the EIS acknowledges that there are not viable plans for coping with the estimated 100,000 commuters who will lose regular services. This will have a huge cost in lost production time as well as causing undue stress.

And all this is planned for little or no gain in overall numbers using the service.

This area is already densely populated, and is now seeing unprecedented development, which is putting strain on existing services and provision of community facilities such as open space. I am concerned that the Metro will be used to drive further intensification of density, which is unsupportable for the local community.

As a health worker, I know the importance of the built environment in promoting or adversely impacting on health. We already have inequities in healthy environments across Sydney, and it is not fair to expect one small corridor, especially one with a high proportion of low-income residents, to carry so much population growth without the facilities to support it. With new plans arriving so frequently (Metro Strategy, Greater Sydney Commission, Sydenham to Bankstown corridor, Priority Precincts) - it is hard to believe that there is any real long-term thinking about planning for Sydney, or any concern for the local residents and the public interest.

I do not believe that the Metro should go ahead.

Yours sincerely

Liz Millen

DPESYDMET Email

From: [REDACTED]
Sent: Wednesday, 8 November 2017 8:45 PM
To: DPESYDMET Email
Subject: FW: Submission Details

From: system@acelo.com On Behalf Of [REDACTED]
Sent: 08 November 2017 20:45:14 (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no

Name: [REDACTED]

Email: [REDACTED]

Address:
 [REDACTED]
 [REDACTED]

Content:

The upgrades and changes to Hurlstone Park station will greatly affect nearby residents. The plan is to extend the length of the platform at Hurlstone Park, which means that the platform will now be alongside or opposite more residential dwellings, reducing the amount of privacy afforded to residents of these dwellings. If the platform is to be extended, a privacy screen must be built to afford residents the same level of privacy that is currently experienced. From a ground floor unit at 54-56 Floss St, people on the end of the platform will be able to look directly into ground floor apartments. There is minimal vegetation coverage to act as a barrier between the railway and the buildings currently, and some of these tree species are deciduous, meaning that there are certain times of the year where there is even less foliage on the trees and therefore less of a barrier between the apartments and railway. A privacy screen (which can act as a noise barrier as well) must be erected between the apartments adjacent to the railway if this project is to go ahead.

The works to upgrade Hurlstone Park Station will significantly increase the amount of noise and vibration felt by nearby residents. There is the possibility of out of hours works which will greatly affect a significant number of residents nearby. A noise barrier must be installed permanently to reduce not only the noise associated with the extended construction period of the project, but also when the new station becomes operational, due to the increase in the number of trains through the station.

Pre-construction dilapidation reports must be undertaken on all nearby properties identified in the EIS as severely affected to determine impacts as a result of nearby vibration-producing works. A lot of apartments in this area aren't new and residents and strata committees spend valuable money on the upkeep of these buildings and there is a high likelihood that these buildings will be damaged during construction.

Offers of alternative accommodation must be made to residents of affected buildings when out of hours and high noise and vibration-producing works are to be undertaken.

The EIS notes that 101 extra buses per hour will be required when construction is taking place. The streets of the inner west are simply not able to handle such an increase in traffic. This equates to more than 1 bus per minute, which simply will not work.

When the bridge near the Hurlstone Park station is upgraded, traffic through to Dulwich Hill and Canterbury road will be severely delayed, adding to the already congested traffic in these areas.

In regard to the EIS, there have been very little public campaigns about the ability to provide feedback or be invited to a presentation on its contents. If you aren't familiar with the format of an EIS, it is a prohibitively long and complex document to read and comprehend.

I insist that you extend the community consultation period and provide a number of accessible, locally based public consultation sessions where key elements of the document can be explained. A large number of sessions were held

for the consultation period for the sydenham to bankstown planning precinct so a similar number should be held for the metro proposal.

Submission: Online Submission from [REDACTED] (comments)
https://majorprojects.accelo.com/?action=view_activity&id=231150

Submission for Job: #8256 Sydney Metro City & Southwest Sydenham to Bankstown Upgrade
https://majorprojects.accelo.com/?action=view_job&id=8256

Site: #3501 T3 Bankstown Line between Sydenham and Bankstown
https://majorprojects.accelo.com/?action=view_site&id=3501

DPESYDMET Email

From: [REDACTED]
Sent: Wednesday, 8 November 2017 4:03 PM
To: DPESYDMET Email
Subject: FW: Submission Details for john baylis (object)

From: system@acelo.com On Behalf Of John Baylis
Sent: 08 November 2017 16:02:11 (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details for john baylis (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: john baylis
 [REDACTED]

Address:
 [REDACTED]

Marrickville, NSW
 2204

Content:

The current Metro proposal represents the beginning of the dis - integration of the Sydney public rail network. The proposal requires different rolling stock, different tracks, and major modifications to other infrastructure such as road bridges, and stations. It also means that passengers need to change from one mode to use the other instead of having an opportunity to have a continuous journey.

As the Metro north of the harbour is probably too advanced to roll back I suggest that it terminates on the southern side of the harbour Barangaroo, Pitt St, or Central, and that any new work between there and Sydenham be constructed to facilitate standard double decker heavy rail.

This would mean there would still be a standard heavy rail system along the new route from Sydenham to Central or the city, and hence a standard heavy rail system from Macarthur to Central or the city via Bankstown.

The savings in rail and infrastructure costs for the Bankstown to Sydenham metro line could then be utilised on additional standard heavy rail links in other areas, for example Bondi Junction to Cronulla or a line to the new Badgery's Creek airport, or perhaps a link between Hurstville and Bankstown.

A standard heavy rail line from the City to Macarthur along the proposed Metro route would still remove the bottleneck on the City Circle line, allowing for more trains along the new route and also allow the funding of other standard heavy rail connections, thus giving the government more "bang for its bucks" and providing improved public rail transport to a larger number of the travelling public.

[REDACTED]
 Submission: Online Submission from john baylis (object)
https://majorprojects.acelo.com/?action=view_activity&id=231088

Submission for Job: #8256 Sydney Metro City & Southwest Sydenham to Bankstown Upgrade
https://majorprojects.acelo.com/?action=view_job&id=8256

Site: #3501 T3 Bankstown Line between Sydenham and Bankstown
https://majorprojects.acelo.com/?action=view_site&id=3501

DPESYDMET Email

From: [REDACTED]
Sent: Wednesday, 8 November 2017 9:43 PM
To: DPESYDMET Email
Subject: FW: Submission Details for Beatriz Irina (object)

From: system@acelo.com On Behalf Of Beatriz Irina
Sent: 08 November 2017 21:42:12 (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details for Beatriz Irina (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Beatriz Irina
 [REDACTED]

Address:
 [REDACTED]

Campsie, NSW
 2194

Content:
 The Hon. Andrew James Constance MP
 Minister for Transport and Infrastructure
 andrew.constance@parliament.nsw.gov.au

8 November 2017

Dear Minister

I'm writing to you regarding the proposed Sydney Metro along the Sydenham to Bankstown corridor.

First of all, it's very disappointing that there was such little time for submissions given the hundreds of documents on display.

I've been a resident of Campsie for over 40 years. Our railway line is fantastic. It works well. We also have express services in the mornings (and afternoons), that take us directly to the city via Sydenham. Currently, it is possible to access Erskineville and St Peters stations on the Bankstown Line, without the need to change trains as well as platforms. The new Metro will force commuters to ride all the way into the city, to just have to change trains to go backwards; back towards Erskineville and St Peters. Wasting commuters' valuable time.

Given the Bankstown line is a well used route, it doesn't make sense to rip up the lines that are already working. To then replace them with something that is not necessarily better. Train services will be replaced by buses for up to 2 years putting further congestion on our already congested roads. All of this chaos, will put the community under insurmountable stress and uncertainty.

The figures of commuter capacity are based on single carriage trains. The metro is a single carriage but the Sydney trains are double carriages ie more than doubling the capacity of the Metro train. There is little to no benefit of bringing in the Metro train to our line. Why destroy something to replace it with something with "little to no benefit"?

Quoting from "Noise and Vibration Assessment". Prep by Transport for NSW. Page 4. Report610.15897-R02

"W.0007 - Corridor Works - Ground & Track, Earthworks - Breaker W.0015 - Station Worksites, Demolition - Breaker

& Saw The activity with potential for the highest number of NML exceedances is 'W.0007 - Corridor Works, Earthworks - Breaker'. Figure 44 indicates the distribution of exceedances for this activity for receivers within this precinct during the daytime. Figure 45 NML Exceedances Daytime - 'W.0007 - Corridor Works, Earthworks - Breaker' The above graph shows that whilst the worst-case impacts may result in a greater than 20 dB exceedance of the daytime NML. When this noise intrusive plant item is not in use the predicted noise levels and corresponding NML exceedances are predicted to reduce by around 8 dB, resulting in one receiver being subject to greater than 20 dB exceedance of the daytime NML."

People who live within 200 metres of the "contruction site", all those hundreds, potentially thousands of peoples' hearing will be put at risk. People's health will be subjected to unnecessary stress and trauma.

Rather than spending money on ripping up a perfectly working railway line, how about allocating that money to building a new train line where it is "actually needed". How about spending that money connecting one major centre with another? Or spending it on our Regional areas that could certainly do with some assistance.

Do something that's going to BENEFIT the community, not destroy it!

Sincerely
Beatriz Irina
Resident of Campsie


Submission: Online Submission from Beatriz Irina (object)
https://majorprojects.accelo.com/?action=view_activity&id=231168

Submission for Job: #8256 Sydney Metro City & Southwest Sydenham to Bankstown Upgrade
https://majorprojects.accelo.com/?action=view_job&id=8256

Site: #3501 T3 Bankstown Line between Sydenham and Bankstown
https://majorprojects.accelo.com/?action=view_site&id=3501

DPESYDMET Email

From: [REDACTED]
Sent: Wednesday, 8 November 2017 10:04 PM
To: DPESYDMET Email
Subject: FW: Submission Details for Brian Malligan (object)

From: system@acelo.com On Behalf Of Brian Malligan
Sent: 08 November 2017 22:04:11 (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details for Brian Malligan (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Brian Malligan
 [REDACTED]

Address:
 [REDACTED]

Sydney, NSW
 2203

Content:

Dear Sir/Madam,
 I'm TOTALLY AGAINST the cannibalisation of the existing Sydenham to Bankstown suburban train line.

I have used trains all over Sydney on nearly a daily basis on this line for nearly 46 years. I live 100 metres away from Dulwich Hill train station. The service is very good.

Additional trains could be incorporated on the Bankstown and East Hill lines with a further upgrading of the existing electrical system to allow trains to run at even more frequent times during peak hour.

The Metro represents an extraordinary waste of taxpayers money to the tune of nearly \$6billion. This represents the squandering of 33% of the once-in-a-century windfall gained presented by the sale of the State's electricity assets.

The Metro works should be carried out to serve areas currently not having a rail access. For instance, the new Waterloo station should be serviced from the existing Airport line. And the line should be extended to Sydney University and Royal Prince Alfred Hospital. Further plans should have it being sent out west Olympic Park, Carlingford, Parramatta, North Parramatta etc.

I note in the EIS for the project existing stations at Marrickville, Campsie and Bankstown are to undergo further upgrading even though hundreds of millions combined have been spent on these stations over the past 2 to 8 years.

The new Metro stations have limited seating capacity. More passengers will be required to stand. This will affect many senior citizens who will be forced to stand. These trains will be like 'cattle carriages'.

The Metro project will require the shutdown of the existing rail system over a substantial period. With this shutdown, passengers will be required to catch buses to the East Hills or Inner West lines. Hundreds of extra buses required which will clog already clogged roads. And Bankstown line passengers being forced to travel on already crowded East Hills and Inner West Trains.

The Metro project between Sydenham to Bankstown is one of the greatest misuses of taxpayer funds I have ever seen!. Please reconsider and come up with better options.

Submission: Online Submission from Brian Malligan (object)

https://majorprojects.accelo.com/?action=view_activity&id=231174

Submission for Job: #8256 Sydney Metro City & Southwest Sydenham to Bankstown Upgrade

https://majorprojects.accelo.com/?action=view_job&id=8256

Site: #3501 T3 Bankstown Line between Sydenham and Bankstown

https://majorprojects.accelo.com/?action=view_site&id=3501

DPESYDMET Email

From: [REDACTED]
Sent: Wednesday, 8 November 2017 10:10 PM
To: DPESYDMET Email
Subject: FW: Submission Details for company GreenWay Program (org_comments)

From: system@accelo.com On Behalf Of Nick Chapman
Sent: 08 November 2017 22:09:36 (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details for company GreenWay Program (org_comments)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Nick Chapman
Organisation: GreenWay Program (GreenWay Place Manager)
Govt. Agency: No
[REDACTED]

Address:
[REDACTED]

260 Liverpool Rd, NSW
2131

Content:
see attachments

[REDACTED]
Submission: Online Submission from company GreenWay Program (org_comments)
https://majorprojects.accelo.com/?action=view_activity&id=231176

Submission for Job: #8256 Sydney Metro City & Southwest Sydenham to Bankstown Upgrade
https://majorprojects.accelo.com/?action=view_job&id=8256

Site: #3501 T3 Bankstown Line between Sydenham and Bankstown
https://majorprojects.accelo.com/?action=view_site&id=3501

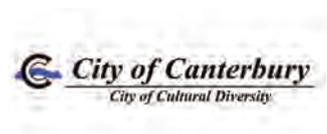
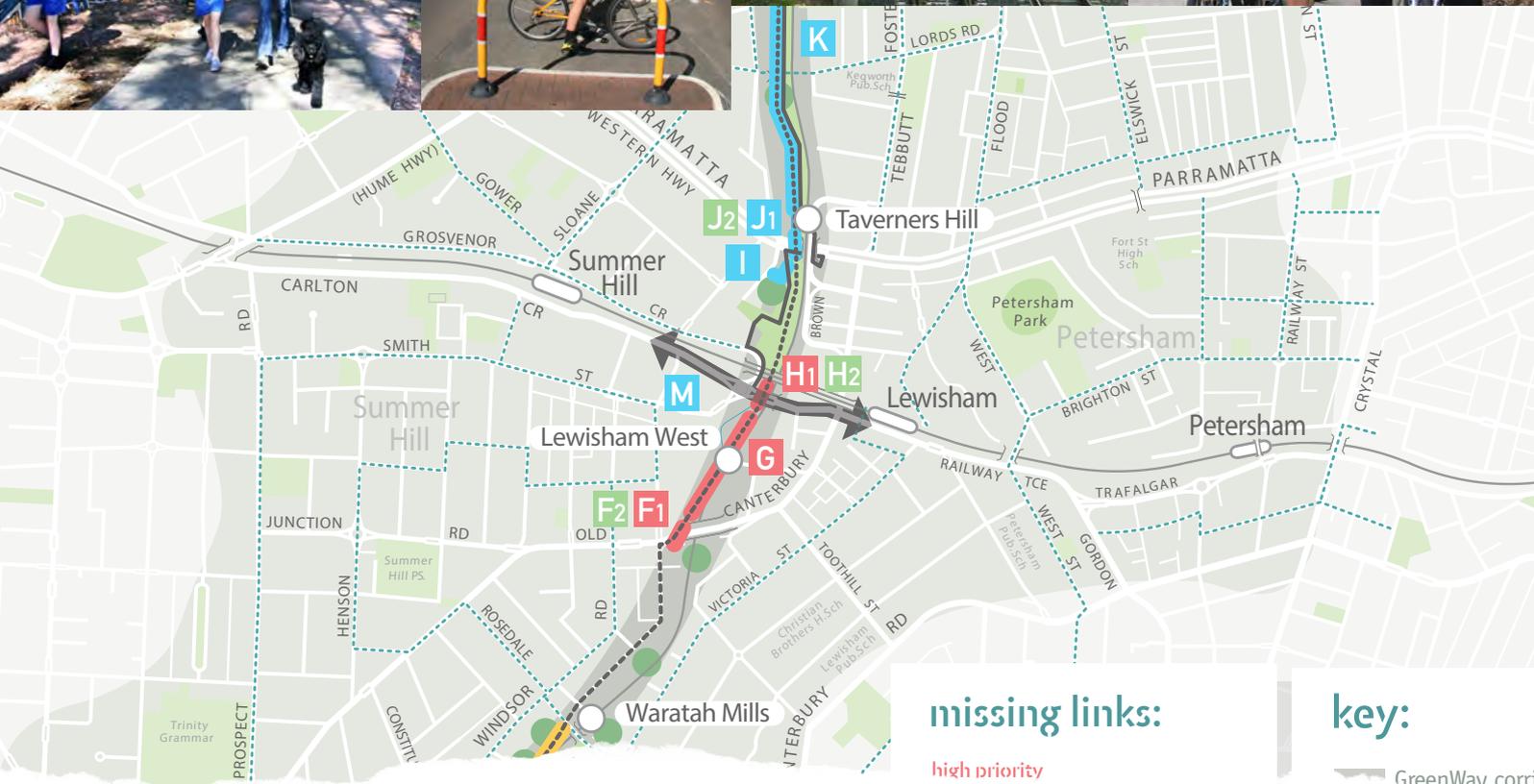
This email is missing attachments because they were too large to send. Please contact [Nick Chapman](#) to retrieve them, or reply to this email.



greenway
← cooks river to iron cove →

GreenWay MISSING LINKS REPORT

October 2015



This report was prepared by the GreenWay Missing Links Working Group.

TITLE: GreenWay Missing Links Report

PRIMARY AUTHOR: Ellie Simpson

CONTRIBUTING AUTHORS: Nick Chapman and Ken Welsh

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Janene Harris, Team Leader Sustainability, Ashfield Council

Sarah Kamarudin, Sustainability Officer, Ashfield Council

Nell Graham, Sustainability Team Leader, City of Canterbury Council

COUNCIL ADOPTION:

Ashfield Council: 28 July 2015

Leichhardt Council: 11 August 2015

Marrickville Council: 6 October 2015

City of Canterbury Council: 27 August 2015

CONTACT DETAILS:

GreenWay Program

c/o Ashfield Council

260 Liverpool Road

Ashfield NSW 2131

www.greenway.org.au



EXECUTIVE SUMMARY

The Cooks River to Iron Cove GreenWay is a 5.8km long sustainable transport and urban environmental corridor connecting the Parramatta River at Iron Cove to the Cooks River at Earlwood. Following the route of the Inner West Light Rail, the GreenWay corridor and catchment has a population of 48,000 people and connects the urban villages of Leichhardt, Haberfield, Summer Hill, Petersham, Lewisham, Dulwich Hill, Hurlstone Park and Earlwood.

For over a decade, Inner West communities have been working with the GreenWay Councils and other stakeholders to complete the GreenWay trail (cycle and walking track). Currently, a total of 2.6km (45%) of the GreenWay trail is in place, with approximately 3.2km (55%) yet to be completed.

This GreenWay Missing Links Report identifies the key links that need to be completed along the GreenWay trail and prioritises their development. Prioritisation of the missing links has been informed by consultation with Transport for NSW, the GreenWay Councils (Canterbury, Marrickville, Leichhardt and Ashfield) and the GreenWay Steering Committee, which includes representatives from established community groups including Friends of the GreenWay, the Inner West Environment Group and local bicycle user groups.

In addition to the completion of north-south missing links, this report also identifies opportunities to improve three priority east-west feeder links to enhance the GreenWay's connectivity to key east-west regional cycle routes (eg. Newtown to Ashfield) and/or heavy rail stations/interchanges such as Dulwich Hill and Lewisham.

The GreenWay is an important open space, sustainable transport and urban environmental corridor in Sydney's densely populated Inner West. This inner city region has been identified by the NSW Government for significant growth in jobs and housing over the next 10 to 20 years. Much of this growth will be located within the GreenWay/light rail corridor and its catchment. This includes the Taverners Hill Precinct, where the GreenWay/light rail intersects with Parramatta Road, and has been identified by Urban Growth NSW as having the potential to accommodate up to 5,500 new dwellings (NSW Government 2015). It also includes the Lewisham West development precinct (bisected by the GreenWay and light rail), which has up to 1,500 new dwellings and several 1,000 sqms of commercial and retail space currently under construction.

Modelling by Transport for NSW (AECOM 2013) shows that completion of the GreenWay missing links will significantly increase recreational and commuter cycling by providing a regionally important, continuous on/off road, north-south route that connects with surrounding neighbourhoods and significant regional cycle networks such as the Cooks River Cycleway, Bay Run, Anzac Bridge and the City of Sydney's comprehensive cycle network.

The strategic importance of the GreenWay is recognised in a number of key state and local government strategies and plans, including:

- "NSW Bike Plan" (NSW Government 2010);
- "Sydney Metropolitan Regional Recreational Trails Framework Update 2010" (Clouston Associates and GTA Consultants 2010);
- "Inner Sydney Regional Bicycle Network" (AECOM 2010);
- "Eastern Sydney and Inner West Regional Action Plan" (NSW Government 2012); and
- "Sydney's Cycling Future" (NSW Government 2013a).

The GreenWay is also a regionally significant component of the Green Grid concept identified in "A Plan for Growing Sydney" (NSW Government 2014). At a local level, the GreenWay provides a range of key outcomes identified in the GreenWay Councils' 10 year community strategic plans such as "Ashfield 2023 - Our Place, Our Future", "Leichhardt 2025+", "Marrickville Community Strategic Plan - Our Place, Our Future" and "City of Canterbury Community Strategic Plan 2014-2023" as well as numerous supporting documents (eg. Council endorsed bike plans and open space strategies).

Completion of the GreenWay trail will significantly contribute to the quality of life for the 48,000 people living within the GreenWay catchment and the many thousands who will live or work in new developments under construction or proposed along the GreenWay and light rail corridor. It will assist in easing traffic pressure on local streets, thereby reducing travel times and mitigating the social, environmental and economic impacts that arise from the tens of thousands of people who travel through the Inner West each day.

In line with the above planning framework, it is anticipated that state and local governments should readily be able to work in partnership to complete most of the remaining sections of the GreenWay trail by 2020.

As summarised in the table below, the 3.2 kms of missing links identified in this report vary significantly in length, function and configuration. Eleven key missing links have been identified by the GreenWay Missing Links Working Group in consultation with Transport for NSW's Active Transport Unit.

IDENTIFIER	LINK NAME	APPROXIMATE LENGTH (M)
A	Cooks River Crossing	50
B	Cooks River	560
C	Jack Shanahan North	420
D	Arlington	400
E	Johnson Park	350
F	Old Canterbury Road Crossing	30
G	Lewisham West	330
H	Longport Street Crossing	20
I	Cadigal Reserve	430
J	Parramatta Road Crossing	40
K	Hawthorne Canal South	610
TOTAL		3,240 METRES

The report also identifies three priority east-west feeder links that require completion to improve connectivity of the Inner West cycling network as a whole. These are shown below.

IDENTIFIER	LINK NAME	APPROXIMATE LENGTH (M)
L	Ewart Lane Feeder	170
M	Longport Street Feeder	880
N	Leichhardt North Feeder	275
TOTAL		1,325 METRES

This GreenWay Missing Links Report is separated into two sections. Section A describes the background to the Report, its history and regional context and describes how the criteria have been applied to prioritise the missing links. The criteria have been developed by the GreenWay Councils' GreenWay Missing Links Working Group in consultation with Transport for NSW's Active Transport Unit. The criteria include factors such as safety improvements, cost, proximity to development sites, regional cycle routes and attractors such as Inner West Light Rail stops. Section B describes each missing link in detail, estimates its cost and assigns it a priority. The timing for the construction of individual missing links will depend on the availability of funding, council endorsements and local and state government approvals.

The tables below summarise each link based on the Working Group's assessment of priority. While the priorities shown in this Report provide a guide for the implementation process, it is recognised that should an opportunity present to construct a lesser priority link ahead of a high priority link, then the report's ranking should not be used to inhibit early completion of lesser priority links.

The estimated overall cost for the completion of the missing links (excluding the category "Other Options") is in the range of \$5,600,000 to \$8,150,000.

Following adoption by the GreenWay Councils, this Report will be used by the Councils, state agencies and other stakeholder groups to guide detailed option analysis and concept designs for priority missing links with a view to securing the necessary funding and approvals to allow substantial completion of the entire GreenWay trail by 2020.

Completion of the remaining 55% of the GreenWay trail will provide a unique, 5.8 km continuous active transport corridor through Sydney's Inner West with measurable benefits including:

- increased opportunities for physical activity (walking and cycling) and the associated health benefits;
- increased community connections and associated social benefits;
- a significant increase in sustainable transport connections from the Inner West to the CBD; and
- reduced car dependency in the Inner West and associated environmental and social benefits such as reduced traffic congestion, air pollution and noise.

Group 1 - High Priority

IDENTIFIER	LINK NAME	LENGTH (M)	INDICATIVE COST
F	Old Canterbury Road Crossing Option 1	30	\$1,000,000 (proposed to be funded through development process)
G	Lewisham West	330	\$150,000-\$200,000
H	Longport Street Crossing Option 1	20	\$200,000-\$250,000
N	Leichhardt North Feeder	275	\$200,000-\$250,000

Group 2 - Medium/High Priority

IDENTIFIER	LINK NAME	LENGTH (M)	INDICATIVE COST
I	Cadigal Reserve	430	\$300,000-\$350,000
J	Parramatta Road Crossing Option 1	40	\$750,000-\$1,500,000
K	Hawthorne Canal South	610	\$400,000-\$450,000
M	Longport Street Feeder	880	\$150,000-\$200,000

Group 3 - Medium Priority

IDENTIFIER	LINK NAME	LENGTH (M)	INDICATIVE COST
A	Cooks River Crossing	50	\$1,000,000-\$1,500,000
B	Cooks River Option 1	580	\$100,000-\$250,000
C	Jack Shanahan North	420	\$300,000-\$450,000
D	Arlington	400	\$750,000-\$1,250,000
E	Johnson Park	350	\$250,000-\$400,000
L	Ewart Lane Feeder	170	\$50,000-\$100,000

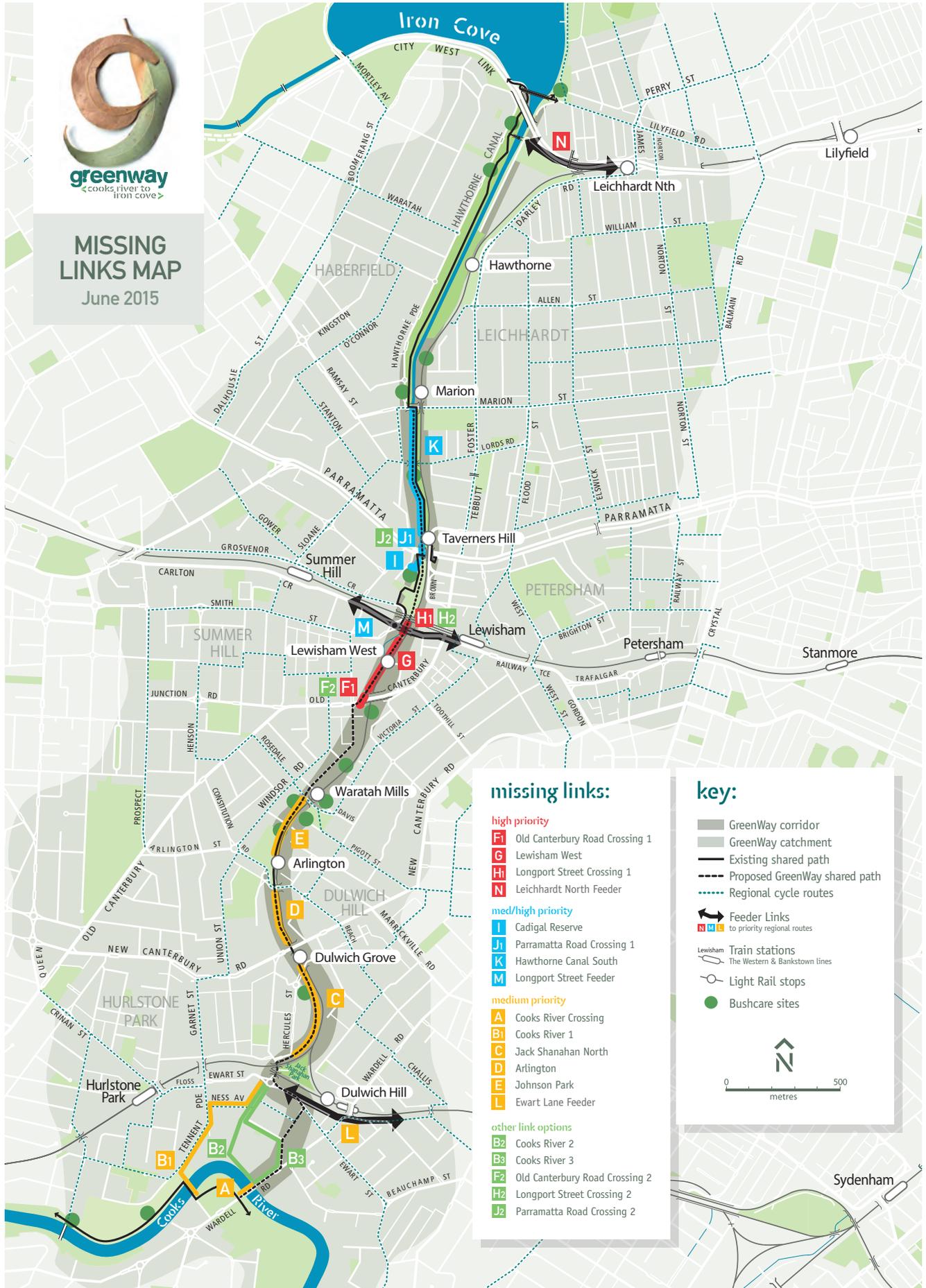
Group 4 - Alternative Link Options

IDENTIFIER	LINK NAME	LENGTH (M)	INDICATIVE COST
B	Cooks River Option 3	580	\$5,000
B	Cooks River Option 2	560	\$100,000-\$200,000
F	Old Canterbury Road Crossing Option 2	30	\$1,000,000-\$2,000,000
H	Longport Road Crossing Option 2	20	\$1,000,000-\$2,000,000
J	Parramatta Road Crossing Option 2	600	\$1,000,000-\$2,000,000



MISSING LINKS MAP

June 2015



- missing links:**
- high priority**
 - F1 Old Canterbury Road Crossing 1
 - G Lewisham West
 - H1 Longport Street Crossing 1
 - N Leichhardt North Feeder
 - med/high priority**
 - I Cadigal Reserve
 - J1 Parramatta Road Crossing 1
 - K Hawthorne Canal South
 - M Longport Street Feeder
 - medium priority**
 - A Cooks River Crossing
 - B1 Cooks River 1
 - C Jack Shanahan North
 - D Arlington
 - E Johnson Park
 - L Ewart Lane Feeder
 - other link options**
 - B2 Cooks River 2
 - B3 Cooks River 3
 - F2 Old Canterbury Road Crossing 2
 - H2 Longport Street Crossing 2
 - J2 Parramatta Road Crossing 2

key:

- GreenWay corridor
- GreenWay catchment
- Existing shared path
- Proposed GreenWay shared path
- Regional cycle routes
- Feeder Links to priority regional routes
- Train stations (The Western & Bankstown lines)
- Light Rail stops
- Bushcare sites

0 500 metres

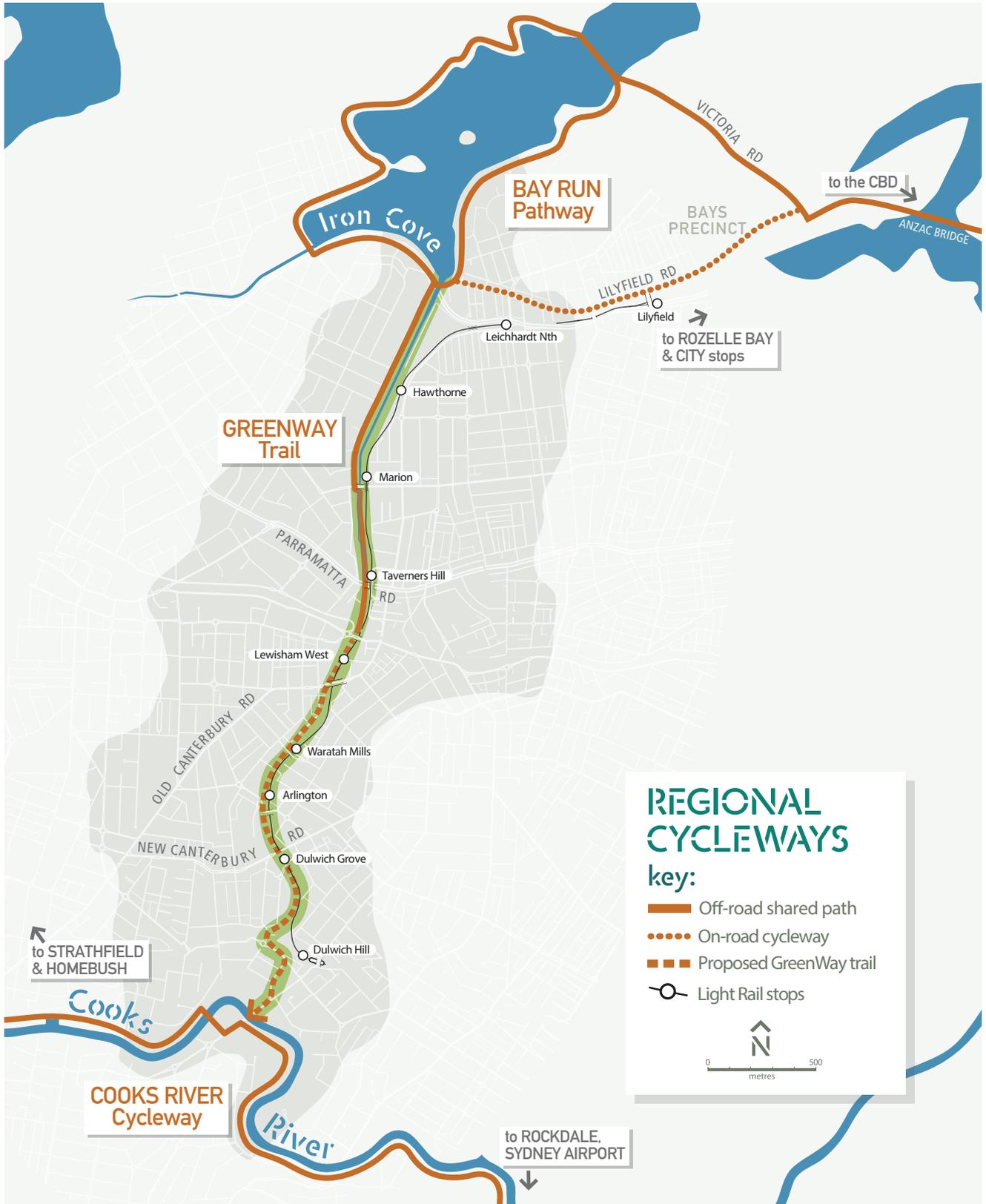


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SECTION A: BACKGROUND

INTRODUCTION

The Cooks River to Iron Cove GreenWay is a 5.8km urban green corridor connecting the Parramatta River at Iron Cove to the Cooks River at Earlwood. Following the route of the Inner West Light Rail, the GreenWay corridor and catchment has a population of 48,000 people and connects the urban villages of Leichhardt, Haberfield, Summer Hill, Petersham, Lewisham, Dulwich Hill, Hurlstone Park and Earlwood. The GreenWay is an important open space, sustainable transport and urban environmental corridor for Sydney's densely populated Inner West.

For over a decade, the Inner West community has been working with the GreenWay Councils and other stakeholders to complete the GreenWay trail. Currently, a total of 2.6km (45%) of the GreenWay trail has been constructed, with approximately 3.2km (55%) yet to be completed. This Report identifies the key missing links that need to be completed along the GreenWay and prioritises their development. The identification of the missing links has been informed by consultation with Transport for NSW, the GreenWay Councils of City of Canterbury, Marrickville, Leichhardt and Ashfield and the GreenWay Steering Committee. The Steering Committee includes community representatives from the four GreenWay Council areas, as well as representatives from established community groups including Friends of the GreenWay (FoG), the Inner West Environment Group (IWEG) and representatives from local bicycle user groups.

In addition to the completion of additional north-south missing links, the GreenWay trail also requires improved east-west links to regional cycle routes and/or heavy rail stations. This Report has identified three priority east-west feeder links that should also be completed.

CONTEXT

2.1 What is the GreenWay?

The GreenWay is a 5.8km environmental, cultural and active transport corridor located in Sydney's Inner West. The GreenWay follows the route of the Hawthorne Canal and the Inner West Light Rail line, extending from the Cooks River at Earlwood to Iron Cove in Haberfield. The corridor features bike paths and foreshore walks, cultural and historical sites, public art, cafes, urban bushcare sites and a range of parks, playgrounds and sporting facilities.

The GreenWay has developed from the ground up, as a grassroots project beginning in 1998 that led to the development and adoption of the "GreenWay Coordination Strategy and Master Plan" in 2009 (GreenWay 2009). The adoption of this guiding plan established a vision for the GreenWay to provide "a recognisable environmental, cultural and non-polluting transport corridor linking two of Sydney's most important waterways".

Since then, the GreenWay has continued to be supported by the four GreenWay Councils and multiple community groups including the IWEG, FoG, local bicycle user groups, residents and school students. Ongoing development of the GreenWay vision is being undertaken by the GreenWay Program under the auspices of a five year Memorandum of Understanding (MoU) signed by the GreenWay Councils in July 2014. This program consists of five key elements:

- urban bushcare;
- place management;
- GreenWay trail;
- community culture and art; and
- sustainability education.

GreenWay Trail

The 5.8km GreenWay trail is a regionally significant north-south oriented shared use path with both off-road and on-road components. It connects the Wardell Road Bridge crossing the Cooks River at Earlwood with the City West Link Bridge at Iron Cove in Lilyfield. The trail runs alongside nine light rail stops. These are Leichhardt North, Hawthorne, Marion, Taverners Hill, Lewisham West, Waratah Mills, Arlington, Dulwich Grove and Dulwich Hill.

Currently, some portions of the GreenWay trail are off-road shared paths that travel alongside the rail corridor, while others are temporary on-road bike routes. As shown in Figure 1, the GreenWay trail crosses heavily trafficked roads such as Parramatta Road and New Canterbury Road.



MISSING LINKS MAP
June 2015

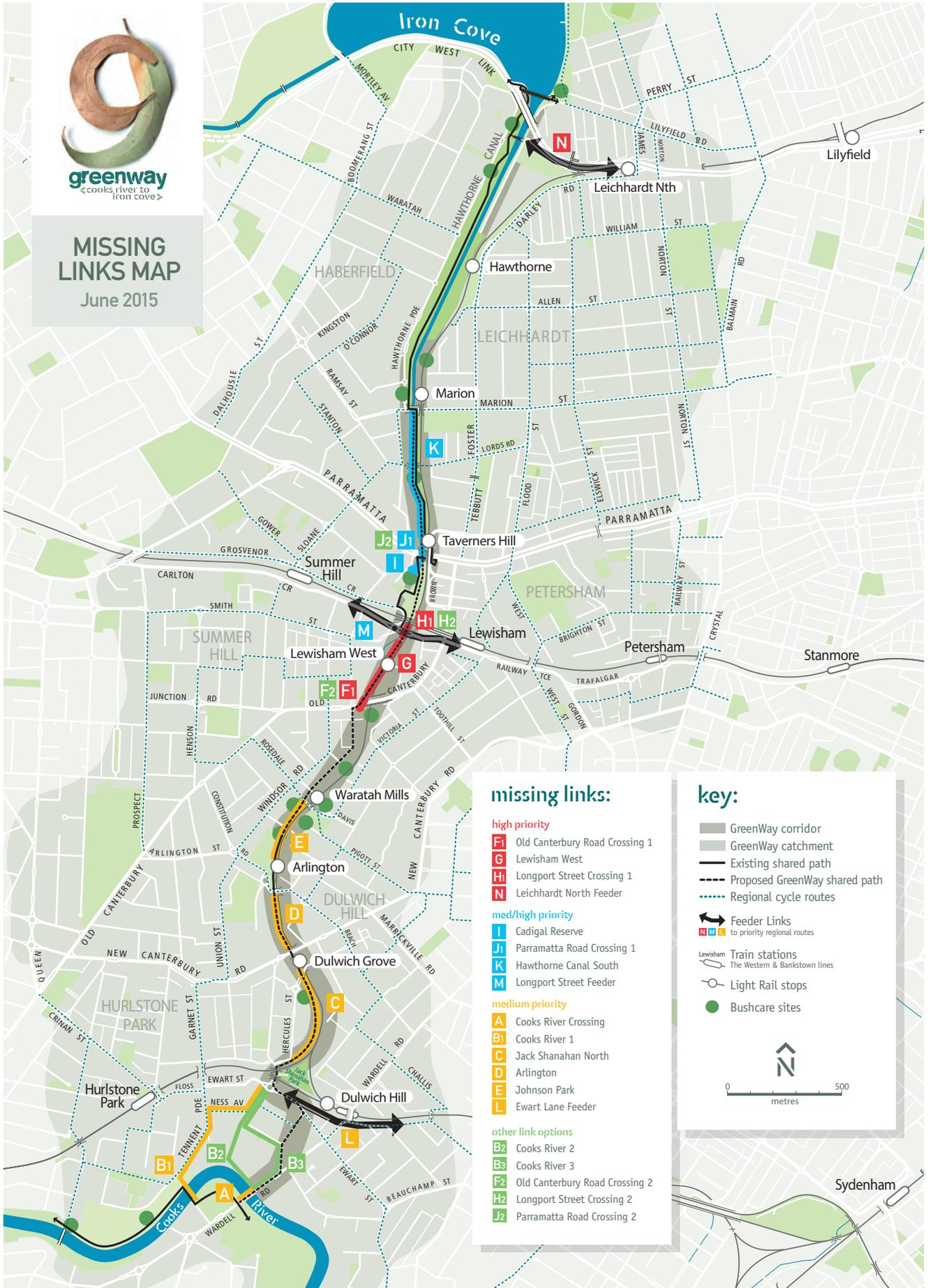


Figure 1: Map of the GreenWay trail

Source: GreenWay 2014

GreenWay Corridor

The GreenWay corridor is an area approximately 100 metres east and west of the GreenWay trail and extends from the Cooks River to Iron Cove. It traverses land within the Canterbury, Marrickville, Ashfield and Leichhardt Council local government areas and provides connections to public transport, footpaths, cycleways, parklands, bushcare sites, waterways, retail and commercial areas. The predominant land uses within the catchment include residential, open space, commercial and retail as well as the light rail corridor itself.

Along the GreenWay corridor and within each GreenWay Council area are proposed GreenWay Hubs. GreenWay Hubs are place anchors that encourage local interaction and draw people to the GreenWay. A typical hub may contain open space, public art, a bush care site and signage and is located in proximity to existing public transport routes and used as a focus for community connections and small scale events.

GreenWay Catchment

The GreenWay catchment is generally considered to reach into adjacent areas as far as a ten minute walk (approximately 500 metres) from the GreenWay trail, and includes portions of Lilyfield, Leichhardt, Haberfield, Petersham, Lewisham Summer Hill, Dulwich Hill and Hurlstone Park. This catchment is home to over 48,000 people and contains:

- five kilometres of waterways (2km of Parramatta River/Sydney Harbour foreshore and 3km of river/canal banks);
- ten established bushcare sites, with six more to be established during 2015/16;
- an urban bush habitat;
- over thirty schools and educational centres, including six high schools;
- twenty large parks and numerous pocket parks;
- two swimming centres, three bowls clubs and a golf course; and
- shops, cafes and other community facilities.

2.2 Why is the GreenWay important?

The GreenWay provides a range of measurable benefits for both local and regional communities and contributes significantly to the enhancement of community wellbeing and urban environmental quality in Sydney's Inner West. The primary principles of the GreenWay have been identified in the "GreenWay Master Plan and Coordination Strategy" (GreenWay 2009) and include:

- a re-focus on the local area to increase community identity and social interaction;
- collaboration, lasting partnerships and shared actions;
- empowerment and involvement of all sections of the community in decision-making;
- protection and promotion of natural systems and creation of sustainable habitats;
- regard for public places, the "commons", with improved accessibility;
- options for active and sustainable transport, with walking and cycling a viable first choice;
- sharing of knowledge about the corridor to enable community learning and activity; and
- improvements to sustainability performance.

Health and social benefits

The GreenWay has great potential to increase recreational and commuter cycling by providing a regionally significant, continuous on/off road, north-south route that connects with surrounding neighbourhoods and significant regional cycle networks such as the Cooks River Cycleway, Bay Run, Anzac Bridge and the City of Sydney's comprehensive cycle network. The use of active transport for commuting is considered an effective strategy to increase physical activity levels, while recreational walking and riding aid in improving both physical and psychological health. The "Australian Physical Activity Guidelines for Australians" (Department of Health 2014) recommends between 150 to 300 minutes of moderate physical activity a week. As a basic indicator, recent data indicates that cycle commuters average 276 minutes of riding each week and are well within the recommended minimum (Austroads and Australian Bicycle Council 2011).

Ultimately, active transport routes like the GreenWay contribute to increasing physical activity across all ages. Increasing physical activity leads to an improved level of personal health and reduces the burden on federal and state health budgets. Additionally, local environmental improvements that contribute to improving community health are achieved

by reducing demand for private cars, increasing the efficiency of the road network and improving the aesthetic and environmental qualities of this important, inner city environment.

The GreenWay also contributes to social benefits through active transport by encouraging more equitable transport solutions and the development of an increased sense of community. Cycling and walking enable people to interact socially, which assists in developing community ties and enhancing a sense of both place and community.

Strategic planning context

The strategic importance of the GreenWay is recognised in a number of key state and local government strategies and plans, including:

- “NSW Bike Plan” (NSW Government 2010);
- “Sydney Metropolitan Regional Recreational Trails Framework Update 2010” (Clouston Associates and GTA Consultants 2010);
- “Inner Sydney Regional Bicycle Network” (AECOM 2010);
- “Eastern Sydney and Inner West Regional Action Plan” (NSW Government 2012); and
- “Sydney’s Cycling Future” (NSW Government 2013a).

The GreenWay is also a regionally significant component of the Green Grid concept identified in “A Plan for Growing Sydney” (NSW Government 2014).

The GreenWay contributes to the achievement of many of the key objectives of the various GreenWay Council’s Strategic Plans as illustrated in Table 1.

Table 1: GreenWay Councils’ Strategic Plans and Key Objectives being achieved by the GreenWay

STRATEGIC PLAN	OBJECTIVES ACHIEVED
“Ashfield 2023 – Our Place, Our Future”	Creative and inclusive community Safe, connected and accessible places Living sustainably
“Marrickville Community Strategic Plan – Our Place, Our Vision”	A diverse community that is socially just, educated, safe and healthy A vibrant economy and well planned, sustainable urban environment and infrastructure
“Leichhardt 2025+”	Community wellbeing Accessibility A sustainable environment
“City of Canterbury Community Strategic Plan 2014-2023”	Stronger community Healthy environment

The completion of the GreenWay trail will provide a unique, continuous active transport corridor through Sydney’s Inner West. The resulting, measurable benefits include:

- increased opportunities for physical activity (walking and cycling) and the associated health benefits;
- increased community connections and associated social benefits;
- a significant increase in sustainable transport connections from the Inner West to the CBD; and
- reduced car dependency in the Inner West and associated environmental and social benefits such as reduced traffic congestion, air pollution and noise.

Completion of the GreenWay trail will also significantly contribute to the quality of life for the 48,000 people living within the GreenWay catchment. It will assist in easing traffic pressure on local streets, which may result in reduced travel times and mitigate the social, environmental and economic impacts that arise from the tens of thousands of vehicles that travel through the Inner West each day.

2.3 How has the GreenWay Program developed?

The GreenWay has grown from a grassroots, community led vision in 1998 to a multi-faceted, place-based project that enjoys the support of the four GreenWay Councils and key stakeholder groups. Key milestones in the development of the

GreenWay have included:

- 2009 – adoption by the four Councils of the “GreenWay Coordination Strategy and Master Plan” (GreenWay 2009);
- 2010 – GreenWay Urban Sustainability Project funded for three years by a \$1.8 million Environmental Trust Grant;
- 2010 – Announcement of the construction of a 5.8km continuous off-road GreenWay to be included as part of the Inner West Light Rail Extension;
- 2011 – GreenWay shared path component deferred, construction of the light rail continued;
- 2012 – GreenWay Place Management Program established; and
- 2014 – Memorandum of Understanding signed by GreenWay Councils confirming ongoing Council funding and in-kind support of the GreenWay Program to 2019.

Figure 2 shows the 20 year timeframe for the development and implementation of the Community’s GreenWay vision.

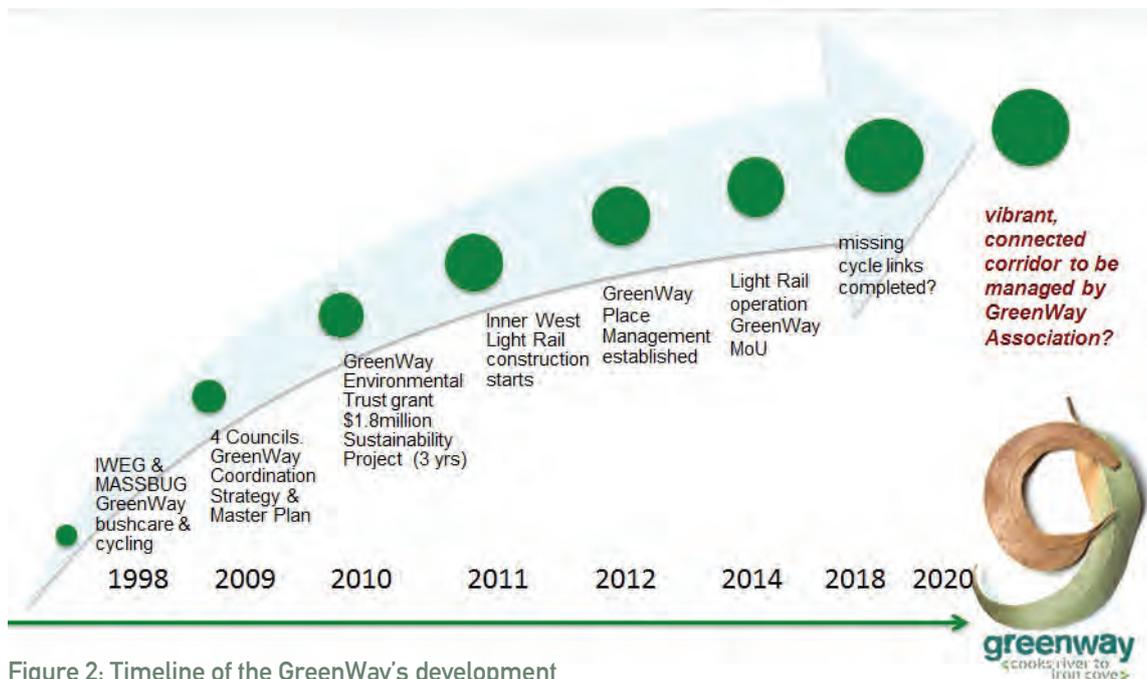


Figure 2: Timeline of the GreenWay’s development

2.4 What’s happening now?

The Memorandum of Understanding signed by the four GreenWay Councils in 2014 has ensured that the GreenWay Program will receive funding and in-kind support for the next five years. The GreenWay Program reflects the objectives of a suite of community-driven, local and state agency strategies and plans that relate to the GreenWay corridor and adjacent areas. The key elements of the GreenWay Program include:

- **Urban bushcare** – improvements to local biodiversity and ecosystem health along the GreenWay corridor through bushcare sites. Over the past fifteen years, community volunteers, supported by the GreenWay Councils, have established ten urban bush care sites along the GreenWay corridor. The NSW Government, through the Inner West Light Rail Extension Project, has committed to supporting the bush corridor component of the GreenWay. This involves protection of the existing bushcare sites and the creation of six new sites as compensation for the areas diminished by the light rail extension construction.
- **Place management** – a GreenWay Place Manager was appointed in late 2012 to facilitate a coordinated approach to the sustainable development and management of the corridor and adjacent areas. The Place Manager works with the GreenWay Councils, state agencies, major landholders, stakeholders and community groups to achieve integrated, holistic and place-based outcomes, with a particular focus on the nine new light rail stops.
- **GreenWay trail** – completion of the 5.8km GreenWay trail, a continuous cycling and walking shared path from the Cooks River Cycleway to Iron Cove. Currently, a temporary hybrid off-road/on-road alternative active transport route has been marked with logos and signs to enable the community to find their way safely along the GreenWay corridor. The GreenWay Councils and Steering Committee are committed to the completion of the remaining 55% of the GreenWay Trail by 2020 and continue to seek funding commitments from the State Government to share the costs of building the trail.
- **Community culture and art** - activities including the annual GreenWay Art Exhibition, environmental art, murals, public art trails and interpretation of indigenous and contemporary culture through art and story telling.

- **Sustainability education** – the GreenWay is used as an outdoor classroom by groups of students from primary to university level. The GreenWay Primary Schools Sustainability Program is available to local primary schools with guided walks and a teacher’s workbook for Stage 2 and 3 primary school students.
- **GreenWay missing links** – the GreenWay Councils are working with Transport for NSW and other state agencies to implement the missing shared path links along the GreenWay trail. This GreenWay Missing Links Report identifies priorities for funding to construct the various missing links.

The GreenWay was also included in Transport for NSW’s “Sydney’s Cycling Future”, released in late December 2013. This strategy identifies several new links to residential areas including Summer Hill, Lewisham and Lilyfield, with the focus on improvements within five kilometres of major centres. The strategy states that the NSW Government “will work with Councils on other sections, such as the southern section of the GreenWay, to improve local neighbourhood links to light rail stations on the Inner West Light Rail Extension” (NSW Government 2013a, p. 17).

2.5 Who uses the GreenWay?

People using it now

The GreenWay trail is a popular walking and cycling route due to its proximity and connections to established recreation areas and attractors. Recreation areas such as the Bay Run around Iron Cove and local parks including Jack Shanahan Park in Dulwich Hill and Richard Murden Reserve in Haberfield support the use of the GreenWay trail. Additionally, attractions such as light rail stops, heavy rail stations, sporting venues including Lambert Park in Leichhardt, Arlington Reserve in Dulwich Hill and schools, commercial areas and other community venues are accessible by the GreenWay trail. Surveys show that walking and cycling along the GreenWay is most intense at the existing off-road sections extending north of Parramatta Road to the popular Bay Run at Iron Cove. Active transport use of the southern sections of the GreenWay is constrained by a lack of off-road connections (resulting in a reliance on temporary, on-road alternatives), heavily trafficked roads such as Old Canterbury Road and inadequate signage and wayfinding, lighting and path treatment. The popularity of the GreenWay trail was demonstrated by a snapshot survey undertaken as part of the Super Sunday Recreation Count in November 2014. The Super Sunday Count (coordinated nationally by Bicycle Network) recorded bike riders and people walking, running and walking dogs at key locations along the GreenWay trail. The survey by trained volunteers took place from 9am to 1pm at the following locations along the GreenWay:

- Site 6569 - Maliyawul Street, north of the GreenWay that connects to the Bay Run;
- Site 6671 - Lilyfield Road Bridge;
- Site 6252 - Hawthorne Reserve;
- Site 6253 - GreenWay near Lords Road tunnel;
- Site 6254 - GreenWay towards Grosvenor Crescent (near Cadigal Reserve);
- Site 6257 - GreenWay at Johnson Park;
- Site 6258 - Hercules Street, Dulwich Hill;
- Site 6255 - Cooks River Cycleway near Wardell Road; and
- Site 6256 - Cooks River Cycleway near Sugar House Road.

These locations are shown below in Figure 3.

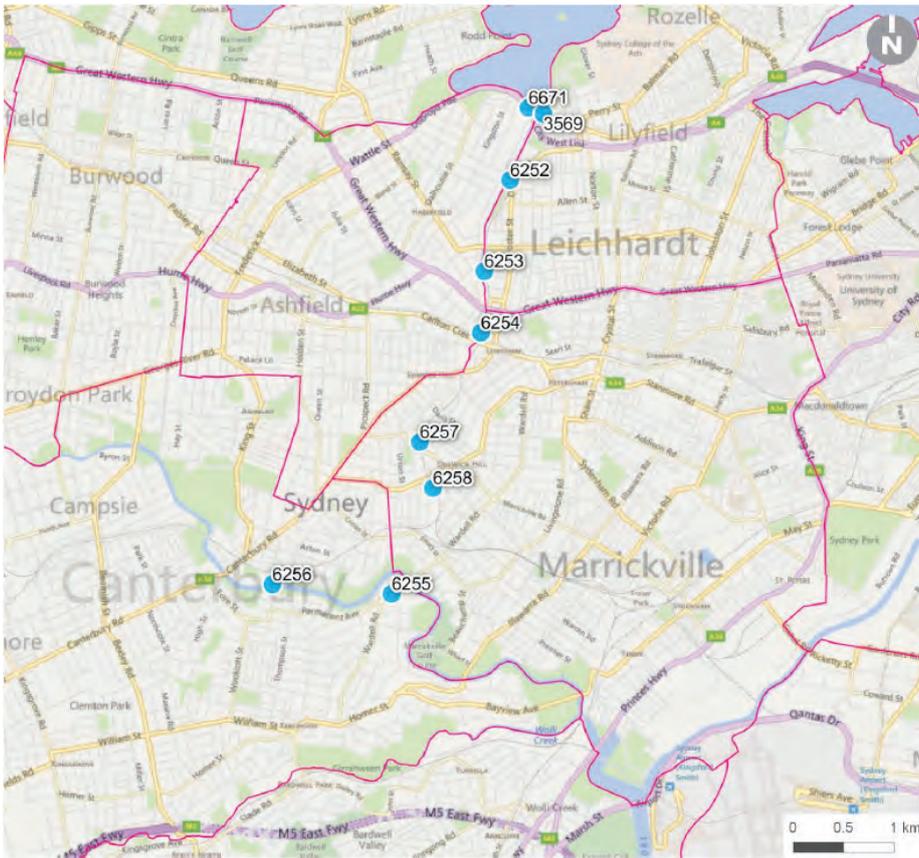


Figure 3: Locations surveyed as part of Super Sunday Recreation Count, November 2014

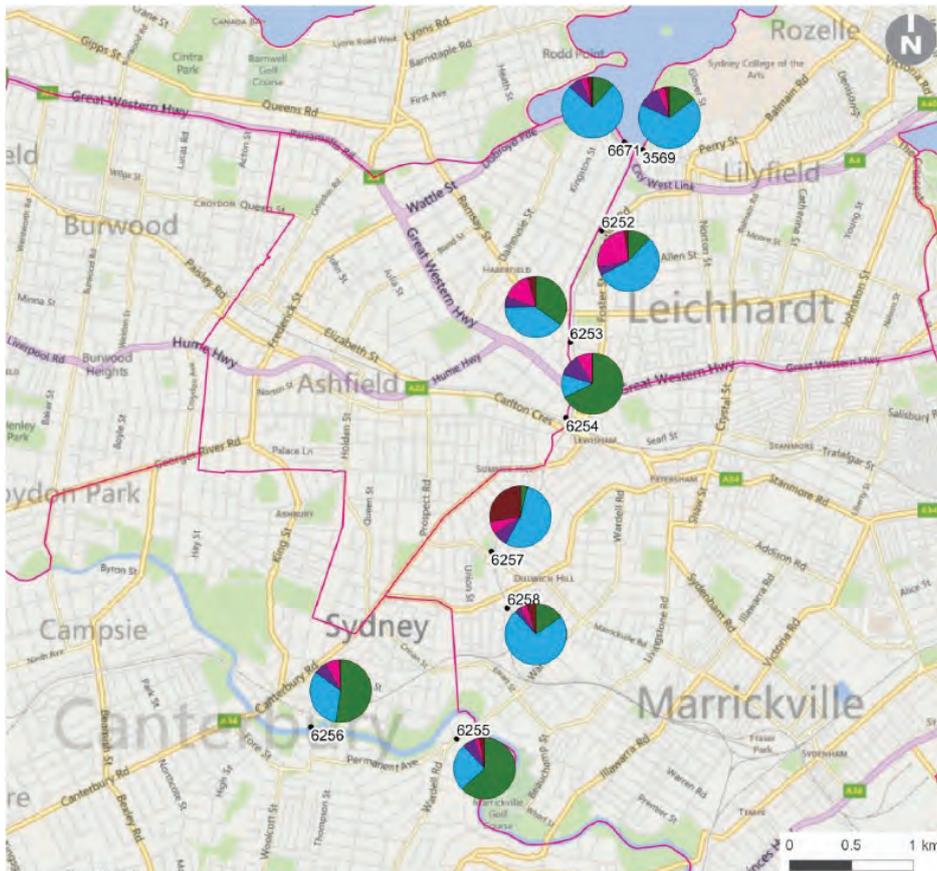
Source: Bicycle Network 2014, p. 8

A summary of the survey results from the Super Sunday Recreation Count are shown below in Table 2 and Figure 4. The site with the highest demand is at the entrance to the Bay Run, north of the GreenWay, with 49% of all users counted in this area. The Hawthorne Canal and Cooks River shared paths also generated relatively high demand.

Table 2: Results of the Super Sunday Recreation Count along the GreenWay, November 2014

Source: Bicycle Network 2014

SITE	BICYCLES	WALKERS	RUNNERS	DOGS	OTHER	TOTAL	%
Maliyawul Street/Bay Run	431	1987	334	130	73	2955	35%
Lilyfield Road Bridge	331	2100	194	99	79	2803	33%
Hawthorne Reserve	43	195	16	92	8	354	4%
GreenWay/Lords Road Tunnel	108	123	17	47	14	309	3%
GreenWay/Grosvenor Crescent	77	14	13	10	0	114	1%
GreenWay/Johnson Park	18	263	38	31	135	485	6%
Hercules Street, Dulwich Hill	25	119	5	6	8	163	2%
Cooks River Cycleway/Wardell Road	422	166	43	19	18	668	8%
Cooks River Cycleway/ Sugar House Road	367	227	47	51	6	698	8%
TOTAL	1822	5194	707	485	341	8549	100%
% of users	21%	61%	8%	6%	4%	100%	



GreenWay

User Type Ratio
(9 Nov 2014, 9am-1pm)



SUPER SUNDAY

LEGEND

- ▶ Bicycles
- ▶ Walkers
- ▶ Runners
- ▶ Dogs
- ▶ Other

Figure 4: Demand for GreenWay sites, November 2014

Source: Bicycle Network 2014, p. 10

People who will use the GreenWay

It can be anticipated that future demand for the GreenWay will stem from:

- increased take up of bike riding and the strong growth in commuter cycling already observed in the Inner West, with increase in the use of the GreenWay trail as a high quality link to key destinations such as Anzac Bridge and the Sydney CBD;
- increased shift from private car travel to active transport for short trips due to the increasing price of petrol, increased local traffic congestion, recognised health benefits of walking and cycling and social pressures to reduce greenhouse gas emissions;
- growing use of recreation and fitness facilities such as the Bay Run (currently over 300 pedestrians per hour on a Sunday morning and up to 100 riders per hour);
- growth in use by students, staff and parents accessing over 30 primary schools and high schools located in the GreenWay corridor and catchment; and
- the GreenWay's role as an active transport link to the nine light rail stops and three heavy rail stations located along the GreenWay and numerous bus stops on city routes that intersect with the GreenWay, including Marion Street, Leichhardt, Parramatta Road and New Canterbury Road, Lewisham.

Modelling by Transport for NSW (AECOM 2013) demonstrates that demand for the GreenWay will increase as a result of the completion of the missing links and improvement of pedestrian and cycle infrastructure near and along the GreenWay. This modelling shows an increase in cycle demand along the GreenWay ranging from 47% to 90% for the period 2016-2026, following the completion of a series of on-road and off-road separated cycleways. These links will provide improved route continuity and legibility between the two existing strong demand areas of the Bay Run and the Cooks River Cycleway.

Residential and commercial developments near the GreenWay will also result in increased demand for the GreenWay Corridor. Significant developments within or adjacent to the Corridor include:

- Allied Mills, Summer Hill mixed use development next to the GreenWay and Lewisham West light rail stop - up to 300 apartments and two-storey terraces as well as commercial and retail floor space. A population increase of approximately 700 people;
- Lewisham Estate residential development next to the GreenWay and Lewisham West light rail stop - up to 430 residential units. A population increase of approximately 1000 people;
- Grove Street, Dulwich Hill, a 200 apartment development next to the GreenWay and light rail corridor. A population increase of approximately 500 people;
- Taverners Hill Development Precinct identified in the “Draft Parramatta Road Urban Renewal Strategy” (NSW Government 2015) for future growth of up to 4,000-5,500 new dwellings. A population increase of approximately 13,000 people; and
- McGill Street mixed use development precinct with up to 300 apartments and ground floor commercial and retail development. A population increase of approximately 700 people.

The Lewisham West development precinct is shown in Figure 5.



Figure 5: Lewisham West development precinct

KEY LINKAGES

The GreenWay provides direct walking and cycling connections to a variety of public transport services, regional cycleways and other attractions.

3.1 Public transport

The GreenWay provides links to a number of light rail stops and heavy rail stations, including:

- 9 light rail stops – Leichhardt North, Hawthorne, Marion, Taverners Hill, Lewisham West, Waratah Mills, Arlington, Dulwich Grove and Dulwich Hill; and
- 3 heavy rail stations – Dulwich Hill, Lewisham and Summer Hill.

The light rail stops connect to Central Station in Sydney as well as Glebe, Pyrmont and Haymarket. The CBD and South East light rail project will provide connections to the CBD and Randwick and Kingsford in the future.

The heavy rail stations provide connections to the Bankstown Line and the Airport, Inner West and South Line. The Bankstown Line services two major centres in Sydney namely Bankstown and Liverpool. The Airport, Inner West and South Line services a number of business districts and major centres including Campbelltown, Liverpool, the CBD, Sydney Airport and the emerging centre of Green Square.

The GreenWay intersects with several metropolitan bus routes on major city roads, including Parramatta Road, New Canterbury Road and Marion Street. These major bus routes connect to the Sydney CBD and inner city suburbs of Five

Dock, Haberfield, Leichhardt, Annandale, Camperdown, Glebe and Broadway. The GreenWay also intersects with cross regional bus routes servicing major centres and attractors such as Parramatta, Strathfield, University of New South Wales, Macquarie Park and Ryde as well as local centres such as Newtown, Campsie, Balmain and Canada Bay.

3.2 Links to Cooks River Cycleway and the Bay Run

The GreenWay provides a connection between the Cooks River Cycleway and the Bay Run. The Cooks River Cycleway is a strategic 23km cycleway connecting Ryde, Homebush, Sydney Airport, Rockdale and Botany Bay. It also provides access to the Parramatta Valley Cycleway at Ryde. The Bay Run is a popular harbourside shared path in Sydney, providing a seven kilometre loop around Iron Cove. It is a social, family friendly, walking and riding track that thousands of users from around the Sydney Region access for recreation everyday, particularly on weekends. The Bay Run provides access to Rodd Point, Russell Lea, Drummoyne, Rozelle and Lilyfield. The Cooks River Cycleway and Bay Run links are shown in Figure 6.



Figure 6: GreenWay's links to Cooks River and the Bay Run

3.3 Link to Anzac Bridge and Sydney's cycle network

The GreenWay provides a direct connection to Lilyfield Road which leads to Anzac Bridge. Anzac Bridge is a key cycle route to Sydney's CBD and the City of Sydney's cycle networks. Figure 7 shows the proposed cycle network within Sydney's CBD. The link from Pyrmont Bridge connects to Anzac Bridge, Lilyfield Road and the GreenWay.



Figure 7: Proposed CBD cycle network

Source: NSW Government 2013, p. 37

3.4 Subregional links

The GreenWay provides a north-south connection between various strategic cycle routes in the Inner West Region. These connections are shown in the “Inner Sydney Regional Bicycle Network” and “NSW Bike Plan” (AECOM 2010; NSW Government 2010). Improvements to active transport within a subregion are supported by regular, legible, connections from a central “spine” route to a local, quiet street network, public transport nodes and other regional pathway systems (AECOM 2010). To support this, the GreenWay trail has been identified as a major missing link in the “NSW Bike Plan” (NSW Government 2010) as shown in Figure 8.



Figure 8: GreenWay identified as major missing link K

Source: NSW Government 2010, p. 9

3.5 Council strategic bicycle and pedestrian routes

The GreenWay trail intersects with a number of local bicycle and pedestrian routes. The local bike routes around the GreenWay are shown in Table 3.

Table 3: Local and regional bike routes intersecting with the GreenWay

LOCAL GOVERNMENT AREA	STREET	TYPE OF ROUTE
Canterbury City Council	Cooks River Cycleway	Strategic Cycle Route - "Inner Sydney Regional Bicycle Network" (AECOM 2010)
Marrickville Council	Ewart Street, Dulwich Hill	Regional Route and Local Route - "Marrickville Bicycle Plan 2007" (Salomon and van den Dool 2007)
	Hercules Street, Dulwich Hill	Regional Route - "Marrickville Bicycle Plan 2007" (Salomon and van den Dool 2007)
	The Parade, Dulwich Hill	Regional Route - "Marrickville Bicycle Plan 2007" (Salomon and van den Dool 2007)
	Constitution Road, Dulwich Hill	Strategic Cycle Route - "Inner Sydney Regional Bicycle Network" (AECOM 2010)
	Davis Street, Dulwich Hill	Local Route - "Marrickville Bicycle Plan 2007" (Salomon and van den Dool 2007)
	Longport Street, Lewisham	Strategic Cycle Route - "Inner Sydney Regional Bicycle Network" (AECOM 2010) Regional Route - "Marrickville Bicycle Plan 2007" (Salomon and van den Dool 2007)
Ashfield Council	Grosvenor Crescent, Summer Hill	Regional Route - "Marrickville Bicycle Plan 2007" (Salomon and van den Dool 2007)
	Lord Street, Haberfield	On-Road Cycle Route - "Cycling Ashfield" (Sydney nd)
	Hawthorne Parade, Haberfield	On-Road Cycle Route - "Cycling Ashfield" (Sydney nd)
	Waratah Street, Haberfield	On-Road Cycle Route - "Cycling Ashfield" (Sydney nd)
Leichhardt Council	Lords Road, Leichhardt	Local Links On-Road - Leichhardt Bike Plan 2007 (GTA Consultants 2007)
	Marion Street, Leichhardt	Strategic Links On-Road - Leichhardt Bike Plan 2007 (GTA Consultants 2007)
	Allen Street, Leichhardt	Proposed separated cycleway - "Draft Leichhardt Bike Plan 2015" (GTA Consultants 2015)
	Lilyfield Road, Lilyfield	Strategic Cycle Route - "Inner Sydney Regional Bicycle Network" (AECOM 2010) RTA Links On-Road - Leichhardt Bike Plan 2007 and proposed separated cycleway - Draft Leichhardt Bike Plan 2015 (GTA Consultants 2007; 2015) "Sydney's Cycling Future" (NSW Government 2013a)

3.6 GreenWay Trellis attractors and generators along the GreenWay

The GreenWay Trellis concept was identified in the “GreenWay Masterplan and Coordination Strategy” (GreenWay 2009) as a quiet street network providing easy and safe connections to the GreenWay trail. It aims to improve active transport accessibility across the rail corridor and Hawthorne Canal through improvements to east-west links resulting from the construction of the light rail stops and new bridges across the canal. The trellis provides a range of other benefits such as streetscape and amenity improvements, enhanced urban biodiversity and improved stormwater management along key streets.

The Trellis provides the opportunity to connect the attractors and generators to the GreenWay. Attractors and generators are land uses that draw people to the GreenWay and include:

- over thirty schools and education centres within 400 metres of the GreenWay, including six high schools;
- twenty large parks and numerous pocket parks. These parks are cherished by the community and are intensively used. They include Hawthorne Canal Reserve, Hawthorne Canal Dog Park, Jack Shanahan Park, Arlington Oval, Johnston Park, Cadigal Reserve, Lambert Park, Blackmore Oval and Richard Murden Reserve;
- significant sporting venues such as Leichhardt Park (home of the West Tigers Rugby League Club and APIA Leichhardt Tigers Football Club);
- two swimming centres, three bowls clubs and a golf course;
- over fifteen places of public worship;
- commercial centres including Leichhardt Marketplace, Hurlstone Park, New Canterbury Road Dulwich Hill, Old Canterbury Road Lewisham, Summer Hill, Parramatta Road and the Canal Road Arts Precinct;
- nine light rail stops and three heavy rail stations;
- a variety of cafes and local shops; and
- major active transport routes such as the Bay Run and Cooks River Cycleway.

A number of these uses also draw people from around the Greater Sydney Region, including the Bay Run, Leichhardt Oval and Cooks River Cycleway, commercial centres and parks and recreational facilities. These features are shown in the GreenWay Place Map, Figure 9.

Completion of the GreenWay missing links will significantly enhance pedestrian and cycle access to these significant attractors and generators. This could help to significantly reduce parking pressure and traffic congestion in local streets and regional roads at important times of the day and week, such as weekend mornings and match days/nights.



GreenWay Place Map

What would you like to see at the GreenWay?

"Walking in a safe area with no cars"

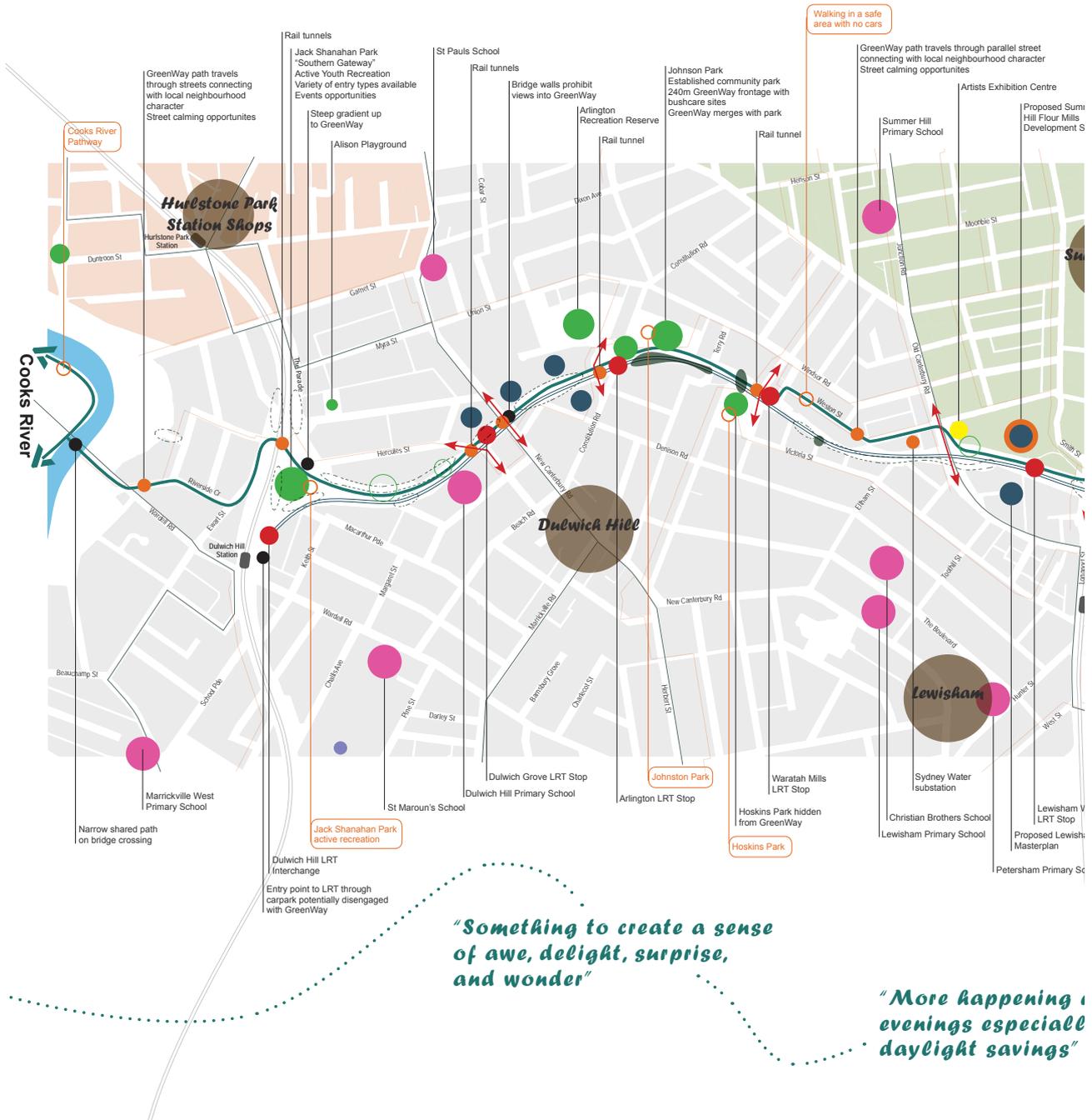


Figure 9: GreenWay Place Map

Source: GreenWay Sustainability Project 2012, pp. 12-13

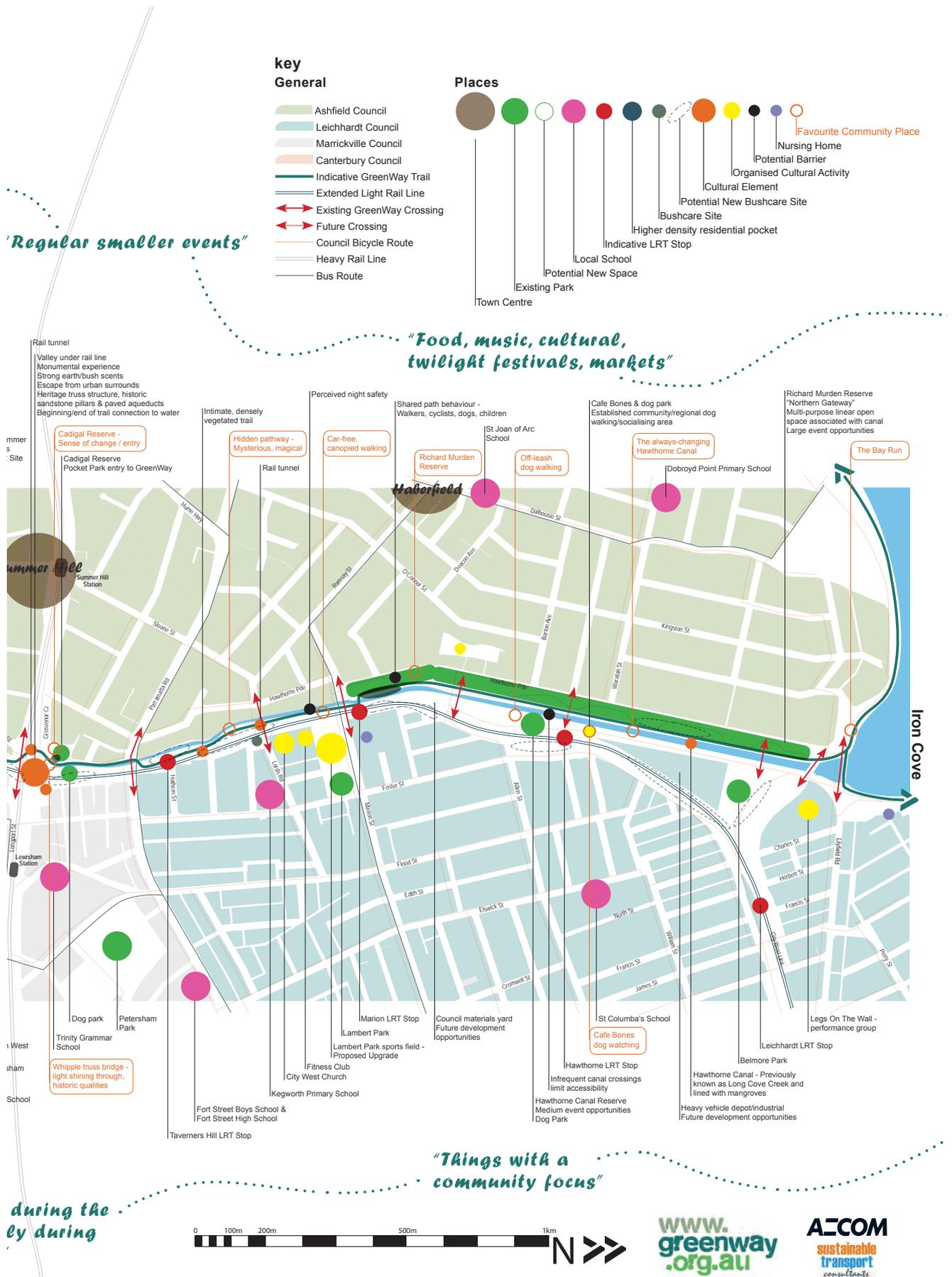


Figure 9: GreenWay Place Map

Source: GreenWay Sustainability Project 2012, pp. 12-13

MISSING LINKS SUMMARY

The missing links are the portions of the GreenWay trail that have not been fully developed, thereby restricting the capacity of the trail to maximise active travel patronage and provide continuity and predictability as part of an integrated active transport network. The missing links have been identified following a process of investigation and consultation during 2014 by the GreenWay Missing Links Working Group. This included:

- a total route audit;
- review of previous documentation including the “GreenWay Active Transport Strategy and Action Plan 2012” (GreenWay Sustainability Project 2012) and “GreenWay Master Plan and Coordination Strategy 2009” (GreenWay 2009);
- consideration of resident submissions and general comments received from the general public by the GreenWay Councils regarding on-road and off-road facilities;
- investigation of the significant gaps in the off-road GreenWay trail;
- review of Transport for NSW/Roads and Maritime Services’ funding criteria;
- development of a methodology to prioritise links;
- site analysis;
- consultation with GreenWay Steering Committee, Transport for NSW and officers from the GreenWay Councils; and
- consideration at the GreenWay Planning Workshop in June 2014.

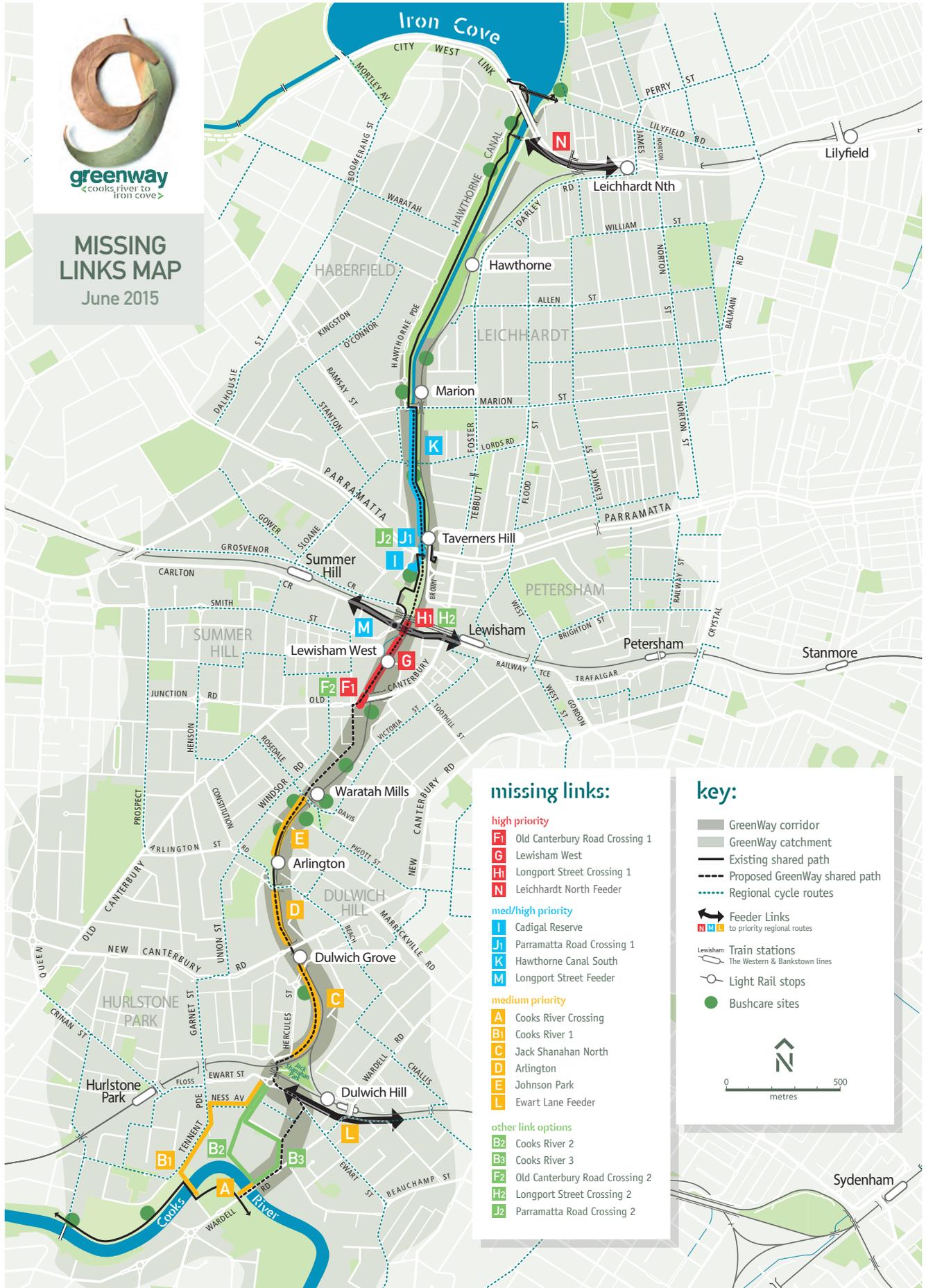
The eleven key missing links are identified below. The priority assigned to each link reflects criteria developed by the four GreenWay Councils in consultation with Transport for NSW. These links are shown in Table 4 and Figure 10.

Table 4: Key Missing Links along the GreenWay Trail

IDENTIFIER	LINK NAME	APPROXIMATE LENGTH (M)
A	Cooks River Crossing	50
B	Cooks River	560
C	Jack Shanahan North	420
D	Arlington	400
E	Johnson Park	350
F	Old Canterbury Road Crossing	30
G	Lewisham West	330
H	Longport Street Crossing	20
I	Cadigal Reserve	430
J	Parramatta Road Crossing	40
K	Hawthorne Canal South	610
TOTAL		3240 METRES



MISSING LINKS MAP
June 2015



missing links:

- high priority**
- F1** Old Canterbury Road Crossing 1
- G** Lewisham West
- H1** Longport Street Crossing 1
- N** Leichhardt North Feeder
- med/high priority**
- I** Cadigal Reserve
- J1** Parramatta Road Crossing 1
- K** Hawthorne Canal South
- M** Longport Street Feeder
- medium priority**
- A** Cooks River Crossing
- B1** Cooks River 1
- C** Jack Shanahan North
- D** Arlington
- E** Johnson Park
- L** Ewart Lane Feeder
- other link options**
- B2** Cooks River 2
- B3** Cooks River 3
- F2** Old Canterbury Road Crossing 2
- H2** Longport Street Crossing 2
- J2** Parramatta Road Crossing 2

key:

- GreenWay corridor
- GreenWay catchment
- Existing shared path
- Proposed GreenWay shared path
- Regional cycle routes
- Feeder Links to priority regional routes
- Train stations The Western & Bankstown lines
- Light Rail stops
- Bushcare sites



Figure 10: GreenWay Missing Links Map

The criteria developed by the GreenWay Missing Links Working Group are:

- safety risk - links that address an existing high risk situation for pedestrians and cyclists;
- significant regional benefit - eg. links to a regional cycle network;
- cost (high >\$750,000, medium \$250,000-\$750,000 and low <\$250,000);
- likelihood of meeting Transport for NSW and Roads and Maritime Service's funding criteria;
- community and political support;
- integration with other GreenWay priorities such as bushcare sites;
- links to and complements other Council priorities;
- no realistic alternative (ie. no safe, easy, on-road alternative); and
- proximity to trip generators such as schools, parks, ovals and stations.

The GreenWay Missing Links Working Group also sought advice from Transport for NSW about the application of Transport for NSW and Roads and Maritime Service's criteria. State government criteria include:

- creates or improves links to regionally significant cycleways;
- enhances accessibility to transport hubs/interchanges;
- addresses safety;
- overall cost;
- opportunities to secure developer and/or Council contributions;
- lack of presence of existing effective cycle link;
- located within 5km of an urban centre;
- improves links/connectivity to light rail stops; and
- proximity to major new developments.

The GreenWay Missing Links Working Group applied both the GreenWay and Transport for NSW and Roads and Maritime Services criteria to all of the identified GreenWay missing links. This resulted in each link being assigned to a category of importance such as high, medium-high, medium or alternative. It should be noted that links that addressed a high risk situation for pedestrians and cyclists at a moderate to low cost and met several other criteria ranked particularly favourably. Links that addressed safety risk (and met other criteria) at a high cost did not rank as favourably.

In Section B of this Report, the application of the criteria to each of the GreenWay missing links is summarised in detail and cost estimates for each link have been developed.

FUNDING

The assessment and prioritisation of missing links within this Report relate to the GreenWay. The availability of funding for each link will depend on how the GreenWay missing links compare with other cycle infrastructure proposals that require council or state government funding. Funding sources may include:

- Council infrastructure and works funding, including Section 94 contributions or developer contributions outlined in Voluntary Planning Agreements;
- NSW State Government funding, including various grants and state government programs such as Metropolitan Greenspace Program, RMS active transport infrastructure funding and Parramatta Road Urban Renewal; and
- Federal Government funding such as Infrastructure Australia.

It is not the intention of this report to inhibit the construction of links that have been assessed as a lower priority. It is understood that opportunities may arise to construct lower priority links earlier than anticipated, for example as a result of the redevelopment of specific sites along the GreenWay and light rail corridor.

IMPLEMENTATION

The missing links will be constructed in stages and will be implemented in consultation with a number of stakeholders. Various other factors may influence the design and staging of individual links (or parts thereof) including access to sites, timing of adjacent development and site complexity. The proposed staged approach to the development of the GreenWay

missing links is shown in Table 5, with an estimated timeframe indicated.

Some missing links (such as Link C and E) will be constructed in close proximity to existing or proposed GreenWay bush care sites. In these locations, a balanced approach will be adopted that accords equal significance to the need to enhance native bush and extend off-road active travel infrastructure along the corridor.

Table 5: Stages of GreenWay Missing Links Implementation

STAGE	ACTION	2014	2015	2016	2017	2018	2019	2020
1	Secure GreenWay Steering Committee and Council endorsement	X	X					
2	Consultation with Roads and Maritime Services, Transport for New South Wales, Sydney Water and major landowners	X	X	X	X			
3	Development of a staged program of feasibility studies and concept designs (high priority links considered first)	X	X	X	X			
4	Seek funding		X	X	X	X	X	
5	Detailed design and construction			X	X	X	X	X

OVERALL PRIORITIES

The following priorities for the construction of the missing links have been established by the Councils' GreenWay Missing Links Working Group in consultation with Transport for NSW, GreenWay Steering Committee and other Council and community stakeholders. The costs shown have been estimated from each relevant Council department and are based on:

- surface suited to link and Council (concrete or bitumen);
- 3 metre wide shared path;
- lighting;
- fundamental landscaping (feature landscapes to be considered at a later stage); and
- signage including materials and manufacture of confidence markers.

Group 1 - High Priority

IDENTIFIER	LINK NAME	LENGTH (M)	INDICATIVE COST
F	Old Canterbury Road Crossing Option 1	30	\$1,000,000 (proposed to be funded through development process)
G	Lewisham West	330	\$150,000-\$200,000
H	Longport Street Crossing Option 1	20	\$200,000-\$250,000
N	Leichhardt North Feeder	275	\$200,000-\$250,000

Group 2 - Medium/High Priority

IDENTIFIER	LINK NAME	LENGTH (M)	INDICATIVE COST
I	Cadigal Reserve	430	\$300,000-\$350,000
J	Parramatta Road Crossing Option 1	40	\$750,000-\$1,500,000
K	Hawthorne Canal South	610	\$400,000-\$450,000
M	Longport Street Feeder	880	\$150,000-\$200,000

Group 3 - Medium Priority

IDENTIFIER	LINK NAME	LENGTH (M)	INDICATIVE COST
A	Cooks River Crossing	50	\$1,000,000-\$1,500,000
B	Cooks River Option 1	580	\$100,000-\$250,000
C	Jack Shanahan North	420	\$300,000-\$450,000
D	Arlington	400	\$750,000-\$1,250,000
E	Johnson Park	350	\$250,000-\$400,000
L	Ewart Lane Feeder	170	\$50,000-\$100,000

Group 4 - Alternative Link Options

IDENTIFIER	LINK NAME	LENGTH (M)	INDICATIVE COST
B	Cooks River Option 3	580	\$5,000
B	Cooks River Option 2	560	\$100,000-\$200,000
F	Old Canterbury Road Crossing Option 2	30	\$1,000,000-\$2,000,000
H	Longport Road Crossing Option 2	20	\$1,000,000-\$2,000,000
J	Parramatta Road Crossing Option 2	400	\$1,000,000-\$2,000,000

CONCLUSION

The GreenWay is an important environmental, cultural and active transport corridor located in Sydney's Inner West. Accessible by over 48,000 people within the GreenWay corridor and catchment, it provides connections to the urban villages of Leichhardt, Haberfield, Summer Hill, Petersham, Lewisham, Dulwich Hill, Hurlstone Park and Earlwood as well as Inner West Light Rail, major bus routes, Hawthorne Canal, a network of footpaths and cycleways and a range of formal and informal open space areas.

With future population and housing growth projected for the Inner West, there will be a growing need to ensure quality open space, public domain, community facilities and sustainable transport. The GreenWay corridor provides these facilities for new and existing residents and visitors to the Inner West. However, the GreenWay trail has a number of missing links, with only 45% of the GreenWay trail in place. Section A of this GreenWay Missing Links Report provides a background to the GreenWay and establishes a context to guide the development of the missing links along the GreenWay trail. Section B of this Report, identifies and describes in detail each missing link, estimates its cost and assigns a priority to each link, using the criteria developed by the GreenWay Councils in consultation with Transport for NSW.

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SECTION B: MISSING LINK PROFILES

INTRODUCTION

Section B of this Report describes each missing link, estimates its cost and assigns a priority to each link using criteria developed by the GreenWay Councils and Transport for NSW. Individual link profiles have been developed through a process of investigation and consultation including:

- a total route audit;
- review of previous documentation including the “GreenWay’s Active Transport Strategy and Action Plan 2012” (GreenWay Sustainability Project 2012) and “GreenWay Master Plan and Coordination Strategy 2009” (GreenWay 2009);
- consideration of resident submissions and general comments received from the general public by the GreenWay Councils regarding on-road and off-road facilities;
- investigation of the significant gaps in the off-road GreenWay trail;
- review of Transport for NSW/Roads and Maritime Service’s funding criteria;
- development of a methodology to prioritise links;
- site analysis;
- consultation with GreenWay Steering Committee, Transport for NSW and officers from the GreenWay Councils; and
- consideration at the GreenWay Planning Workshop in June 2014.

The criteria developed by the GreenWay Missing Links Working Group are:

- safety risk - links that address an existing high risk situation for pedestrians and cyclists;
- significant regional benefit - eg. links to a regional cycle network;
- cost (high >\$750,000, medium \$250,000-\$750,000 and low <\$250,000);
- likelihood of meeting Transport for NSW and Roads and Maritime Service’s funding criteria;
- community and political support;
- integration with other GreenWay priorities such as bushcare sites;
- links to and complements other Council priorities;
- no realistic alternative (ie. no safe, easy, on-road alternative); and
- proximity to trip generators such as schools, parks, ovals and stations.

The GreenWay Missing Links Working Group also sought advice from Transport for NSW about the application of Transport for NSW and Roads and Maritime Service’s criteria. State government criteria include:

- creates or improves links to regionally significant cycleways;
- enhances accessibility to transport hubs/interchanges;
- addresses safety;
- overall cost;
- opportunities to secure developer and/or Council contributions;
- lack of presence of existing effective cycle link;
- located within 5km of an urban centre;
- improves links/connectivity to light rail stops; and
- proximity to major new developments.

Some missing links also had alternative options, which have been included in the link assessments.

A. COOKS RIVER CROSSING

PRIORITY: MEDIUM

Where is it?

Wardell Road, Earlwood.

What is proposed?

A suspended shared path bridge is proposed with access ramps located at either end of the existing Wardell Road bridge.

Why is this link necessary?

This missing link is a key link connecting the GreenWay to the Cooks River Cycleway. Currently, access over the Wardell Road bridge is on the existing narrow (approximately 1.8m wide) footpaths or the road carriageway. The construction of this link will address the high safety risk for pedestrians and cyclists travelling along the bridge. This will be achieved through the separation of pedestrians and cyclists from the heavy traffic on Wardell Road, which will result in a reduction in conflict between pedestrians, cyclists and vehicles.

What connections will the link provide?

The construction of the Wardell Road suspended bridge will provide a connection to the Cooks River Cycleway. The Cooks River Cycleway is a strategic east-west cycleway that connects Ryde to Botany Bay and links to other strategic cycleways in the Greater Sydney Region. Access to the Cooks River Cycleway can also be achieved via the existing wooden bridge crossing over Cooks River at Lang Road approximately 260 metres to the west.

This link is in close proximity to a range of destinations that would benefit from safe, accessible access provided by the GreenWay trail. These destinations include Dulwich Hill shops, heavy rail station and light rail stop. Jack Shanahan Park, Marrickville West Public School and the open space and sporting facilities along the Cooks River Cycleway. A community facility and GreenWay Hub is also proposed at Ewen Park. This link will assist in providing a safe, accessible connection across the Cooks River to the GreenWay Hub.

How does it integrate with other priorities?

The missing link will assist in the achievement of various key priorities, including:

- connecting the GreenWay to the existing Cooks River Cycleway;
- enhancing pedestrian/cyclist safety on Wardell Road;
- activating the open space foreshores of Cooks River;
- enhancing active transport links and opportunities; and
- connecting the proposed Ewen Park community facility/ GreenWay Hub and Ewen Park bushcare site.

How long is the link?

This link is approximately 50 metres.



View looking south west on Wardell Road Bridge, Wardell Road.



Location of proposed bike bridge and ramps on western side of Wardell Road Bridge.

Stakeholders involved?

- Marrickville Council (lead);
- City of Canterbury Council;
- Roads and Maritime Services; and
- Marrickville Golf Course.

How much will it cost?

This link is rated as a high cost link with a cost in the range of \$1,000,000 - \$1,500,000.

What potential barriers exist?

The proposed ramps to the bridge may be required to be constructed on land currently used by the Marrickville Golf Course (under a long term lease with Marrickville Council). Additionally, land may be required to be utilised within the recreation reserve on the western side of the Wardell Road bridge. Some trees and existing vegetation may need to be removed for the construction of the ramps.

Are there any alternatives?

An alternative exists for the cyclists and pedestrians to travel along the existing pedestrian and cyclist bridge at Lang Road. This bridge would require upgrading to support increased use and the surrounding roads along Tennent Parade, Garnet Street and Ness Avenue would require upgrading to support on-road cycle links.

Criteria table

GREENWAY CRITERIA	SCORE
Addresses high safety risk at a moderate cost	X
Significant regional benefit	X
Cost	\$\$\$
Community/political support likely	X
Integrates with other GreenWay priorities	
Links to/complements other Council priorities	X
No realistic alternative available	
Proximity to trip generators	X
Extent to which Transport for NSW criteria will be satisfactorily met	Limited

Assessment

Cooks River Crossing is a medium priority missing link. It addresses a high safety risk and will provide important connections to the Cooks River Cycleway and Dulwich Hill public transport interchange. However, this link is expensive and will require negotiation with various stakeholders to construct the link on Marrickville Golf Course land.

B. COOKS RIVER

The Cooks River link includes three options. These are shown in Figure 11 below. The preferred option is an on-road route from the existing Cooks River cycle bridge to Tennent Parade, Garnet Street and Ness Avenue, Dulwich Hill. Other alternative options considered include:

- Option 2, an on-road and off-road route through Marrickville Golf Course, Tennyson Street Playground, Tennyson Street and Ness Avenue, Dulwich Hill; and
- Option 3, an on-road route from Cooks River to Jack Shanahan Park via Riverside Crescent, Tennyson Street and Ness Avenue, Dulwich Hill

Options 2 and 3 require the completion of missing link A - Cooks River Crossing. However, the preferred option, Option 1, does not require the completion of missing link A - Cooks River Crossing for its completion.

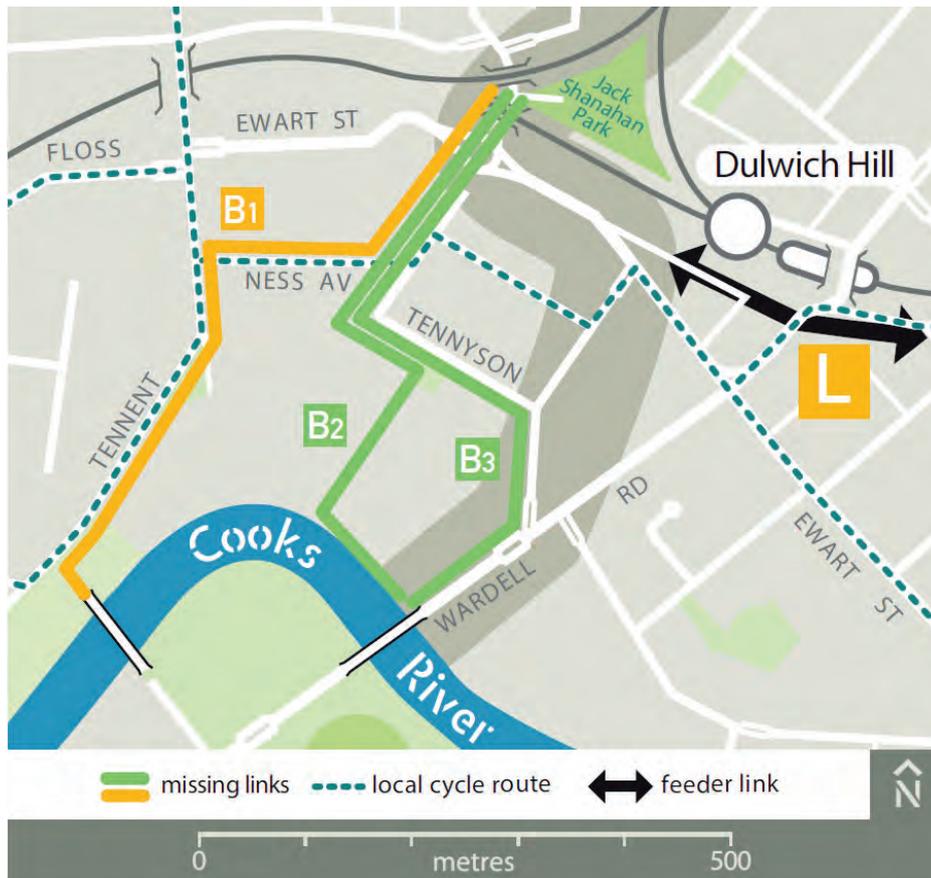


Figure 11: Cooks River Link Options

B. COOKS RIVER

B.1 Cooks River Option 1

PRIORITY: MEDIUM



Where is it?

Tennent Street, Garnet Avenue and Ness Avenue, Dulwich Hill.

What is proposed?

This option includes the construction of an on-road route from the Cooks River to Jack Shanahan Park. An appropriate route has been identified along Tennent Parade, Garnet Avenue and Ness Avenue.

The construction of this link generally involves signage and lane marking. Specific safety improvements could also be implemented at the Ewart Street roundabout. Detailed design analysis will be required in relation to the treatment of the GreenWay trail underneath the rail line along Ness Avenue. The construction of this link may also require improvements to be made to the existing Cooks River bridge pedestrian and cyclist crossing at Lang Road.

Why is this link necessary?

This option provides a connection from the Cooks River to Jack Shanahan Park. Currently, the road is not marked or identified with signage or lane marking that clearly identifies or promotes it as a bicycle route.

What connections will the link provide?

The construction of this link will provide connectivity between Jack Shanahan Park, Dulwich Hill shops, light rail and heavy rail station as well as the existing Cooks River Cycleway. The Cooks River Cycleway is a strategic east-west cycleway that connects Ryde to Botany Bay and links onto other strategic cycleways in the Greater Sydney Region.

It is also in close proximity to a range of key attractors and transport nodes such as the Dulwich Hill stations, Dulwich Hill shops and Jack Shanahan Park.

How does it integrate with other priorities?

This missing link will assist in achieving key priorities, including:

- connecting the GreenWay to the existing Cooks River Cycleway, Ewen Park and open space foreshore;
- connecting the GreenWay to the new regional cycleway link from Dulwich Hill Station to Cooks River;
- enhancing pedestrian/cyclist safety through signage and line marking; and
- enhancing connections to and activation of Jack Shanahan Park.

How long is the link?

This link is approximately 580 metres.



Existing bridge crossing Cooks River.



Tennent Street, facing north.

Stakeholders involved?

- City of Canterbury Council (lead); and
- Marrickville Council.

How much will it cost?

This link is rated as a low cost link with a cost in the range of \$100,000 - \$250,000.

What potential barriers exist?

Improvements are necessary in relation to the route underneath the rail corridor on Ness Avenue to make this link safer and more attractive to users of the GreenWay. Additionally, the existing Cooks River wooden cycle bridge may require improvements to accommodate increased pedestrian and cyclists.

Criteria table

GREENWAY CRITERIA	SCORE
Addresses high safety risk at a moderate cost	X
Significant regional benefit	X
Cost	\$
Community/political support likely	X
Integrates with other GreenWay priorities	
Links to/complements other Council priorities	X
No realistic alternative available	
Proximity to trip generators	X
Extent to which Transport for NSW criteria will be satisfactorily met	Partially

Assessment

Cooks River Option 1 is considered a medium priority. The link provides connections to other trip generators and is consistent with Marrickville Council priorities. The link is within a 5km radius of Sydney Airport and Mascot, but is located outside the 5km radius of Sydney CBD as set out by Transport for NSW in "Sydney's Cycling Future" (NSW Government 2013a).

B.2 Cooks River Option 2

PRIORITY: OTHER



Where is it?

Marrickville Golf Course, Tennyson Street Playground, Tennyson Street and Ness Avenue, Dulwich Hill.

What is proposed?

A shared path is proposed along the Cooks River bank within Marrickville Golf Course to connect to the proposed Wardell Road suspended bridge (Missing Link A). The shared path would travel adjacent to the Tennyson Street Playground and connect to an on-road cycle link at Tennyson Street and Ness Avenue in Dulwich Hill to link to Jack Shanahan Park. Detailed design analysis is required in relation to the treatment of the GreenWay trail underneath the rail line at Ness Avenue. This route provides more off-road connections than Missing Link Options 1 or 3.

Why is this link necessary?

This option will provide a partially off-road connection to Jack Shanahan Park from Cooks River and Cooks River Cycleway. Currently, the roads are not marked or identified with signage or lane marking that clearly identifies or promotes it as a bicycle route.

What connections will the link provide?

The construction of this link will provide connections from Jack Shanahan Park and Dulwich Hill light rail and heavy rail stations to the existing Cooks River Cycleway. The Cooks River Cycleway is a strategic east-west cycleway that connects Ryde to Botany Bay and links with other strategic cycleways in the Greater Sydney Region.

It is also in close proximity to a range of key attractors and transport nodes such as the Dulwich Hill interchange, Dulwich Hill commercial area and Jack Shanahan Park.

How does it integrate with other priorities?

This missing link will assist in achieving key priorities, including:

- connecting the GreenWay to the existing Cooks River Cycleway, Ewen Park and open space foreshore;
- connecting the GreenWay to the new regional cycleway link from Dulwich Hill Station to Cooks River;
- enhancing pedestrian/cyclist safety through signage and line marking; and
- enhancing connections to and activation of Jack Shanahan Park.

How long is the link?

This link is approximately 560 metres.



View of Marrickville Golf Course and Cooks River facing west from Wardell Road bridge.



View of Marrickville Golf Course and Cooks River from Tennyson Street Playground.



Tennyson Street Playground entrance.

Stakeholders involved

- City of Canterbury Council (lead);
- Marrickville Council; and
- Marrickville Golf Course.

How much will it cost?

This link is rated as a low cost link with a cost in the range of \$100,000 - \$200,000.

What potential barriers exist?

As this proposed route will be partly constructed on the Marrickville Golf Course land and adjacent to an existing recreational area (Tennyson Street Playground), negotiation will be required with the landowners and with Marrickville Council. Improvements are also necessary in relation to the route underneath the rail corridor on Ness Avenue to make this link safer and more attractive to users of the GreenWay.

Criteria table

GREENWAY CRITERIA	SCORE
Addresses high safety risk at a moderate cost	
Significant regional benefit	X
Cost	\$
Community/political support likely	
Integrates with other GreenWay priorities	
Links to/complements other Council priorities	X
No realistic alternative available	
Proximity to trip generators	X
Extent to which Transport for NSW criteria will be satisfactorily met	Limited

Assessment

Cooks River Option 2 is considered a low priority. The link provides connections to other trip generators and is consistent with Marrickville Council priorities. The link is within a 5km radius of Sydney Airport and Mascot, but is located outside the 5km radius of Sydney CBD as set out by Transport for NSW in "Sydney's Cycling Future" (NSW Government 2013a). Construction of the link will require negotiation with relevant stakeholders of the Marrickville Golf Course and Tennyson Street Playground for the shared path construction. Additionally, a quiet, off-street alternative is available (Option 3).

B.3 Cooks River Option 3

PRIORITY: OTHER



Where is it?

Riverside Crescent, Tennyson Street and Ness Avenue, Dulwich Hill.

What is proposed?

This option includes the construction of an on-road route from the Cooks River to Jack Shanahan Park. An appropriate route has been identified along Riverside Crescent, Tennyson Street and Ness Avenue, Dulwich Hill.

The construction of this link generally involves signage and lane marking. Specific safety improvements could also be implemented at the Ewart Street roundabout. Detailed design analysis is required in relation to the treatment of the GreenWay route underneath the rail line along Ness Avenue.

There is potential for a separated bike lane along this route in the long term.

Why is this link necessary?

This option provides a connection from Cooks River to Jack Shanahan Park. Currently, the road is not marked or identified with signage or lane marking that clearly identifies or promotes it as a bicycle route.

What connections will the link provide?

The construction of this link will provide connectivity between Jack Shanahan Park, Dulwich Hill light rail and heavy rail stations and the existing Cooks River Cycleway. The Cooks River Cycleway is a strategic east-west cycleway that connects Ryde to Botany Bay and links onto other strategic cycleways in the Greater Sydney Region.

It is also in close proximity to a range of key attractors and transport nodes such as the Dulwich Hill interchange, Dulwich Hill commercial area and Jack Shanahan Park.

How does it integrate with other priorities?

This missing link option will assist in achieving key priorities, including:

- connecting the GreenWay to the existing Cooks River Cycleway, Ewen Park and open space foreshore;
- connecting the GreenWay to the new regional cycleway link from Dulwich Hill Station to Cooks River;
- enhancing pedestrian/cyclist safety through signage and line marking; and
- enhancing connections to and activation of Jack Shanahan Park.

How long is the link?

This link is approximately 580 metres.

Stakeholders involved?

- Marrickville Council (lead); and
- Marrickville Golf Course.



Ness Avenue facing north.



Ness Avenue facing south.



Ness Avenue facing south. Photo taken west of Jack Shanahan Park entrance.

How much will it cost?

This link is rated as a low cost link with a cost in the range of \$5,000.

What potential barriers exist?

Improvements are necessary in relation to the route underneath the rail corridor on Ness Avenue to make this link safer and more attractive to users of the GreenWay.

Criteria table

GREENWAY CRITERIA	SCORE
Addresses high safety risk	
Significant regional benefit	X
Cost	\$
Community/political support likely	X
Integrates with other GreenWay priorities	
Links to/complements other Council priorities	X
No realistic alternative available	
Proximity to trip generators	X
Extent to which Transport for NSW criteria will be satisfactorily met	Limited

Assessment

Cooks River Option 3 is considered a low priority. The link provides connections to other trip generators and is consistent with Marrickville Council priorities. The link is within a 5km radius of Sydney Airport and Mascot, but is located outside the 5km radius of Sydney CBD as set out by Transport for NSW in "Sydney's Cycling Future" (NSW Government 2013a).

C. JACK SHANAHAN NORTH

PRIORITY: MEDIUM



Where is it?

Jack Shanahan Park, Dulwich Hill to the Hercules Street rail bridge, Dulwich Hill.

What is proposed?

A separated, shared path is proposed to travel along the Inner West light rail reserve, with a ramp to connect the path to the Hercules Street rail bridge.

Why is this link necessary?

The link will provide a connection between Jack Shanahan Park and Dulwich Grove light rail stop, following the Inner West light rail line. Currently, a temporary on-road bike route is provided along Hercules Street.

What connections will the link provide?

This link is in close proximity to a range of destinations that would benefit from safe, accessible access provided by the GreenWay trail including Dulwich Hill heavy rail station, Dulwich Hill and Dulwich Grove light rail stops, Jack Shanahan Park, Dulwich Hill Public School and higher density residential pockets. It will also improve access to the proposed GreenWay Hub at Jack Shanahan Park and provide connections to suitable areas for sustainability education. A new, compensatory bush care site is proposed at the northern end of the link.

How does it integrate with other priorities?

The missing link will assist in achieving key priorities, including:

- facilitating multiple community use of and access to the light rail corridor;
- enhancing connections to and activation of Jack Shanahan Park;
- promoting active transport opportunities for local schools, including Dulwich Hill Public School; and
- enhancing public access to and enjoyment of a GreenWay bushcare site.

How long is the link?

This link is approximately 420 metres.

Stakeholders involved?

- Marrickville Council (lead);
- Inner West Environment Group; and
- Transport for NSW.

How much will it cost?

This link is rated as a medium cost link with a cost in the range of \$300,000-\$450,000.



Existing shared path in Jack Shanahan Park, facing south.



View from Hercules Street Rail Bridge, facing south.

What potential barriers exist?

The proposed ramp access to the Hercules Street Rail Bridge along this link will require an elevated path that may impact on the privacy of the adjoining properties. The link may also bisect one of the six compensatory bush care sites to be established by Transport for NSW in collaboration with IWEG and Marrickville Council bush care. Careful consideration will be required to balance the GreenWay objectives to expand bushcare sites and enhance active travel along the GreenWay trail.

Criteria table

GREENWAY CRITERIA	SCORE
Addresses high safety risk at a moderate cost	
Significant regional benefit	
Cost	\$\$
Community/political support likely	X
Integrates with other GreenWay priorities	X
Links to/complements other Council priorities	X
No realistic alternative available	
Proximity to trip generators	X
Extent to which Transport for NSW criteria will be satisfactorily met	Partially

Assessment

Jack Shanahan North is considered a medium priority link. The link is consistent with both GreenWay and Marrickville Council priorities and is in close proximity to various trip generators such as Dulwich Hill heavy rail station, Dulwich Hill and Dulwich Grove light rail stops, Jack Shanahan Park, Dulwich Hill Public School and higher density residential pockets. The link is within a 5km radius of Sydney Airport and Mascot, but is located outside the 5km radius of Sydney CBD as set out by Transport for NSW in "Sydney's Cycling Future" (NSW Government 2013a).

D. ARLINGTON

PRIORITY: MEDIUM



Where is it?

Along the Inner West light rail line, between New Canterbury Road and Constitution Road, Dulwich Hill.

What is proposed?

This missing link is proposed to be a shared path, both elevated (connection to Constitution Road) and at grade travelling from New Canterbury Road to Constitution Road.

Why is this link necessary?

The missing link provides a connection from the Dulwich Grove light rail stop via a new shared path to Johnson Park and Arlington light rail stop.

What connections will the link provide?

This link is in close proximity to a range of destinations that would benefit from safe, accessible access provided by the GreenWay trail including Dulwich Grove and Arlington light rail stops, Arlington Oval, Johnson Park, higher density residential pockets and Dulwich Hill Public School.

How does it integrate with other priorities?

The missing link will assist in achieving key priorities, including:

- enhancing the GreenWay's connection to significant transport routes such as New Canterbury Road;
- enhancing pedestrian and cyclist safety through provision of an off-road link; and
- enhancing links to attractors such as Johnson Park and Arlington Oval.

How long is the link?

This link is approximately 400 metres.

Stakeholders involved?

- Marrickville Council (lead);
- Transport for NSW; and
- Inner West Environment Group.

How much will it cost?

The link option is rated as a high cost, between \$750,000 - \$1,250,000. The high cost is a result of the narrow passage at the northern end of the link.

What potential barriers exist?

Portions of this corridor are narrow and heavily vegetated. The construction of the link may require the removal of vegetation and infrastructure as well as levelling and reinforcement of the steep bank. There may be objections from residents in the apartment blocks located along the boundary of this link.



View from New Canterbury Road, facing north.



View from Constitution Road, facing south.

Criteria table

GREENWAY CRITERIA	SCORE
Addresses high safety risk at a moderate cost	
Significant regional benefit	
Cost	\$\$\$
Community/political support likely	X
Integrates with other GreenWay priorities	
Links to/complements other Council priorities	X
No realistic alternative available	X
Proximity to trip generators	X
Extent to which Transport for NSW criteria will be satisfactorily met	Limited

Assessment

This missing link is considered to be a medium priority link. It provides a connection along the light rail line between New Canterbury Road and Constitution Road, Dulwich Hill and connects Arlington and Dulwich Grove light rail stops. It is considered to be a medium priority due to its proximity to a number of connections that would benefit from a safe, accessible path.

E. JOHNSON PARK

PRIORITY: MEDIUM



Where is it?

Along the Inner West light rail line, between Johnson Park and Davis Street and through Hoskins Park.

What is proposed?

A shared path is proposed from Johnson Park to Davis Street along the eastern side of the Inner West light rail line.

Why is this link necessary?

This missing link provides a connection from the existing shared path in Johnson Park to Davis Street near the Waratah Mills light rail stop.

What connections will the link provide?

This link is in close proximity to a range of destinations that would benefit from safe, accessible access provided by the GreenWay trail including Arlington and Waratah Mills light rail stops, Johnson Park, Hoskins Park, higher density residential pockets, Dulwich Hill shopping area and Summer Hill Public School. This link would also provide access to a proposed GreenWay Hub at Johnson Park and the existing Waratah Mills GreenWay bushcare site. There are also proposals for bushcare sites at Davis Road, Piggot Street and Johnson Park.

How does it integrate with other priorities?

The missing link will assist in achieving key priorities, including:

- enhancing connection to community facilities such as Johnson Park, Hoskins Park and Arlington Oval;
- enhancing connections between Arlington and Waratah Mills light rail stops;
- improving access to and enjoyment of the Waratah Mills and Hoskins Park bushcare sites;
- providing a connection to the Waratah Mills development and pending development at Grove Street; and
- providing a link to the Grove Street development site.

How long is the link?

This link is approximately 350 metres.

Stakeholders involved?

- Marrickville Council (lead);
- Inner West Environment Group;
- Heritage Council;
- Sydney Water; and
- potential developers of 6-28 Grove Street and Andrews Meatworks.



View of Inner West light rail reserve from Arlington light rail stop, facing north.



View of Inner West light rail reserve from Davis Street bridge, facing south east.



Intersection of Inner West rail corridor and Hoskins Park, facing south west.

How much will it cost?

This link is rated as a medium cost link with a cost in the range of \$250,000-\$400,000.

What potential barriers exist?

The proposed link may pose a conflict with established vegetation areas in/adjacent to Hoskins Park. Careful consideration will be required to balance the GreenWay objectives to expand bushcare sites and enhance active travel along the GreenWay trail. Negotiation will be required with the developer of 6-28 Grove Street to construct a portion of this link. Hoskins Park is also listed as a local heritage item in the "Marrickville Local Environmental Plan 2011" (Marrickville Council 2011).

Criteria table

GREENWAY CRITERIA	SCORE
Addresses high safety risk at a moderate cost	
Significant regional benefit	
Cost	\$\$
Community/political support likely	X
Integrates with other GreenWay priorities	X
Links to/complements other Council priorities	X
No realistic alternative available	
Proximity to trip generators	X
Extent to which Transport for NSW criteria will be satisfactorily met	Partially

Assessment

Johnson Park is considered to be a medium priority link. The link provides connections to Arlington and Waratah Mills light rail stops, Johnson Park, Hoskins Park, higher density residential pockets, Dulwich Hill shopping area and Summer Hill Primary School as well as the proposed GreenWay Hub at Johnson Park and the existing Waratah Mills GreenWay bushcare site. The link may pose a conflict with established vegetation areas in/adjacent to Hoskins Park. It is also anticipated that a section of this link may be constructed as part of the Grove Street development site.



F. OLD CANTERBURY ROAD CROSSING

This link includes two options. The preferred option is a signalised crossing at Old Canterbury Road. An alternative option includes a tunnel underneath Old Canterbury Road.

F.1 Old Canterbury Road Crossing Option 1

PRIORITY: HIGH

Where is it?

Old Canterbury Road, Lewisham.

What is proposed?

A signalised intersection is proposed to enable a safe crossing of Old Canterbury Road.

Why is this link necessary?

This missing link option provides a safe crossing point across Old Canterbury Road. Old Canterbury Road experiences heavy traffic and safety concerns exist regarding pedestrians and cyclists crossing the busy road.

What connections will the link provide?

This link provides an indirect connection to Lewisham West Light rail stop and Waratah Mills light rail stop. It is also in close proximity to various high density residential and mixed use development sites. The link will assist to connect people living, working and visiting the Lewisham West precinct to safely navigate across Old Canterbury Road.

How does it integrate with other priorities?

The missing link will assist in achieving key priorities, including:

- addressing a major risk to pedestrian and cyclists;
- improving links to significant local cycle routes such as Smith Street; and
- improving pedestrian cycle access to and through the major mixed use development precinct of Lewisham West.

How long is the link?

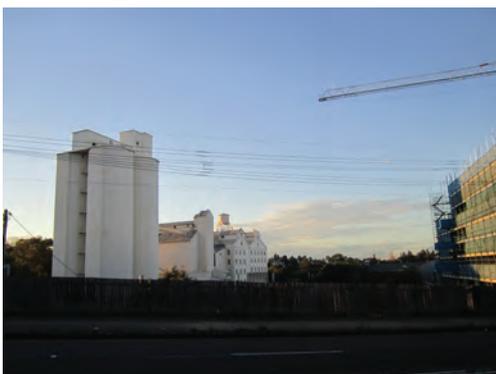
This link is approximately 30 metres.

Stakeholders involved?

- Ashfield Council (lead);
- Marrickville Council;
- Roads and Maritime Services;
- property owners; and
- the developer.



View of Old Canterbury Road, facing north east.



View of Old Canterbury Road, facing north.

How much will it cost?

This link is rated as a high cost link with a cost in the range of around \$1,000,000. The signalisation is proposed to be provided by the developers associated with the Lewisham West development precinct, in accordance with Ashfield Council's Traffic Management Plan and consent conditions applied by the Planning Assessment Commission.

What potential barriers exist?

Potential barriers include negotiations with developers, Roads and Maritime Service and Council's traffic engineers regarding the design and construction of the signalised intersection of the Lewisham West site.

Criteria table

GREENWAY CRITERIA	SCORE
Addresses high safety risk at a moderate cost	X
Significant regional benefit	X
Cost	\$\$\$
Likely to meet TfNSW/RMS funding criteria	X
Community/political support likely	X
Integrates with other GreenWay priorities	
Links to/complements other Council priorities	X
No realistic alternative available	X
Proximity to trip generators	
Extent to which Transport for NSW criteria will be satisfactorily met	Fully

Assessment

The link across Old Canterbury Road (Option 1) is considered a high priority link. The link addresses most of the criteria set out by the GreenWay and Transport for NSW. The signalisation of the crossing is also likely to be funded by the developers associated with the Lewisham West development precinct.

F.2 Old Canterbury Road Crossing Option 2

PRIORITY: OTHER



Where is it?

Old Canterbury Road, Lewisham.

What is proposed?

This link involves the construction of a tunnel to enable the safe crossing of Old Canterbury Road.

Why is this link necessary?

The missing link option provides a safe crossing point under Old Canterbury Road. Old Canterbury Road experiences heavy traffic and safety concerns exist regarding pedestrians and cyclists crossing the busy road.

What connections will the link provide?

This link provides a connection to Lewisham West Light rail stop and Waratah Mills light rail stop. It is also in close proximity to various high density residential and mixed use development sites. The link will assist to connect people living, working and visiting the Lewisham West precinct to safely navigate across Old Canterbury Road. It will reduce the numbers of pedestrians and cyclists crossing at the new signalised intersection.

How does it integrate with other priorities?

This missing link will assist in achieving key priorities, including:

- addressing a major risk to pedestrian and cyclists;
- improving the link to significant local cycle routes such as Smith Street; and
- improving pedestrian cycle access to and through the major mixed use development precinct of Lewisham West.

How long is the link?

This link is approximately 30 metres.

Stakeholders involved?

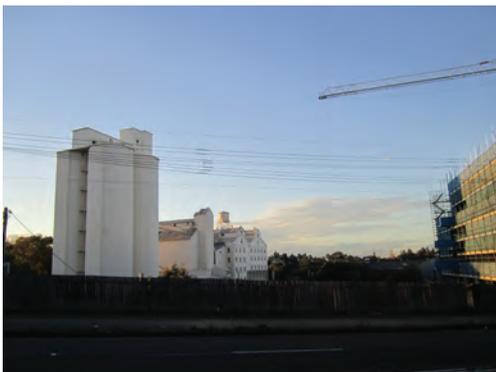
- Ashfield Council (lead);
- Marrickville Council;
- Roads and Maritime Services;
- property owners; and
- the developer.

How much will it cost?

This link option is rated as a high cost, \$1,000,000-\$2,000,000 due to the tunnelling and excavation required to tunnel under Old Canterbury Road. It is considered as a long term possibility to enable the separation of cyclists/pedestrians from vehicular traffic.



View of Old Canterbury Road, facing north east.



View of Old Canterbury Road, facing north.

What potential barriers exist?

The proposed link will provide a high cost option for crossing Old Canterbury Road, which would require negotiation with the existing land owners and significant funding.

Criteria table

GREENWAY CRITERIA	SCORE
Addresses high safety risk at a moderate cost	X
Significant regional benefit	X
Cost	\$\$\$
Community/political support likely	X
Integrates with other GreenWay priorities	
Links to/complements other Council priorities	X
No realistic alternative available	X
Proximity to trip generators	
Extent to which Transport for NSW criteria will be satisfactorily met	Fully

Assessment

Option 2 of tunnelling under Old Canterbury Road is considered a long term option due to the high cost and the option of a signalised intersection (Option F.1).

G. LEWISHAM WEST

PRIORITY: HIGH



Where is it?

Through the Lewisham West development precinct in Lewisham.

What is proposed?

A shared path is proposed along the western side of the Inner West light rail line reserve.

Why is this link necessary?

This missing link provides a connection from Old Canterbury Road to Lewisham West light rail stop and through the Lewisham West development precinct. No realistic alternative can be provided.

What connections will the link provide?

The link is in close proximity to a range of destinations that would benefit from safe, accessible access provided by the GreenWay trail, including Lewisham West light rail stop, Summer Hill and Lewisham heavy rail stations, Cadigal Reserve, Summer Hill commercial area, Christian Brothers School, Lewisham Primary School, Petersham Public School and Summer Hill Primary School. It is also located near large residential developments that are both under construction and will increase pedestrian and cyclist movement and circulation.

How does it integrate with other priorities?

The missing link will assist in achieving key priorities, including:

- improving the link to significant local cycle routes such as Smith Street and the east/west regional cycle route to Newtown/CBD;
- improving pedestrian cycle access to and through the major mixed use development precinct of Lewisham West and Lewisham heavy rail station; and
- enhancing access to and enjoyment of the GreenWay and light rail corridor and new open space and public domain areas within the major development precinct.

How long is the link?

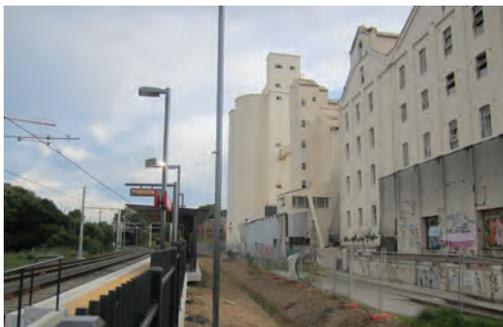
This link is approximately 330 metres.

Stakeholders involved?

- Ashfield Council (lead);
- Marrickville Council;
- Transport for NSW;
- Sydney Water; and
- Developers of the Allied Mills development site.

How much will it cost?

This link is rated as a low cost link with a cost in the range of \$150,000-\$200,000.



View of Lewisham West development precinct from Lewisham West light rail stop, facing south west.



View of Lewisham West development precinct from Longport Street, facing south.

What potential barriers exist?

Potential barriers for the construction of this link include:

- negotiation with the owners of the various sites and coordination with their development schedules;
- heritage considerations; and
- construction of a connection to Longport Street.

Criteria table

GREENWAY CRITERIA	SCORE
Addresses high safety risk at a moderate cost	XX
Significant regional benefit	X
Cost	\$
Community/political support likely	X
Integrates with other GreenWay priorities	X
Links to/complements other Council priorities	X
No realistic alternative available	X
Proximity to trip generators	X
Extent to which Transport for NSW criteria will be satisfactorily met	Fully

Assessment

The link through the Lewisham West development precinct is considered a high priority missing link. The link will provide a safe and attractive connection from Old Canterbury Road to Lewisham West light rail stop and through Longport Street development precinct. No realistic alternative can be provided. Construction of the link will require negotiation with the developers of the Lewisham West precinct and cross-Council and state agency coordination.



H. LONGPORT STREET CROSSING

This link includes two options. The preferred option is a signalised crossing at Longport Street. An alternative option includes the construction of a link under Longport Street.

H.1 Longport Street Crossing Option 1

PRIORITY: HIGH

Where is it?

Longport Street, Lewisham.

What is proposed?

A signalised intersection or zebra crossing is proposed on the Longport Street bridge.

Why is this link necessary?

This missing link option provides a connection across Longport Street, which will increase the safety of pedestrians and cyclists. A safe place to cross Longport Street will minimise vehicle, pedestrian and cyclist conflict.

What connections will the link provide?

The link is also in close proximity to a range of destinations that would benefit from safe, accessible access provided by the GreenWay trail, including Lewisham West light rail stop, Summer Hill and Lewisham heavy rail stations, Cadigal Reserve, Summer Hill commercial area, Christian Brothers School, Lewisham Primary School and Summer Hill Primary School. It is also located near large residential developments that are both pending construction and will increase pedestrian and cyclist movements.

How does it integrate with other priorities?

This missing link option will assist in achieving key priorities, including:

- addressing a major risk to pedestrians and cyclists;
- improving the link to significant local cycle routes including Old Canterbury Road, Smith Street and the east/west regional cycle route to Newtown/CBD;
- improving pedestrian cycle access to and through major mixed use development precinct of Lewisham West; and
- improving active transport connections to the GreenWay, Cadigal Reserve and Parramatta Road corridor.

How long is the link?

This link is approximately 20 metres.

Stakeholders involved?

- Ashfield Council (lead);
- Marrickville Council; and
- Roads and Maritime Services.



Longport Street bridge, facing north west.

How much will it cost?

This link is rated as a low cost link with a cost in the range of \$200,000-\$250,000.

What potential barriers exist?

Improvements such as signage, road marking and lighting will be required in relation to the route along Grosvenor Crescent, which connects to Cadigal Reserve to make this link safer and more attractive to users of the GreenWay. This is a heavily trafficked, regional road under the management of Marrickville Council and Roads and Maritime Services and will require negotiation with these stakeholders.

Criteria table

GREENWAY CRITERIA	SCORE
Addresses high safety risk at a moderate cost	XX
Significant regional benefit	X
Cost	\$
Community/political support likely	X
Integrates with other GreenWay priorities	X
Links to/complements other Council priorities	X
No realistic alternative available	X
Proximity to trip generators	X
Extent to which Transport for NSW criteria will be satisfactorily met	Fully

Assessment

The development of an intersection at Longport Street is considered a high priority. The link will address a high safety risk and provide connections to a number of attractors and destinations, including the Longport Street Feeder link. It will also provide safe access for the residents of Lewisham West to the GreenWay heading north to Iron Cove.

H.2 Longport Street Crossing Option 2

PRIORITY: OTHER



Where is it?

Longport Street, Lewisham.

What is proposed?

This missing link option proposes a tunnel to provide safe crossing under Longport Street.

Why is this link necessary?

This missing link option provides a connection under Longport Street that will significantly increase the safety of pedestrians and cyclists. A safe place to cross Longport Street will minimise vehicle, pedestrian and cyclist conflict.

What connections will the link provide?

The link is also in close proximity to a range of destinations that would benefit from safe, accessible access provided by the GreenWay trail, including Lewisham West light rail stop, Summer Hill and Lewisham heavy rail stations, Cadigal Reserve, Summer Hill commercial area, Christian Brothers School, Lewisham Primary School and Summer Hill Primary School. It is also located near large residential developments that are under construction and will increase pedestrian and cyclist movements.



Longport Street bridge, facing north west.

How does it integrate with other priorities?

This missing link will assist in achieving key priorities, including:

- addressing a major risk to pedestrians and cyclists;
- improving the link to significant local cycle routes including Old Canterbury Road, Smith Street and the east/west regional cycle route to Newtown/CBD;
- improving pedestrian cycle access to and through major mixed use development precinct of Lewisham West; and
- improving active transport connections to the GreenWay, Cadigal Reserve and Parramatta Road corridor.

How long is the link?

This link is approximately 20 metres.

Stakeholders involved?

- Ashfield Council (lead);
- Marrickville Council;
- Sydney Water; and
- property owners.

How much will it cost?

This link option is rated as a high cost, between \$1,000,000-\$2,000,000 due to the construction costs involved in tunnelling under Longport Road.

What potential barriers exist?

The proposed link is a high cost option and will require negotiation with existing landowners such as Allied Mills and Sydney Water and require significant funding.

Criteria table

GREENWAY CRITERIA	SCORE
Addresses high safety risk at a moderate cost	
Significant regional benefit	X
Cost	\$\$\$
Community/political support likely	X
Integrates with other GreenWay priorities	X
Links to/complements other Council priorities	X
No realistic alternative available	X
Proximity to trip generators	X
Extent to which Transport for NSW criteria will be satisfactorily met	Fully

Assessment

Option 2, the construction of a link under Longport Street, is considered a long term option due to the high construction cost. It will address a high safety risk and will provide connections to a number of attractors and destinations. It will also provide safe and attractive access for residents of Lewisham West to the GreenWay heading north to Iron Cove.



I. CADIGAL RESERVE

PRIORITY: MEDIUM HIGH

Where is it?

Between Cadigal Reserve, Summer Hill and Parramatta Road, Summer Hill.

What is proposed?

Improvements are proposed to the existing shared path along this missing link. The improvements include additional lighting, signage, seating, public art and revised landscaping schemes (to improve the level of passive surveillance) in order to make the area more attractive and safer, which is likely to increase its use.

Why is this link necessary?

The missing link provides a connection from Cadigal Reserve to Parramatta Road. The existing shared path is a graffiti hotspot and its low levels of passive surveillance promote anti-social behaviour. Improvements to the link will aim to increase the safety of the area and encourage increased use by pedestrians and cyclists. No realistic alternative can be provided.

What connections will the link provide?

This link is in close proximity to a range of destinations that would benefit from safe, accessible access provided by the GreenWay trail, including strong links to the light rail corridor that will increase connectivity to Lewisham West and Taverners Hill light rail stops. There is an existing GreenWay bushcare site at Cadigal Reserve, which improvements to the link will assist in access to. The link is also a significant site for local Aboriginal, industrial and rail heritage, as well as being a major street art site and a site for sustainability education involving local schools, including Summer Hill Public School and Petersham Public School.

How does it integrate with other priorities?

The missing link will assist in achieving key priorities, including:

- enhancing pedestrian safety and passive surveillance along the GreenWay;
- enhancing public access to and enjoyment of Cadigal Reserve, the off leash dog park and bushcare site;
- enhancing the “gateway” from Parramatta Road corridor south along the GreenWay;
- enhancing connection with significant local cycle and bus routes along the Parramatta Road corridor; and
- enhancing general quality of public domain.

How long is the link?

This link is approximately 430 metres.



View of Cadigal Reserve entrance, facing north.



Cadigal Reserve, facing south.

Stakeholders involved?

- Ashfield Council (lead);
- Marrickville Council; and
- Sydney Water

How much will it cost?

This link is rated as a medium cost link with a cost in the range of approximately \$300,000-\$350,000.

What potential barriers exist?

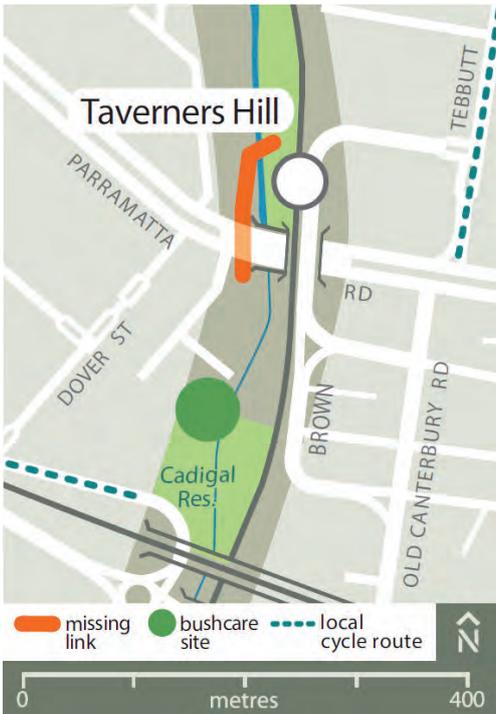
This link has various stakeholders including Sydney Water, Marrickville and Ashfield Councils as well as local residents that would require consultation in relation to the development of the link. Improvements to this link may require the removal of vegetation established as part of the Cadigal Reserve bush care site.

Criteria table

GREENWAY CRITERIA	SCORE
Addresses high safety risk at a moderate cost	X
Significant regional benefit	X
Cost	\$\$
Community/political support likely	X
Integrates with other GreenWay priorities	X
Links to/complements other Council priorities	X
No realistic alternative available	X
Proximity to trip generators	
Extent to which Transport for NSW criteria will be satisfactorily met	Partially

Assessment

The missing link Cadigal Reserve to Parramatta Road is considered a medium-high priority. Improvements to this link will address a high safety risk and assist in achieving key GreenWay trail priorities.



Parramatta Road, facing north east.

J. PARRAMATTA ROAD CROSSING

This link includes two options. The preferred option is for a bike deck or pontoon underneath Parramatta Road. An alternative option includes ramps leading to the new bike bridge across Parramatta Road.

J.1 Parramatta Road Crossing Option 1

PRIORITY: MEDIUM HIGH

Where is it?

Parramatta Road, Summer Hill.

What is proposed?

A light weight bike bridge underneath Battle Bridge, Parramatta Road is proposed for this missing link option.

Why is this link necessary?

This missing link option provides a direct connection underneath Parramatta Road that will increase the safety of users by providing a safe place to cross Parramatta Road by minimising vehicle, pedestrian and cyclist conflict. It will also significantly reduce the time taken to cross Parramatta Road via the Taverners Hill Light Rail stop and lift.

What connections will the link provide?

This link is in close proximity to a range of destinations that would benefit from safe, accessible access provided by the GreenWay trail including, Taverners Hill light rail stop, Cadigal Reserve, Petersham Park and Kegworth Public School. The missing link is also in close proximity to the existing Lords Road and Cadigal Reserve GreenWay bushcare sites and is a significant site for local heritage including transport, Battle Bridge over Hawthorne Canal, Parramatta Road and Sydney's early colonial history.

How does it integrate with other priorities?

This missing link option will assist in achieving key priorities including:

- achieving a major missing link under Parramatta Road;
- enhancing pedestrian safety and passive surveillance along the GreenWay and to Taverners Hill and Marion Street light rail stops;
- enhancing public access to and enjoyment of Cadigal and Lords Road GreenWay bushcare sites and Hawthorne Canal community mural;
- enhancing the "gateway" from Parramatta Road corridor north and south along the GreenWay;
- enhancing the quality of public domain; and
- enhancing the connection with significant local cycle, bus and light rail networks along the Parramatta Road corridor.

How long is the link?

This link is approximately 40 metres.

Stakeholders involved?

- Ashfield Council (lead);
- Marrickville Council;
- Leichhardt Council;
- Roads and Maritime Services; and
- Sydney Water.

How much will it cost?

This link option is rated as a high cost, around \$750,000-\$1,500,000.

What potential barriers exist?

This link will require collaboration amongst several stakeholders including Marrickville, Ashfield and Leichhardt Councils, Roads and Maritime Services and Sydney Water.

Criteria table

GREENWAY CRITERIA	SCORE
Addresses high safety risk at a moderate cost	
Significant regional benefit	X
Cost	\$\$\$
Community/political support likely	X
Integrates with other GreenWay priorities	X
Links to/complements other Council priorities	X
No realistic alternative available	X
Proximity to trip generators	X
Extent to which Transport for NSW criteria will be satisfactorily met	Partially

Assessment

Preferred Option 1 of a bike deck or pontoon underneath Parramatta Road is considered to be a medium-high priority. The construction of this link will provide a safe, convenient and fast connection across Parramatta Road. It will assist in connecting people to Taverners Hill light rail stop and development precinct, Cadigal Reserve, Haberfield, Petersham Park and Kegworth Public School. However, the link has a high cost.

J.2 Parramatta Road Crossing Option 2

PRIORITY: OTHER



Where is it?

Parramatta Road, Summer Hill

What is proposed?

Ramps to the new Parramatta Road pedestrian and cyclist bridge are proposed on both sides of Parramatta Road.

Why is this link necessary?

This missing link option provides an easily accessible connection over Parramatta Road that will increase the safety of users through the provision of a safe, grade separated crossing of Parramatta Road that minimises vehicle, pedestrian and cyclist conflict.

What connections will the link provide?

The link is in close proximity to a range of destinations that would benefit from safe, accessible access provided by the GreenWay trail, including Taverners Hill light rail stop, Cadigal Reserve, Petersham Park and Kegworth Public School. This missing link is also in close proximity to the existing Lords Road and Cadigal Reserve GreenWay bushcare sites and is a significant site for local heritage including transport, Battle Bridge over Hawthorne Canal, Parramatta Road and Sydney's early colonial history.

How does it integrate with other priorities?

This missing link will assist in achieving key priorities, including:

- achieving a major missing link across Parramatta Road;
- enhancing pedestrian safety and passive surveillance along the GreenWay and to Taverners Hill and Marion Street light rail stops;
- enhancing public access to and enjoyment of Lords Road GreenWay bushcare site and Hawthorne Canal community mural;
- enhancing the "gateway" from Parramatta Road corridor north and south along the GreenWay;
- enhancing the quality of public domain; and
- enhancing the connection with significant local cycle, bus and light rail networks along the Parramatta Road corridor.

How long is the link?

This link is approximately 600 metres.



Parramatta Road, facing north east.

Stakeholders involved?

- Marrickville Council (lead);
- Ashfield Council;
- Leichhardt Council;
- Transport for NSW; and
- Sydney Water.

How much will it cost?

This link option is rated as a high cost of approximately \$1,000,000 - \$2,000,000.

What potential barriers exist?

This link will require collaboration amongst several stakeholders including Marrickville, Ashfield and Leichhardt Councils, Roads and Maritime Services, Transport for NSW and Sydney Water. Technical challenges also exist in relation to the construction of a cycle path along the raised railway embankment, which could significantly increase the link cost. Use of this link would reduce pedestrian and cyclist traffic through Cadigal Reserve, which could limit the benefits of passive surveillance in that link. A new bridge from Cadigal Reserve across the canal to the off leash park would be required, which could generate conflict with dog walkers.

Criteria table

GREENWAY CRITERIA	SCORE
Addresses high safety risk at a moderate cost	
Significant regional benefit	X
Cost	\$\$\$
Community/political support likely	
Integrates with other GreenWay priorities	X
Links to/complements other Council priorities	X
No realistic alternative available	
Proximity to trip generators	X
Extent to which Transport for NSW criteria will be satisfactorily met	Partially

Assessment

The development of ramps to the new bike bridge across Parramatta Road is considered to be a low priority due to the construction impacts and high cost.

K. HAWTHORNE CANAL SOUTH

PRIORITY: MEDIUM HIGH



Where is it?

Between Parramatta Road, Leichhardt and Marion Street, Leichhardt.

What is proposed?

Improvements to the existing shared path are proposed as part of this missing link, including lighting, tree thinning, resurfacing of portions of the path and signage.

Why is this link necessary?

An existing shared path exists along this route. However, the path is below the GreenWay trail standard, being damaged by tree roots, poorly lit and with limited opportunities for passive surveillance.

What connections will the link provide?

The link is in close proximity to a range of destinations that would benefit from safe, accessible access provided by the GreenWay trail including, Marion Street and Taverners Hill light rail stops, Haberfield, Hawthorne Canal Reserve, Lambert Park sporting ground, Leichhardt Marketplace and Kegworth Primary School. The missing link provides a connection to an existing bushcare site at Lords Road and is the site of the award winning Hawthorne Canal Community Artwork. The site is also used for sustainability education involving local schools and is a streamwatch site.

How does it integrate with other priorities?

The missing link will assist in achieving key priorities, including:

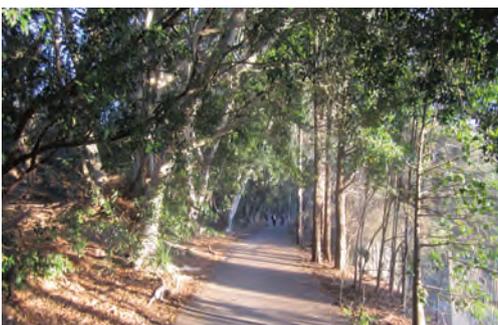
- enhancing pedestrian safety and passive surveillance along the GreenWay and to Taverners Hill and Marion Street light rail stops;
- enhancing public access to and enjoyment of Lords Road GreenWay bushcare site and Hawthorne Canal community mural;
- enhancing the “gateway” from Parramatta Road corridor north and south along the GreenWay;
- enhancing the quality of public domain; and
- enhancing connection with significant local cycle, bus and light rail networks along the Parramatta Road corridor and linking Summer Hill and Haberfield to Leichhardt.

How long is the link?

This link is approximately 610 metres.

How much will it cost?

This link is rated as a medium cost link with a cost in the range of \$400,000-\$450,000.



Existing shared path, facing south.



Existing bridge to Haberfield off existing shared path, facing west.



Lords Road mural, access off existing shared path, facing east.

Stakeholders involved?

- Leichhardt Council (lead);
- Transport for New South Wales; and
- local residents.

What potential barriers exist?

Improvements to this link may require the removal of vegetation. This may impact on the native habitats of fauna and change the existing atmosphere of the passage. It may also impact on the privacy of residential properties backing onto Hawthorne Canal from Hawthorne Parade, Haberfield.

Criteria table

GREENWAY CRITERIA	SCORE
Addresses high safety risk at a moderate cost	X
Significant regional benefit	X
Cost	\$\$
Community/political support likely	X
Integrates with other GreenWay priorities	X
Links to/complements other Council priorities	X
No realistic alternative available	
Proximity to trip generators	X
Extent to which Transport for NSW criteria will be satisfactorily met	Limited

Assessment

The Hawthorne Canal South link is considered to have a medium/high priority. The link will assist in providing connections to Marion Street and Taverners Hill light rail stops, Hawthorne Canal Reserve, Lambert Park sporting ground, Haberfield, Leichhardt Marketplace and Kegworth Primary School.

MISSING FEEDER LINKS

Additional feeder missing links were identified as being important to the development of the GreenWay trail. In addition to the completion of additional north-south missing links, the GreenWay trail also requires improved east-west links to regional cycle routes and/or heavy rail stations. The report has identified three priority east-west feeder links which also require completion.

The following missing feeder links identified as part of this report are shown in Table 6 below. They are also identified in Figure 10, which show their relationship to the GreenWay trail and key missing links.

Table 6: Feeder Links

IDENTIFIER	LINK NAME	APPROXIMATE LENGTH (M)
L	Ewart Lane Feeder	170
M	Longport Street Feeder	880
N	Leichhardt North Feeder	275
TOTAL		1,325 METRES

These feeder links have been outlined below and have been assessed according to the criteria developed for the key missing links analysis.

L. EWART LANE FEEDER

PRIORITY: MEDIUM



Ewart Lane, facing east.

Where is it?

Ewart Lane, Dulwich Hill.

What is proposed?

Ewart Lane has potential to be a shared zone with active transport favoured over car travel. The shared zone could be supported with lighting, landscaping, signage, seating and various other public domain improvement measures.

Why is this link necessary?

This feeder link connects Dulwich Hill station and light rail stop with the GreenWay and residential areas of Dulwich Hill. Currently, Ewart Lane contains a car parking area to the north and the rear of properties to the south. The laneway receives large amounts of foot traffic and is also well used by cyclists as it provides a quiet, yet direct linkage to transport infrastructure and commercial uses from the residential areas of Dulwich Hill. Improvements to the link would make it safer, more attractive and more accessible to the public and promote active transport as well as supporting the Dulwich Hill commercial area on Wardell Road.

What connections will the link provide?

The link provides connections to Dulwich Hill Heavy rail station and light rail stop, the GreenWay trail and Jack Shanahan Park.

How does it integrate with other priorities?

The missing link will assist in achieving key priorities, including:

- connecting the GreenWay to the new regional cycleway link from Dulwich Hill Station to Cooks River;
- enhancing pedestrian/cyclist safety; and
- enhancing connections to and activation of Jack Shanahan Park.

How long is the link?

This link is approximately 170 metres.

Stakeholders involved?

- Marrickville Council (lead);
- Transport for New South Wales; and
- local residents.

How much will it cost?

This link is rated as a low cost link with a cost in the range of \$50,000-\$100,000.

What potential barriers exist?

Construction of this link will require negotiation with various stakeholders such as Transport for NSW and local residents.

Criteria table

GREENWAY CRITERIA	SCORE
Addresses high safety risk at a moderate cost	X
Significant regional benefit	
Cost	\$
Community/political support likely	X
Integrates with other GreenWay priorities	X
Links to/complements other Council priorities	X
No realistic alternative available	
Proximity to trip generators	X
Extent to which Transport for NSW criteria will be satisfactorily met	Partially

Assessment

The development of Ewart Lane Feeder is considered a medium priority. Improvements to the link would make it safer, more attractive and more accessible to the public and promote active transport and access to the GreenWay trail from Dulwich Hill town centre.

M. LONGPORT STREET FEEDER

PRIORITY: MEDIUM HIGH



Where is it?

Longport Street, Lewisham.

What is proposed?

Improvements are proposed along Longport Street between Summer Hill and Lewisham heavy rail stations. These improvements could include lighting, signage and pavement marking.

Why is this link necessary?

This feeder link connects Summer Hill and Lewisham stations to the GreenWay trail and, via the GreenWay, Lewisham West light rail stop. Cyclists and pedestrians travelling on heavy rail and seeking to use the GreenWay, would be able to navigate easily between these stations and the GreenWay with on-road lane markings and directional signage. Improvements to the link would promote active and public transport, while additional signage would increase driver awareness of cyclists and pedestrians.



Longport Street, facing east.



Longport Street, facing west.

What connections will the link provide?

This link provides connections to Summer Hill and Lewisham heavy rail stations, the GreenWay, Cadigal Reserve and indirectly to Lewisham West light rail stop.

How does it integrate with other priorities?

The missing link will assist in achieving key priorities, including:

- connecting the GreenWay to cycleways and public transport;
- enhancing pedestrian/cyclist safety; and
- enhancing connections to and activation of Cadigal Reserve.

How long is the link?

This link is approximately 880 metres.

Stakeholders involved?

- Marrickville Council (lead);
- Ashfield Council; and
- Roads and Maritime Services.

How much will it cost?

This link is rated as a low cost link with a cost in the range of \$150,000-\$200,000.

What potential barriers exist?

Construction of this link will require negotiation with various stakeholders and its effectiveness may be limited until other missing links are constructed at Longport Street and through the Lewisham West precinct.

Criteria table

GREENWAY CRITERIA	SCORE
Addresses high safety risk at a moderate cost	XX
Significant regional benefit	X
Cost	\$
Community/political support likely	X
Integrates with other GreenWay priorities	
Links to/complements other Council priorities	X
No realistic alternative available	X
Proximity to trip generators	X
Extent to which Transport for NSW criteria will be satisfactorily met	Fully

Assessment

The development of Longport Street Feeder, between Summer Hill and Lewisham heavy rail stations as a feeder link is considered a medium-high priority. The link will provide connections to Summer Hill and Lewisham Heavy rail stations, the GreenWay, Cadigal Reserve and indirectly to Lewisham West light rail stop. The effectiveness of this link is reliant on the construction of the missing links at Longport Street and through the Lewisham West precinct. The link would significantly improve safety for pedestrians and cyclists along a very heavily trafficked road.

N. LEICHHARDT NORTH FEEDER

PRIORITY: HIGH



Where is it?

Canal Road, Leichhardt.

What is proposed?

Various improvements are proposed for this feeder link to upgrade the existing shared path. These improvements include the relocation of the southern boundary fence to create a wider shared path, additional lighting, line marking, signage, seating, public art and a slight realignment of the existing shared path to make it safer and more attractive.

Why is this link necessary?

Improvements to the feeder link will assist in attracting pedestrian and cyclist traffic to the various activities that exist in close proximity to the link. These activities include the proposed GreenWay Hub at Canal Road and sustainability education for local schools including Dobroyd Point Public School and Orange Grove Public School. There is also a water quality improvement demonstration site with the Hawthorne Canal litter boom and City West Link stormwater detention basin located nearby. The site will contain the first stage of the GreenWay environmental art and sculpture walk.

What connections will the link provide?

The feeder link is in close proximity to a range of destinations that would benefit from safe, accessible access including Leichhardt North light rail stop, Blackmore Oval, Hawthorne Canal Reserve and the Bay Run. It provides safe access from the Bay Run (particularly the Ashfield and Canada Bay sections) to the Leichhardt North light rail stop.

How does it integrate with other priorities?

The missing link will assist in achieving key priorities, including:

- enhancing connections and circulation between Leichhardt North light rail stop, Norton Street, GreenWay, Bay Run and the Iron Cove precinct;
- enhancing access to and enjoyment of open space on the foreshore and community facilities such as Café Bones, Blackmore Oval, Bay Run and Hawthorne Canal; and
- improving pedestrian and cyclist safety and access to and from Leichhardt North light rail stop to the Canal Road film, arts and employment precinct.

How long is the link?

This link is approximately 275 metres.

Stakeholders involved?

- Leichhardt Council (lead);
- Transport for NSW; and
- Sydney Water



Shared path, facing east.



Shared path and Blackmore Oval, facing west.

How much will it cost?

This link is rated as a low cost link with a cost in the range of \$200,000-\$250,000.

What potential barriers exist?

A potential barrier is the impact of the development of the link on Blackmore Oval.

Criteria table

GREENWAY CRITERIA	SCORE
Addresses high safety risk at a moderate cost	
Significant regional benefit	X
Cost	\$
Likely to meet TfNSW/RMS funding criteria	X
Community/political support likely	X
Integrates with other GreenWay priorities	X
Links to/complements other Council priorities	X
No realistic alternative available	
Proximity to trip generators	X
Extent to which Transport for NSW criteria will be satisfactorily met	Partially

Assessment

The development of the feeder link between Canal Road to the Leichhardt North light rail stop is considered a high priority. The link is a low cost link and is in close proximity to a range of destinations that would benefit from safe, accessible access including Leichhardt North light rail stop, Blackmore Oval, Hawthorne Canal Reserve and the Bay Run.





Sydenham to Bankstown Corridor Strategy

Potential plans:

A project led fine grain public domain and station integration study for the Dulwich Hill precinct

Final report
December 2016

panovscott



Planning &
Environment



Public Works
Advisory

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This report has been prepared by:
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Overview

The focus of this study is the public domain and the public benefit.

panovscott were asked by the Government Architects Office to undertake this study as part of a program along with 4 other emerging architecture and landscape practices. Our remit was to apply design thinking to the analysis of each of the 10 station precincts along the Sydenham to Bankstown Metro Corridor. Our findings are to be considered for incorporation in the Revised Sydenham to Bankstown Corridor Strategy.

Other practices invited were Aileen Sage Architects, Andrew Burns Architects, Tribe Studio Architects, and Tyrrell Studio.

The study was undertaken with the involvement of the following people:

Peter Poulet & Olivia Hyde at the Government Architects Office
Simon Bennett and Eva Klaic of the Department of Planning and the Environment
Vince Berkhout of Transport for New South Wales
Jamie Erken and Peter Failes of the Inner West Council
Mitchell Noble of Canterbury Council
and Nick Chapman, Greenway Place Manager

Depictions of public domain upgrade works, the proposed metro station and increased density within this report, including images prepared in conjunction with this report, are indicative only. Visualisations relating to these elements have been developed for the purposes of discussion and should not be relied upon in any manner.

Objectives

This study is intended to provide a public domain led, integrated urban vision, for the Dulwich Hill Station precinct. It is to be informed by a fine grain analysis of the surrounding urban fabric, the existing public domain network, the impact of the currently proposed future built form, and the opportunities presented by the emerging station locations and configurations.

The study is focused on improving connectivity, lifting the quality of open space, especially streets, and delivering a vibrant, engaging and precinct specific public domain.

Whilst not the central concern, this study will provide alternates to currently proposed zonings and building heights where changes can deliver a clear public benefit.

More specifically, we have investigated and sought to enrich the arrival and departure experience to / from the station – eg where do I shop, connect with other transport modes, and connect to the rest of the precinct.

Notions of modal hierarchy have informed the analysis and proposed projects, being the preferencing of the experience of pedestrians, then cyclists, then other forms of public transport, and finally motorists who engage with the immediate station precinct principally via kiss and ride, and park and ride.

Opportunities for additional, good quality and accessible open space have been sought.

Methodology

This report was prepared over a 5 week period in late September and October, 2016. During that time 3 workshops were undertaken with the Department of Planning & Environment, the Government Architects Office and the strategic/urban planners of the relevant Councils. Feedback from the Department of Planning & Environment and the Government Architects Office was incorporated during December, 2016.

In the course of the study, Council offered background relating to community surveys, recent approvals, and current strategic planning work. On 17 October, Peter Failes and Nick Chapman offered their time to walk the precinct and impart their knowledge of the place, and their thoughts on future opportunities for change.

Within the limitations of the program, this study was undertaken in the manner of Human Centred Design, as developed by IDEO.org & The Gates Foundation.

Fine grain beyond the laneway

The term fine grain has over the last few decades become synonymous with laneway development. The application of the term in this manner has limited validity in the Dulwich Hill station precinct. Instead, we should consider the promotion of fine grain urbanism as that based around support for small shops and services, of civic spaces oriented towards pedestrians, of the integration of public artworks and community lead interventions in the public domain, of well designed outdoor furnishing, of the integration of trees, habitat, biodiversity, and water sensitive urban design.

Historically, the appropriation of small spaces fronting laneways within a city's central business district came about as a cheaper alternative to the high cost of those premium spaces fronting the main streets. The smaller lane orientated spaces, generally of lesser amenity, allowed uses, such as that of a boutique, bar or business to be established with relatively low cost and so less risk than would otherwise be allowed in the city. This collectively resulted in a great diversity of uses within a small space, and so an incredible sense of vibrancy.

There are cases of such modes of urban rejuvenation occurring in a similar manner outside of the physical confines of the laneway. Over the last decade a program called Renew Newcastle has seeded a great diversity of startups, practices, businesses, galleries and retail spaces along Hunter Street, the main street of Newcastle. Working principally with the large stock of decaying shopfronts on the maligned main street, the program has reinvigorated and begun a small scale, but significant, change in the character of the city.

In this study we have developed some suggestions for how development controls could be developed, and the community could be engaged, to enable fine grain urbanism to be fostered within new amalgamated development sites. The intent being to have a similar impact on the quality of urban space that has occurred in laneways, or the decaying shopfronts of Newcastle.



Design is an extension of what already exists

We are great fans of William Gibson's observation that:

"The future is already here, it is just not very evenly distributed"

In this we acknowledge that there is wisdom in what exists, most especially those things which have been developed iteratively over time.

As the ones who propose how places should be altered, it is vital that we understand as much as is possible the good and bad in what exists, and how it came to be.

Design is the determination of a system, not an outcome

At the scale of a precinct plan there is a limit to the knowledge of place which can be comprehended, let alone the cognition required to consider all of the alternative manners in which the place could be modified.

In such an instance the only responsible strategy is to think of a design intervention as that of a system, or an infrastructure. This would mean that any project developed by an authority over a certain size should be left in an unfinished state, for the community who will use it to determine its exact form, material and character, over time. In this sense a street could be thought of as a garden;

A wall is a canvas

A footpath is a seat

A tree is a swing

A platform is a stage

A fence is a billboard.

As Marcus Westbury put it in *Creating Cities*:

"Good zoning, transport, infrastructure, street furniture and all those other 'hardware problems' are a vital part of the good planning of a healthy city. But so too is the less tangible but far more immediate need for people with ideas to be able to do things"



Size Matters

Spaces, when defined carefully and with exactitude, can have the curious characteristic of not allowing one specific use, but inversely allowing a wonderful multitude of disparate uses. This to us is the central beauty of design, architecture and urban planning. Consider for a moment the space of a garage. It is quite narrowly defined and though it offers the opportunity to house a car it could also be said that:

A garage is where the band practices

A garage is where Apple, the most valuable company in the world began

A garage is a spare room

A garage is a café

A garage is storage for all those things I do not need right now

A garage is a workshop

A garage is a rehearsal room

and so on, limited only by the imagination and interest of those who would appropriate the space.

Boundaries and difference

"...from Aristotle to Arendt, the ideal public realm has appeared one in which people react to, learn from, people who are unlike themselves"

Richard Sennett

This urban friction is not limited to Manhattan. By making connections across boundaries and deemphasising borders which define places of different character within the precinct, the exant diversity will be enlivened.

In areas of multiple transport corridors and governmental boundaries, any possibilities for connections which would better enable the desire lines of pedestrians and cyclists should be sought. In a similar manner public open space should be accessible and visually connected to the surrounding street network.

Streets

According to William H Whyte:

"The street is the river of life of the city, the place where we come together, the pathway to the centre."

The largest and most intensively used public space in any urban environment is the street. The historic development of the street, its width, its planting, its drainage are the DNA of a place.

Well designed modifications to existing streets, especially in areas blessed with a wide existing street network, are generally the most effective ways of improving the character of a place.

"The more successfully a city mingles everyday diversity of uses and users in its everyday streets, the more successfully, casually (and economically) its people thereby enliven and support well-located parks that can thus give back grace and delight to their neighborhoods instead of vacuity."

Jane Jacobs



Housing Amenity

We should all dwell in places of high amenity. Dense urban environments which accommodate many and diverse dwellings are best established in locations which can offer appropriate natural light, outlook, private and public open space, and public transport. The recent prevalence of dense dwelling development around transport nodes has resulted, in some cases, in substandard living conditions. In most instances it is difficult to live comfortably facing south above a busy road, or immediately adjacent a noisy freight rail corridor.

Topography, hydrology and biodiversity

This principle is a reinforcement and expansion of the first. Natural patterns exist in even the most dense urban environments. Craig Burton has written the below about Sydney, but which is applicable to any urban environment:

"The nature of the geological strata, acted upon by tectonic forces and weathering during different climatic periods has resulted in diverse landscapes from the coast to the hinterland. These indigenous landscapes have influenced the nature of human occupation, which in turn has constantly modified them to suit its purposes."

As more and more of us inhabit cities, as our cities cover more and more of the environment we will need to find strategies to bring biodiversity into our cities, or it, and our experience of it, will be lost.

Question

panovscott was asked to advise on ways to retain, protect and enhance the fine grain public domain within the precinct as it relates to the mooted Metro station and associated increased dwelling density.

Short Answer

This design study establishes 7 demonstrative projects which embody principles required for the integrated enhancement of the public domain. We call them potential projects as they each contain mechanisms which we hope will encourage community involvement to determine the eventual character of the place, at any particular moment in time.

1. **The Hill** is a new civic space with a park topography and character. It provides a means of connecting Wardell Road, the mooted Metro concourse and the linear park and Activeway to the west with the provision of on grade but concealed car parking for the immediate precinct. The open nature of the Hill will allow a sense of multiplicity in use; with minimal furniture, the space can be appropriated by the community at different times for different things. We imagine wandering about a produce market late one Sunday morning.

2. **Renew Dulwich Hill** is a strategy for the orderly development of the amalgamated block immediately to the north of the Metro entrance and the Light Rail stop, and which would enjoy a frontage to Jack Shanahan Reserve. By establishing specific development controls it is possible for small scale, affordable make and retail spaces to be established, perhaps not in the first moment, but eventually, iteratively.

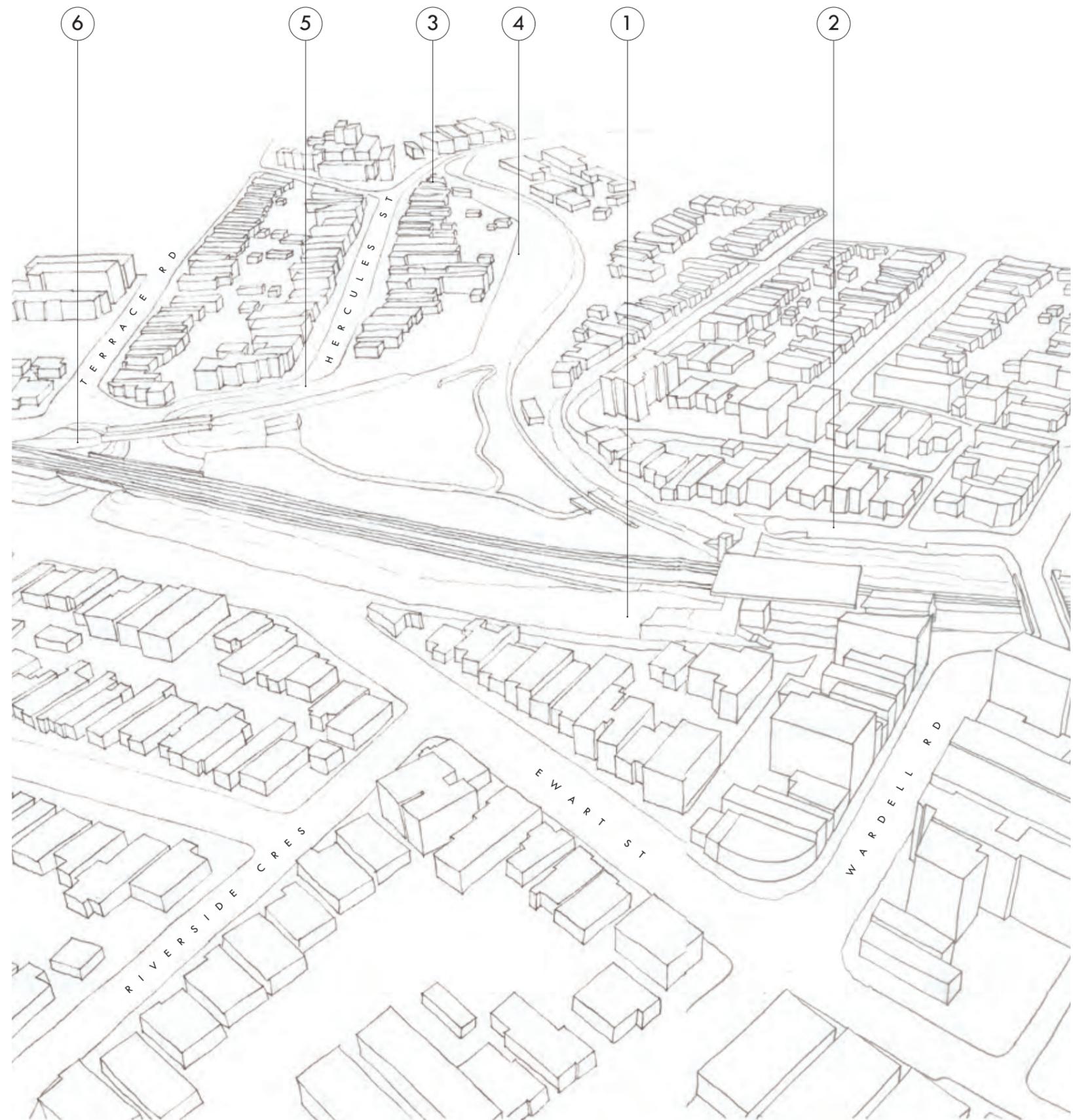
3. **Gateway Park** is a new park & playground with good connectivity to Dulwich Hill town centre and the adjacent Primary School, and will facilitate a critical missing link for the Greenway. The playground should be designed with community involvement and the park incorporate the newly established bushcare site.

4. **The Wrong Side of the Tracks** suggests a through site link for the area of the proposed Hercules Street dwelling development and for representations to be made to Transport for NSW to enable a formalised on-grade pedestrian crossing of the Light Rail line. Given the good visibility and low light rail speeds in the area, families currently use this point as an informal crossing, given the alternate to direct access between the school and home is a lengthy circuitous walk. The community have already determined this point as a crossover, it is prudent for the relevant authorities to formalise that relationship.

5. **A Cultivated Entrance** will enable a crucial connection between the street network and the single current substantial public open space in the precinct, the Jack Shanahan Reserve. The terracing of the existing berm to the north east of the entrance could facilitate a community garden, to the south west, beneath the brush-boxes, the berm park would be more reticent, offering an inhabitable scenic backdrop to the existing magnificent stand of trees

6. **Bike Hub** - utilising the disused rail line, the Greenway could be continued with relatively shallow grades and link with the Sydenham to Bankstown Corridor Activeway at the Terrace Road Bridge, also facilitating a connection within the local street network to the Cooks River.

7. **Rehabilitating the Cooks** would enable the reactivation of the southern part of the precinct and strengthen the critical connection between the station and the North Earlwood open space, as well as the potential urban expansion zone. A more appropriate public use of Council land on the northern bank of the river would increase biodiversity in the region, improve the quality of the water, and provide a substantial new public space; a space where the community can gather at the river's edge.



DULWICH HILL PRECINCT - LOOKING NORTH

NOTE: PROJECT 7 IS LOCATED FURTHER SOUTH ON COOKS RIVER'S EDGE

Community

In the past 4 years there have been 3 different community consultation processes relating to the Dulwich Hill station precinct public domain. These being:

1. The Department of Planning and the Environments 2016 Sydenham to Bankstown Urban Renewal Corridor Strategy.
2. The Inner West Council's 2015 Planning for Tomorrow's Dulwich Hill as informed by the 2014 Imagining Marrickville Community Survey.
3. The Inner West Council's 2012 Community Surveys relating to the Public Domain Planning for the Dulwich Hill Station and Dudley Street Upgrade

DP&E Corridor Consultation Summary 2016

The following is a summary of the issues raised as part of the Corridor consultation process:

- Improve and provide infrastructure to support growth (21%)
- Improve and provide more open space (4%)
- Traffic congestion & public transport improvements needed (7%)
- Concerned about increases in density & height (25%)
- Provision of affordable housing (19%)
- Sustainability (17%)
- Support for redevelopment (2%)
- Inadequacy of consultation process (5%)

Dulwich Hill attracted

17% of submissions, or

double the average
across the corridor.

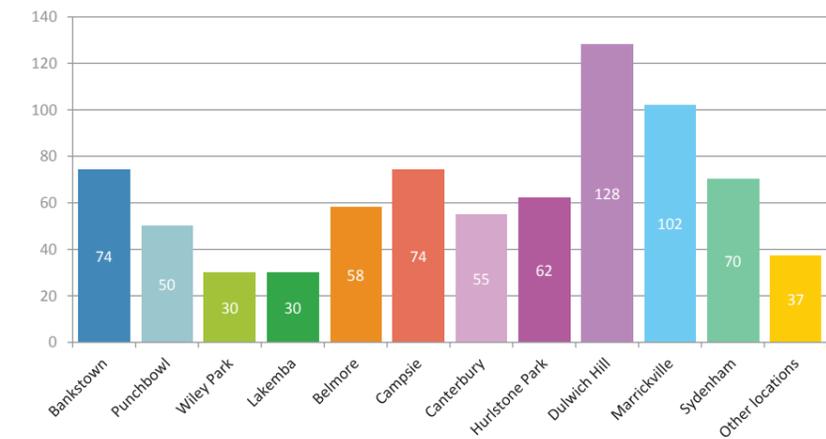


Figure 4: Location of respondents to the online survey

Planning for Tomorrow's Dulwich Hill

The Inner West Council's excellent Planning for Tomorrow's Dulwich Hill analysis offers a comprehensive and insightful characterisation of the community at this moment in time. The detail within has informed this study and will stand the Council in very good stead for the development of a series of precinct masterplans which will be responsive to the needs of the community. Associated with Tomorrow's Dulwich Hill, the Marrickville Community Vision 2023 has been developed which establishes a set of priorities for the precinct:

- In 2023, Marrickville still feels like home
- In 2023, the Marrickville community remains welcoming
- In 2023, businesses are confident and responsive
- In 2023, the Marrickville area is a creative community
- In 2023, the environment is healthy
- In 2023, local communities work closely with Council, which is ethical, effective and accountable

DP&E Corridor Consultation quotations:

"Within the past year, there have been a number of new developments within our local area which show little regard for public amenity... I am very concerned that the nature of these developments will be repeated many times over in the new rezoned area, and will completely destroy the existing character of Dulwich Hill."

"The Sydenham to Bankstown covers 11 precincts and proposes just 9,925 jobs for 36,000 homes – or just one job for each three new homes. This means less local jobs for the huge influx of residents. This is bad city planning – we should be encouraging new jobs away from the city centre – and different approaches for different regions for the same railway line. The strategy should seek to preserve more existing industrial areas for new clean technology jobs or more mixed-use style developments."

"Increasingly, new families have come to the area because of the wonderful schools, parks, and large backyards. The new plans provide no funding for such infrastructure and services to help cope with an influx in residents. There has been no plan for additional public or green spaces, sporting facilities, schools, childcare or healthcare services and the Sydney Metro will not be built for 10 years."

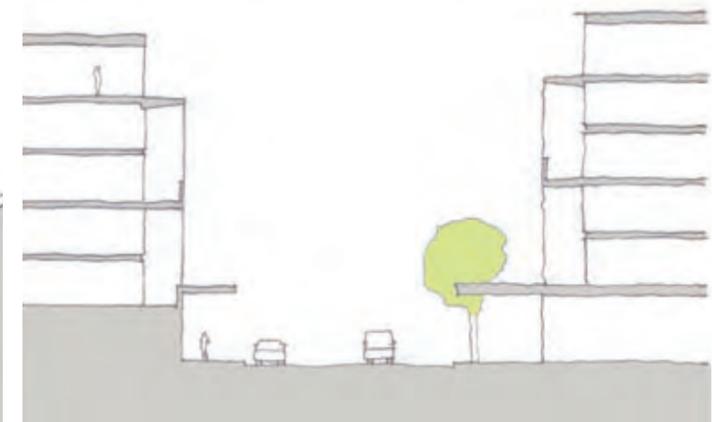
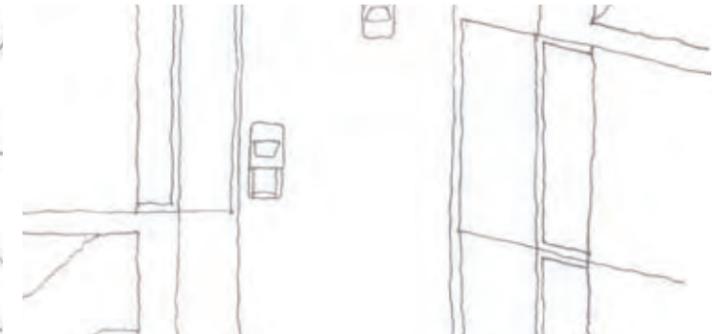
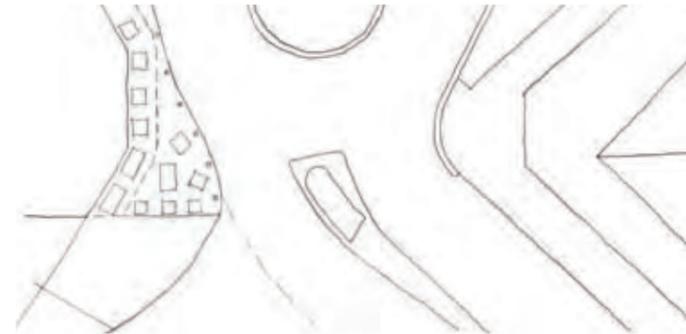
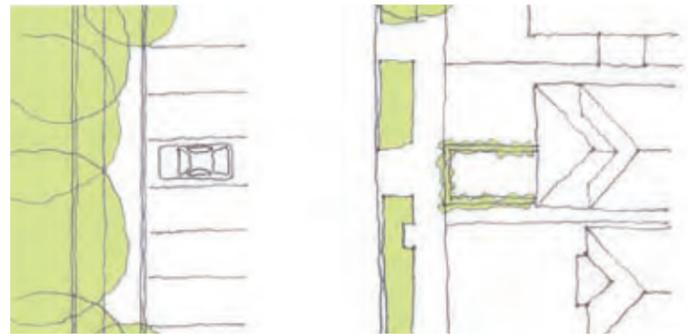
"Dulwich Hill is home to a colony of endangered bandicoots – only one of two such colonies in Sydney (the other being at North Head in the electorate of the Premier). These bandicoots live in and alongside the light rail corridor. Studies have shown that bandicoots use the under-floor areas of historic houses and also of course need natural habitat in which to operate..."

"There is a long waiting list for childcare places at the Deborah Little Early Learning Centre on Macarthur Parade and your plan does not even mention childcare. This childcare centre will become even more out of reach for local residents."

"The sole piece of substantial open space for the precinct is Jack Shanahan Reserve which does not even have a playing field. In this regard, membership at the local Hurlstone Park Wanderers Soccer Club has ballooned to 600 from 200 or so over the last few years and there is already ongoing pressure on facilities as a result. A small additional open space area next to Jack Shanahan Reserve is insufficient to help cater for a 37% increase in housing."

Character

The following photographs, plans and sections record 4 places within the precinct which offer a particular and characteristic inhabitation of the street edge.



PLACE CASE STUDY: WILGA AVENUE

Wilga Avenue is a short cul-de-sac street adjacent Dulwich Hill Station. It contains 11 houses of a similar size and arrangement to the street. The residents have instigated a verge planting program of a delightful scale and character.

PLACE CASE STUDY: BLACKWOOD AVENUE

In Blackwood Avenue, adjacent the Public School is a house on the high side of the street with a garage on the frontage and above a terrace with a Bougainvillea edge. A similar arrangement of spaces exists in Ness Avenue, south of the Station.

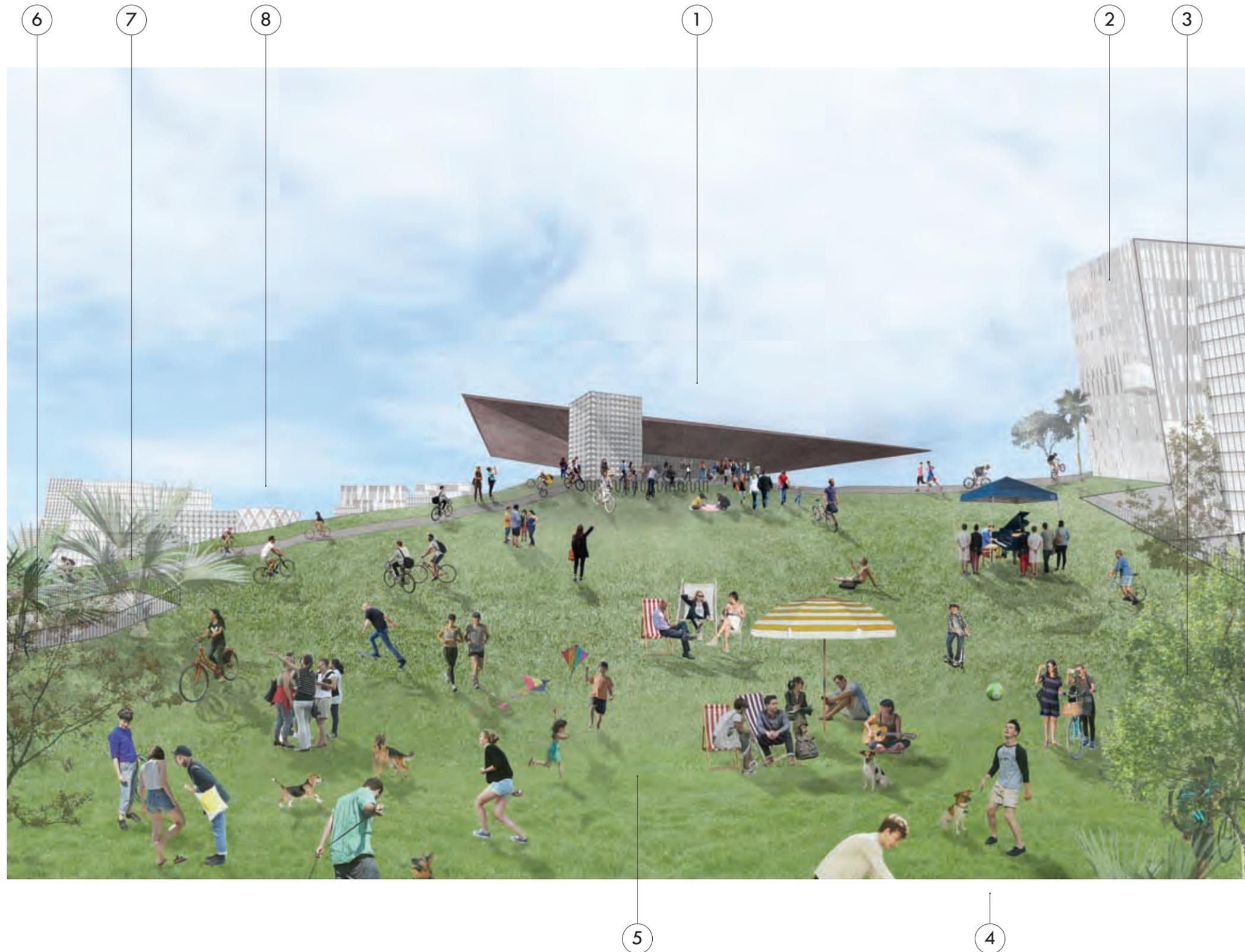
PLACE CASE STUDY: SIDEWAYS DELI CAFE

At the 5 way intersection on Constitution Road, a small widening of the footpath at the roundabout has offered the spatial characteristic which has in turn allowed a much loved neighbourhood cafe with outdoor seating to flourish.

PLACE CASE STUDY: WARDELL AVENUE

The more recent shoptop housing along Wardell Road is of greater quality than the earlier development adjacent the station. These buildings offer a consistent street wall, with generous awnings, and will enable a new, more urban scale to be established in the precinct.

The Hill; an appropriate civic space as the station forecourt



1. Work with Transport for New South Wales to develop a stacking strategy for the new southern station entrance, parking spaces, and station services building that will enable on grade connections to Wardell Road in the east and the Green linear park along Ewart Lane in the west. The design should be implemented to allow the continued habitation of the properties to the south of Ewart Lane in the short term. Development controls should be developed for the eventual amalgamation and development of those properties which would enable a land bridge to span Ewart Lane and form the Hill.
2. Allow for the development of 247-249 Wardell Road in accordance with Appeal 2016/160264 whilst encouraging a more appropriate ground floor use to integrate with the proposed station entrance.
3. The eastern part of Ewart Lane should remain in its current location and configuration to service those properties fronting Wardell Road. Opportunities for connections between Wardell Road and the Hill via through-site links should be investigated and would allow pedestrian movement from the parking associated with the Hill to the main street fine grain retail.
4. The ground floor use of the development fronting the Hill should be zoned B1 Neighbourhood Centre, with a maximum frontage width established in a site specific DCP. Those tenancies at ground floor will front both the Hill and Ewart Street.
5. Work with the community to determine how the Hill should be furnished, what specific uses it will enable, and how it will be able to change over time as the demographic of the precinct changes.
6. The western part of Ewart Lane should be similarly retained with minor modification. The lane will offer on grade connection to the Station concourse via the lift from the west, whilst in the east a gentle ramp from Wardell Road will allow equitable access.
7. The Hill will enable the continuation of the Sydenham to Bankstown Corridor linear park and cycle access way.
8. To the north of the station precinct, the topography rises to Dulwich Hill town centre.

The Hill; an appropriate civic space as the station forecourt

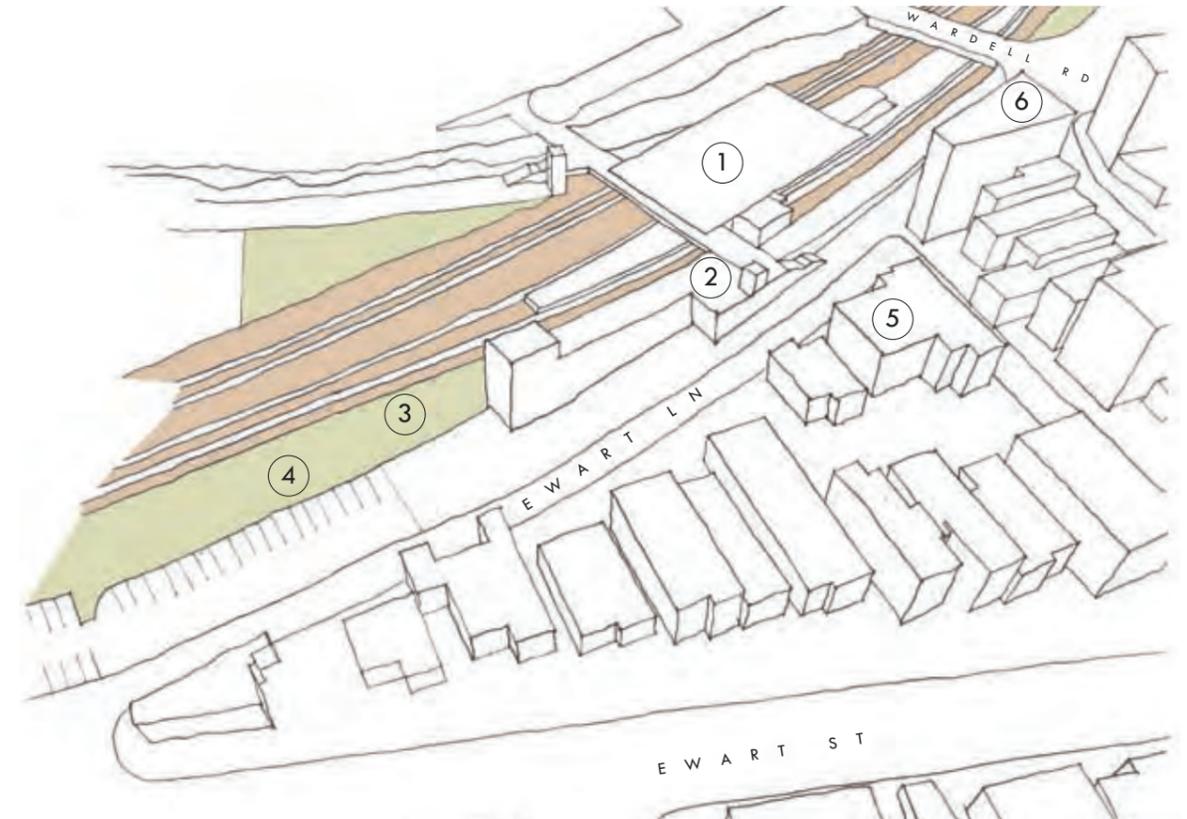


PROJECT LOCATION AERIAL VIEW LOOKING SOUTH



HYPAR PAVILION AT THE LINCOLN CENTRE

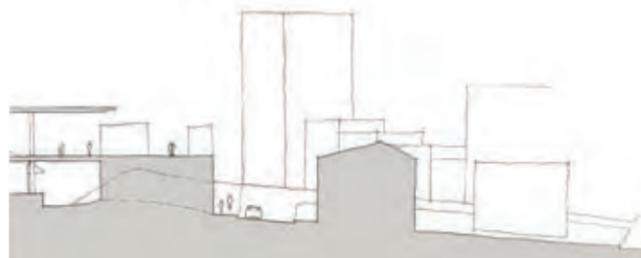
1. Possible configuration of proposed Dulwich Hill Metro Station with southern entrance extending towards Ewart Lane.
2. The topography at this new entrance is such that the Metro concourse is nearly 7m above grade at its southern interface. There is little width between Ewart Lane and the rail alignment, creating a pinchpoint for pedestrians, cyclists, commuter, residential and service vehicles and resulting in a poor built interface at the new entrance and overshadowing of adjacent properties.
3. Land within the rail corridor is currently underutilised and inaccessible.
4. Transport for NSW car parking spaces, whilst deemed a necessary commuter facility, are accommodated on grade, an area which has potential to be used more diversely by the community.
5. Ewart Lane is a one-way single carriageway which provides access to properties fronting onto the lane, the commuter carpark and the rail corridor, and services the rear of properties fronting onto Wardell Street.
6. The approved development at 247-249 Wardell Road will restrict provision of a generous public entrance to the Station from Wardell Road. This consent has the potential however, if modified, to activate the Metro station entrance through greater permeability along its ground floor, northern elevation with cafe or retail uses.
7. It is proposed to work with Transport for NSW to develop a stacking strategy for the new southern station entrance, parking spaces and the required station services building that will enable on grade connections to Wardell Road in the east and the Green linear park along Ewart Lane in the west. New public open space ('The Hill') is draped over these services buildings, enabling a singular character to the pictured HyPar Pavilion (adjacent).
8. The Hill will enable the continuation of the Sydenham to Bankstown Corridor linear park and cycle activeway, relieving the congestion evident under a non-stacking strategy.
9. The western part of Ewart Lane should be retained with minor modification. The lane will offer on grade connection to the Station concourse via the lift from the west, whilst in the east a gentle ramp from Wardell Road will allow equitable access. Recreational uses can be provided on the former carpark.
10. The eastern part of Ewart Lane should remain in its current location and configuration to service those properties fronting Wardell Road. Opportunities for connections between Wardell Road and the Hill via through site links should be investigated and would allow pedestrian movement from the parking associated with the Hill to the main street fine grain retail.



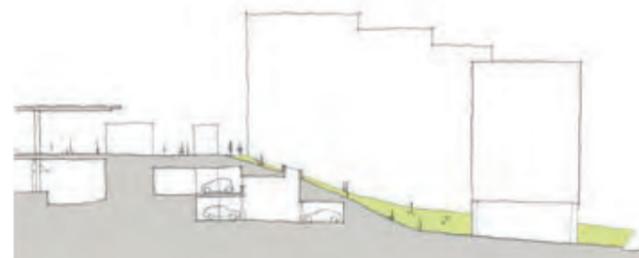
EXISTING CONDITION WITH POSSIBLE PROPOSED METRO CONFIGURATION - LOOKING NORTH ACROSS EWART STREET & EWART LANE



PROPOSAL - LOOKING NORTH ACROSS EWART STREET & THE HILL



EXISTING CONDITION WITH POSSIBLE PROPOSED METRO CONFIGURATION - STATION SOUTH & EWART STREET



PROPOSAL - STATION SOUTH & EWART STREET WITH THE HILL OVER

Renew Dulwich Hill; providing affordable make and retail spaces for the precinct



1. Continue Bedford Crescent along the Jack Shanahan Reserve frontage to join with MacArthur Parade.
2. Introduce a low kerb to the new Crescent with verge planting and permeable paving at possible vehicle crossover points.
3. Develop controls which ensure amalgamated site development includes a podium with maximum tenancy frontage widths of no more than 6m, with a 4m max opening.
4. Establish a B1 Neighbourhood Centre zone to allow those street frontage spaces to be either individual garages, offices, or retail spaces.
5. Investigate methods to provide affordable rents for these spaces for example the fixing of rents for a period of 5 years, at a rate commensurate to that of a single car garage.
6. Establish residential dwellings above the podium in accordance with SEPP65, an appropriately determined apartment type mix, and the 10% low income housing target.

1

2

Renew Dulwich Hill; providing affordable make and retail spaces for the precinct



PROJECT LOCATION AERIAL VIEW LOOKING NORTH



CHAPTER FIVE ESPRESSO, AND ADJACENT GARAGE, REDFERN

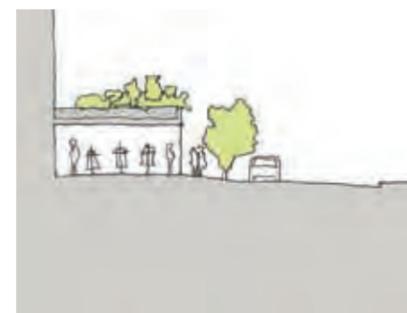


EXISTING CONDITION WITH POSSIBLE PROPOSED METRO CONFIGURATION - SECTION THROUGH BEDFORD CRESCENT

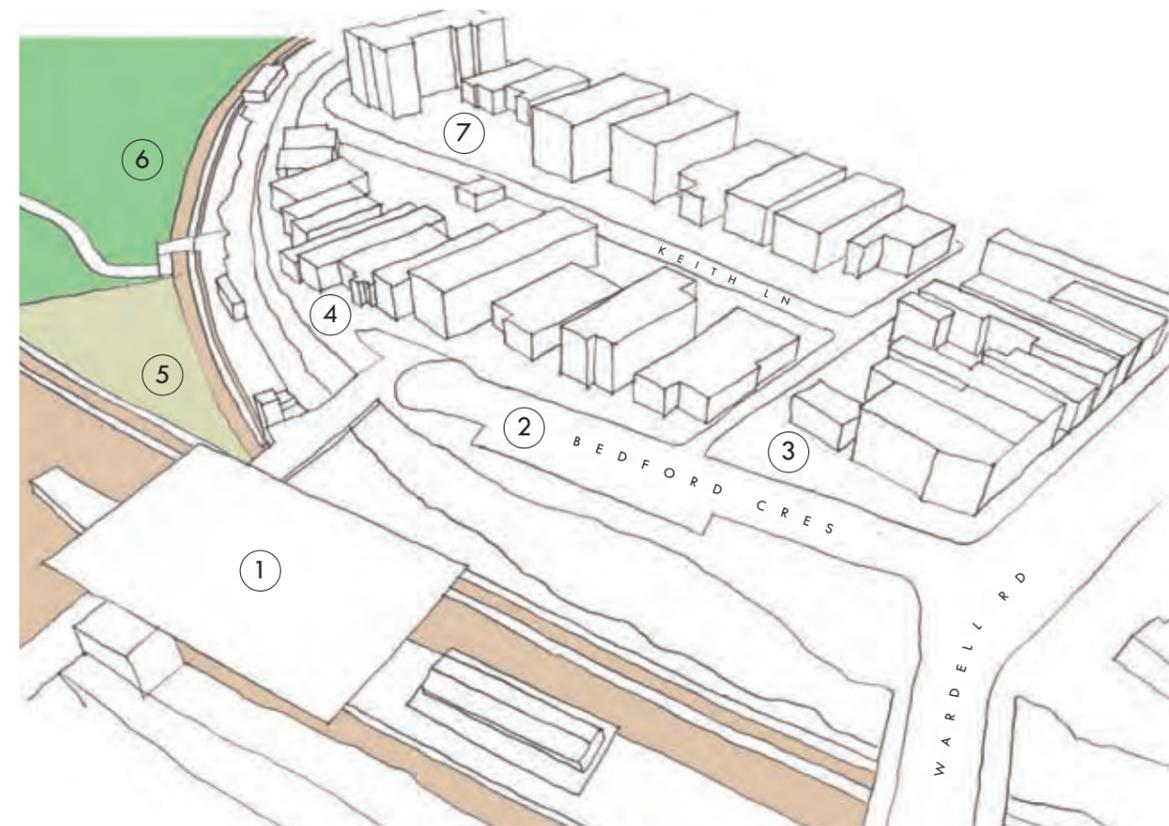
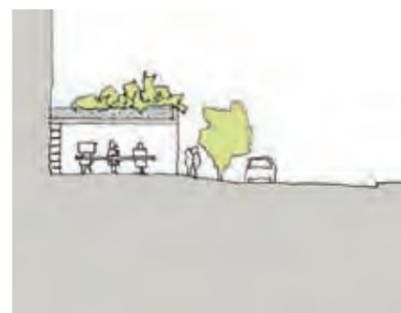


PROPOSAL - PODIUM, TERRACE AND GARAGE USE

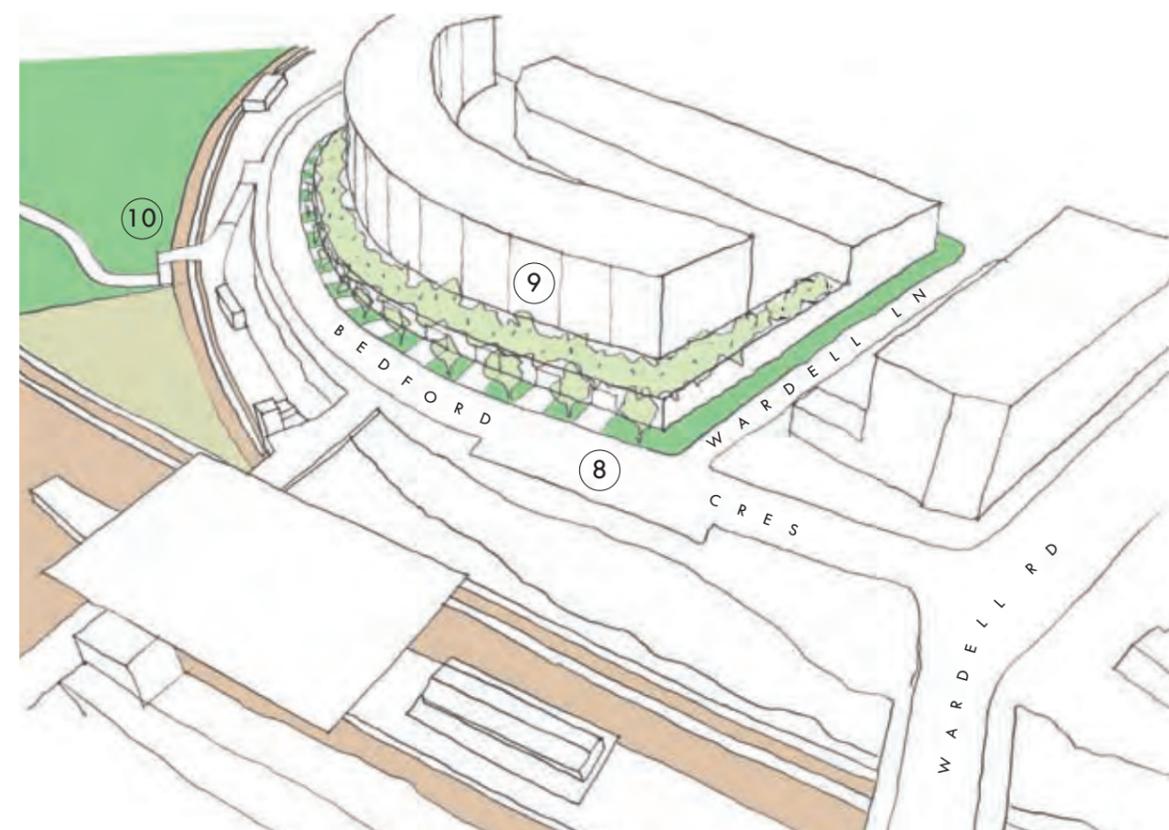
1. Possible configuration of proposed Dulwich Hill Metro Station with northern entrance aligned with current Light Rail access.
2. Bedford Crescent carparking and kiss and ride zone services both the existing Dulwich Hill Light Rail and Railway Stations.
3. Dear Delicious Cafe, though fronting Wardell Road, takes advantage of its long yard along Bedford Crescent, turning the corner of this retail strip and providing a unique cafe experience away from traffic.
4. A narrow and curved lane provides pedestrian access to MacArthur Parade, though with limited visibility to/from adjacent streets, and no visual or physical connection to Jack Shanahan Reserve.
5. The existing Dulwich Hill Light Rail Station is at a lower level than Bedford Crescent, accessed via lift and stair.
6. Jack Shanahan Reserve is currently an island, locked in by the existing rail corridors and development patterns. The typical dwelling development pattern adjacent a heavy rail corridor is frontage to street, back yard to rail, with high fence as a buffer.
7. Keith Lane - a narrow service lane and thoroughfare to MacArthur Parade.
8. The proposal extends Bedford Crescent as a link street to MacArthur Parade in lieu of Keith Lane. This provides a drop and ride through-traffic opportunity and improved passive surveillance of and further accessibility to Jack Shanahan Reserve.
9. The proposal introduces a low frontage to any future development, creating small scale, flexible use spaces with widths of no more than 6m and a 4m maximum width opening. This allows flexibility of use which may change as the precinct grows. A similar built form exists along Ness Avenue, with elevated terraces over garage/studio buildings at street level.
10. With the introduction of the Green corridor and the removal of adverse acoustic conditions, what was the rear frontage gains greatly in amenity. Here, an opportunity exists to connect beyond, to the Reserve via a new ramp to the existing Light Rail crossing.



PROPOSAL - PODIUM, TERRACE AND RETAIL OR OFFICE USE



EXISTING CONDITION WITH POSSIBLE PROPOSED METRO CONFIGURATION - LOOKING NORTH ACROSS BEDFORD CRESCENT

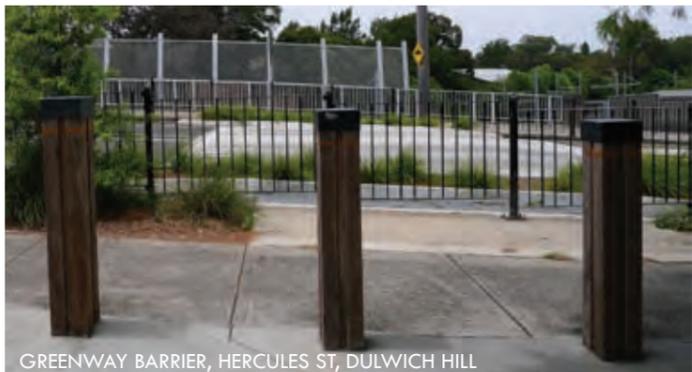


PROPOSAL - LOOKING NORTH ACROSS BEDFORD CRESCENT

Gateway Park, an entrance to the Hercules Street precinct



PROJECT LOCATION AERIAL VIEW LOOKING NORTH



GREENWAY BARRIER, HERCULES ST, DULWICH HILL



JUBILEE PARK GLEBE

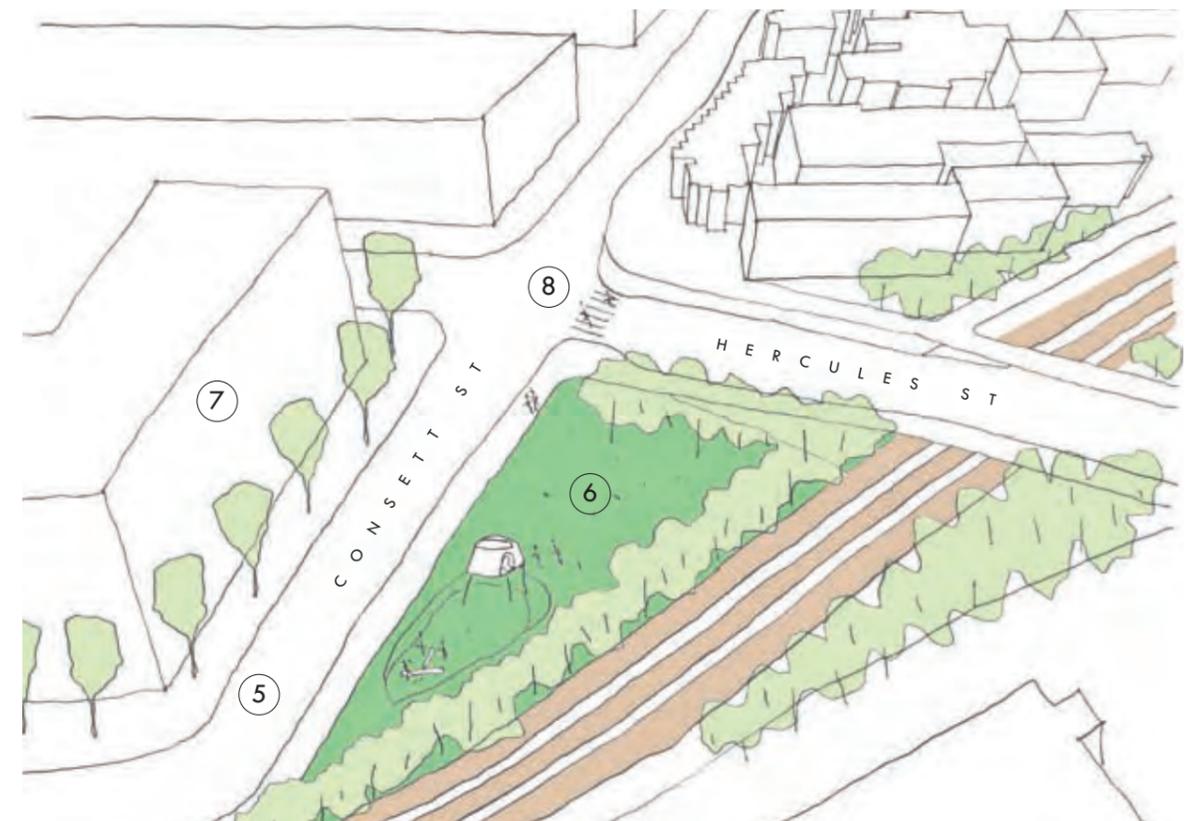


WESTERN SYDNEY PARKLANDS

1. The Hercules Street precinct has been identified for renewal under the Corridor Renewal Strategy. Along with allowing the Greenway Missing Link between the Hercules Street Light Rail overpass and Jack Shanahan Reserve to be realised, the Draft Structure Plan identifies a new or enhanced public open space midway along the length of Hercules St, facing the light rail corridor.
2. The Greenway currently ends abruptly at Hercules Street, a number of barriers preventing access to the removed crossing which was deemed unsafe due to its location just below the crest of the overpass. (Refer image top LHS.) There is no immediate alternate to cross Hercules Street.
3. Dulwich Hill Public School, with over 500 students, occupies a large block bound by Hercules Street, Kintore Street, Blackwood Avenue and the Light Rail Line.
4. Access within the Light Rail corridor is limited due to safety considerations, including to the Bushcare Regeneration site.
5. The proposal makes a new pedestrian friendly and tree lined street along the Light Rail corridor, allowing the missing Greenway Link to be realised as a publically accessible linear park. This street continues from Consett Street at the north to the southern elbow of Hercules Street, near Jack Shanahan Reserve.
6. As an alternative to the location proposed in the Draft Structure Plan, a new public open space is made on the triangle of land between the extension of Consett Street, Hercules Street and the Light Rail corridor. Designed in consultation with the community, this park and playground can provide a better distribution of open space where a deficiency currently exists, optimise the available north facing orientation for public amenity and augment the Greenway, whilst providing a buffer to the allocated bushcare area.
7. The additional housing proposed by the Draft Structure Plan can be clearly separated from the public open spaces by the extension of Consett Street, ensuring good public access is available whilst the amenity can be shared.
8. It is proposed to continue the Greenway along the western verge of Hercules Street to a new crossing at the Consett Street intersection, a location with improved visibility and potential for appropriate traffic calming devices. From here, the cycleway can follow the new street then rejoin the Light Rail corridor at the eastern edge of the park.



EXISTING CONDITION - LOOKING WEST ACROSS THE LIGHT RAIL CORRIDOR AT HERCULES STREET OVERPASS



PROPOSAL - LOOKING WEST ACROSS THE LIGHT RAIL CORRIDOR TO HERCULES STREET OVERPASS

Potential Project No. 4

A Missing Link, across the light rail corridor



PROJECT LOCATION AERIAL VIEW LOOKING NORTH



BLACKWOOD AVENUE FENCE, DULWICH HILL



LIGHT RAIL IN A LANDSCAPE SETTING



INNERWEST LIGHT RAIL HAYMARKET

1. The typical dwelling development pattern against the former heavy rail corridor described earlier is evident in the Hercules Street precinct.
2. The Light Rail corridor is currently inaccessible to the public, and has been identified to be utilised in completing the Jack Shanahan North Greenway Missing Link; its implementation given a 'medium priority' status.
3. This remnant parcel of Transport for NSW controlled land has no public frontage and could be included in future renewal of the precinct, allowing greater access along the eastern edge of the Light Rail corridor to Jack Shanahan Reserve and widening of Blackwood Lane for improved access to Dulwich Hill Public School.
4. The convergence of Blackwood Avenue and Blackwood Lane at their intersection with the Light Rail corridor provides a natural location for a new pedestrian crossing.
5. The playgrounds of the Public School are located to the south of the site along Blackwood Avenue.
6. The proposed reduction in height of the perimeter fencing to these grounds will augment publically accessible green space along the Greenway and connect the school yard to the surrounding neighbourhood.
7. This proposed crossing allows school students of the adjacent Dulwich Hill Public School ease of access to the Greenway and Jack Shanahan Reserve. Whilst crossings other than at stations have not yet been permitted along the outer corridor, the transition to an on-street track in the CBD provides a precedent for greater access within the same transit corridor.
8. The proposed pedestrian crossing connects Blackwood Avenue to Hercules Street via a new through-site link.
9. The proposal will establish a pedestrian friendly, tree-lined street between the light rail corridor and future Hercules Street dwellings. Extending Consett Street in the north to the southern elbow of Hercules Street, it will ensure improved public access to the Greenway.
10. The Draft Structure Plan identifies the need for Hercules Street to include a new or enhanced public open space. The proposal locates this at the precinct's northern tip, which enjoys good solar access and the opportunity to augment the Greenway.



EXISTING CONDITION - LOOKING WEST ACROSS THE LIGHT RAIL CORRIDOR TOWARDS HERCULES STREET



PROPOSAL - LOOKING WEST ACROSS THE LIGHT RAIL CORRIDOR TOWARDS HERCULES STREET



1. Hercules Street continues to the west and the connection with Terrace Road with the retention of the stately Brushbox stand.

2. A new footpath is introduced to encourage pedestrian use of this edge to Jack Shanahan Reserve.

3. A new section of Hercules Street is introduced to offer further access and frontage to the Reserve.

4. The existing fenced off berm, a disused rail access line, should be opened and offered for community use. Given the good northern aspect, this land may be used as a terraced community garden.

5. The Freight and Metro line are combined at this site and can be seen on entry into the Reserve.

6. A section of the berm should be removed on axis with Hercules Street to allow an appropriate entrance to the Reserve. The opening should be bridged to allow the Greenway, cycle and pedestrian way to continue along the berm at high level for connection on grade at the Terrace Road Loop.

7. The existing park amenities should be relocated to the southern berm adjacent the rail line, where they can be semi-buried into the landform. Facing north with good opportunities for solar access and passive surveillance from the Hercules Street entrance, these facilities will be less likely to enable antisocial behaviour.

8. The western berm, adjacent the Brushboxes will be a shadier, cooler space in the precinct.

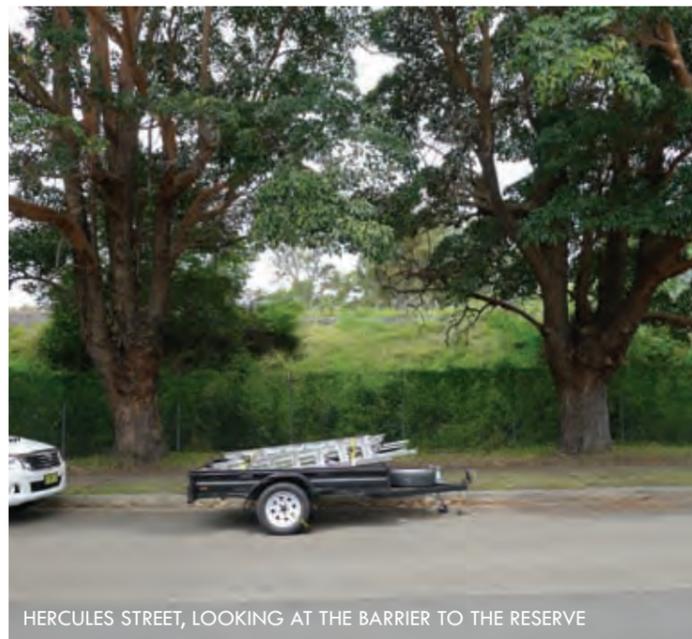
Potential Project No. 5

A cultivated entrance; revealing Jack Shanahan Reserve



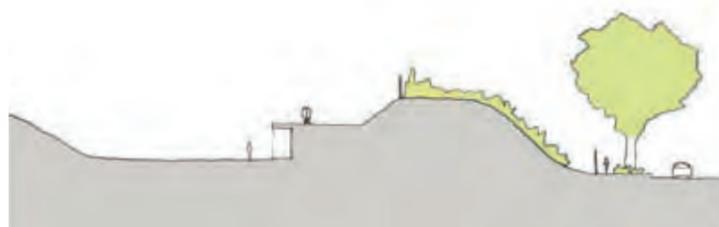
PROJECT LOCATION

AERIAL VIEW LOOKING NORTH



HERCULES STREET, LOOKING AT THE BARRIER TO THE RESERVE

1. Jack Shanahan Reserve provides much-used recreational space for Dulwich Hill youth - the skate park is complemented by seating & BBQ facilities along with informal planting and a path leading to/from the Light Rail station.
2. The only street frontage enjoyed by the park occurs between the two rail overpasses on Terrace Road; with the character of a service entrance, it is flanked by a rudimentary amenities building.
3. The northern-most rail overpass is currently unused, this portion of rail having been removed on completion of the Light Rail.
4. Hercules Street swings to the west against the raised berm of the former rail line, a line of mature brushbox trees lending an avenue quality to this edge of the Reserve.
5. The land adjacent to the Light Rail, including the disused portion of rail line, is currently inaccessible.
6. A new on grade entrance to Jack Shanahan Reserve is proposed via a single 'cut' through the raised berm. On axis with Hercules St, the new entrance will be flanked by north facing terraced community gardens (refer image previous page).
7. The proposal outlined in Unfinished Projects 3 & 4 provides for the continuation of Consett St and the Greenway along the Light Rail corridor. The cycleway can naturally continue along the northern, higher edge of the park, making use of this landform to separate the various speeds of movement.
8. The cycleway continues at high level across the disused rail overpass and onwards - refer Unfinished Project 6.
9. The amenities building will be relocated to the southern edge of the park, allowing the new Hercules Street entrance, along with a greener entrance from Terrace Road, to define a new arrival experience at the Reserve.



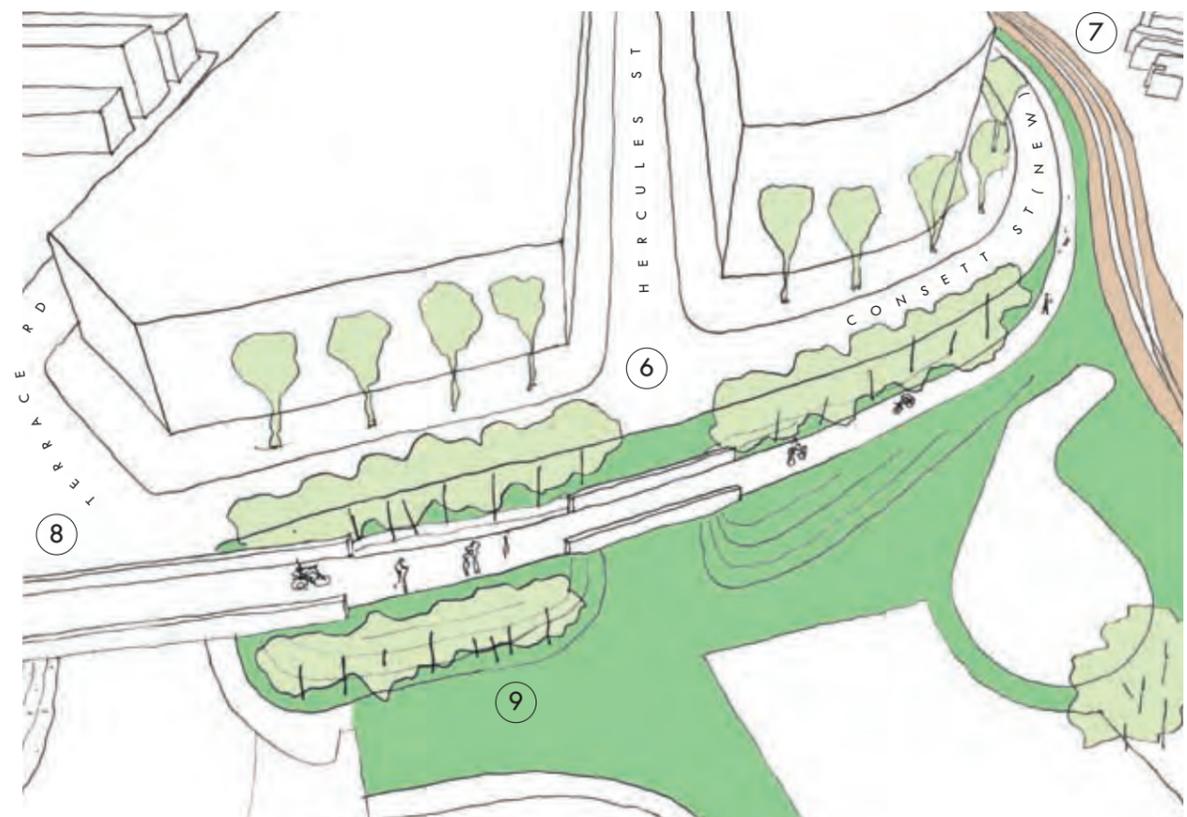
EXISTING CONDITION - HERCULES STREET & INACCESSIBLE BERM + AMENITIES BLOCK



PROPOSAL - NEW ENTRANCE, BRIDGE OVER WITH AMENITIES RELOCATED



EXISTING CONDITION - LOOKING NORTH ACROSS JACK SHANAHAN RESERVE & THE DISUSED RAIL LINE



PROPOSAL - LOOKING NORTH ACROSS JACK SHANAHAN RESERVE & THE DISUSED RAIL LINE

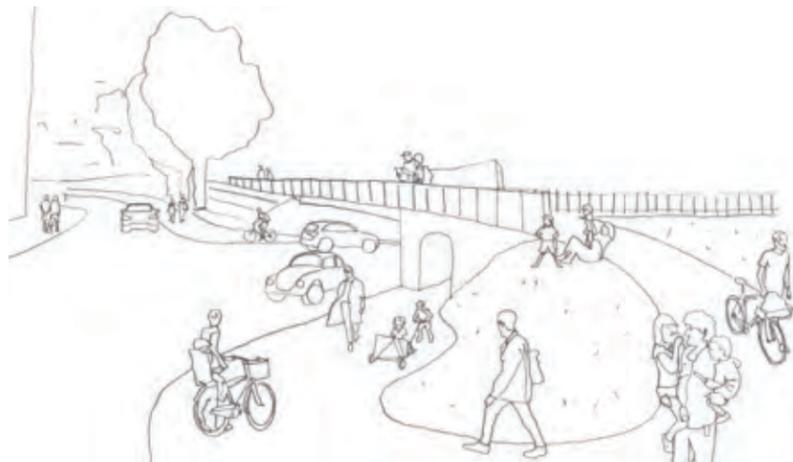
Potential Project No. 6

Bike Hub, bringing together the Green and Active ways



PROJECT LOCATION AERIAL VIEW LOOKING SOUTH

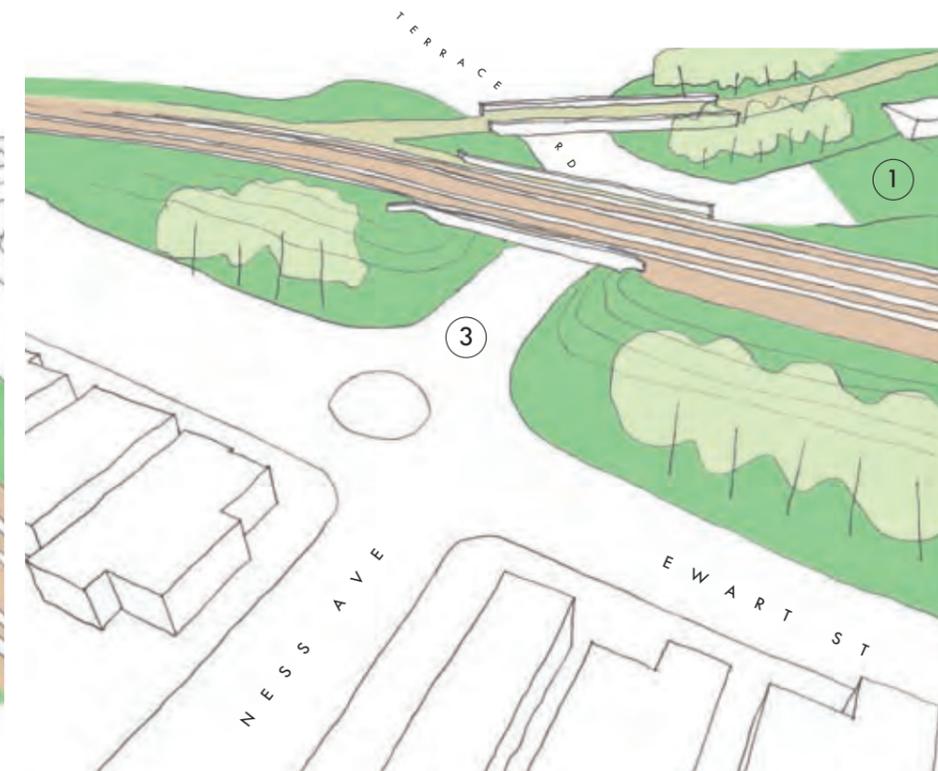
1. Jack Shanahan Reserve
2. The disused northern Terrace Road overpass is currently inaccessible, and joins a small area of open space at the intersection of Terrace Road & The Parade.
3. Recognising the limitations of visibility and high local traffic usage at the Terrace Road and Ewart Street intersection, it is challenging to provide safe crossings for both the Metro corridor active transport link and Greenway cycleway.
4. Heading south from the Hercules Street Precinct, the Greenway cycleway can utilise the disused overpass to cross Terrace Road.
5. The cycleway spirals down to Terrace Road and utilises the pedestrian underpass to Ewart Street. (Refer Image Below)
6. Along Ewart Street, it is proposed for the Metro corridor link to climb gently to a new bridge over Terrace Road, parallel with the existing Metro overpass.
7. The Greenway cycleway will also climb to join the Metro corridor active transport link heading west along Ewart Street to Garnet Street. Beyond, the Greenway missing link to the existing Cooks River cycle/footbridge can be provided down Garnet Street to Tennent Parade in the short term. A future and more direct connection to the Cooks River and beyond can be made via Ness Avenue to the riverfront parklands and new river crossing at Wardell Road.



A. EXISTING CONDITION - LOOKING EAST FROM TERRACE ROAD TOWARDS JACK SHANAHAN RESERVE



A. PROPOSAL - LOOKING EAST FROM TERRACE ROAD TOWARDS JACK SHANAHAN RESERVE



B. EXISTING CONDITION - LOOKING NORTH ACROSS EWART STREET AT TERRACE ROAD



B. PROPOSAL - LOOKING NORTH ACROSS EWART STREET AT TERRACE ROAD



1. The Cooks River, looking downstream to the east, is tidal at this location. The river now is polluted with heavy metals and sewage, and suffers from the nutrient enrichment typical of stormwater catchments in urbanised locations.
2. Extant southern bank mangroves with steel sheet piling to water's edge. Immediately beyond is the Wills Football Ground, and across Wardell Road the cricket pitches and tennis courts of Beaman Park.
3. An on-water boardwalk, threaded carefully among the mangroves, should be implemented to connect the two existing pedestrian and cycle access points across the river, being Wardell Road and the Lang Road Pedestrian Bridge. Investigations should be made to connect the boardwalk below the Wardell Road bridge, removing the awkward and somewhat dangerous on-grade intersection. The river edge path should continue around the peninsula and Beaman Park to connect into the Cooks River Cycleway network.
4. Investigations should be made into improving the the Wardell Road bridge for pedestrians and cyclists.
5. The opportunity should be investigated for the last 4 holes of the Golf Course, currently difficult to access due to Wardell Road, to be returned to the historic river path. In its place a planted wetland could be established to help improve river water quality and biodiversity, and introduce a substantial new public space for Dulwich Hill. The current Tennyson Street water garden could be extended and implemented on a large scale. The transformation of this place will activate not only the northern river edge but encourage movement across the river and to the substantial, under-utilised open space on the southern bank.
6. Projects which can bring the community to the water's edge should be investigated along the Cooks River Corridor.

Potential Project No. 7

Rehabilitating the Cooks, inhabiting the river edge



PROJECT LOCATION

AERIAL VIEW LOOKING SOUTH



GASP BOARDWALK, HOBART

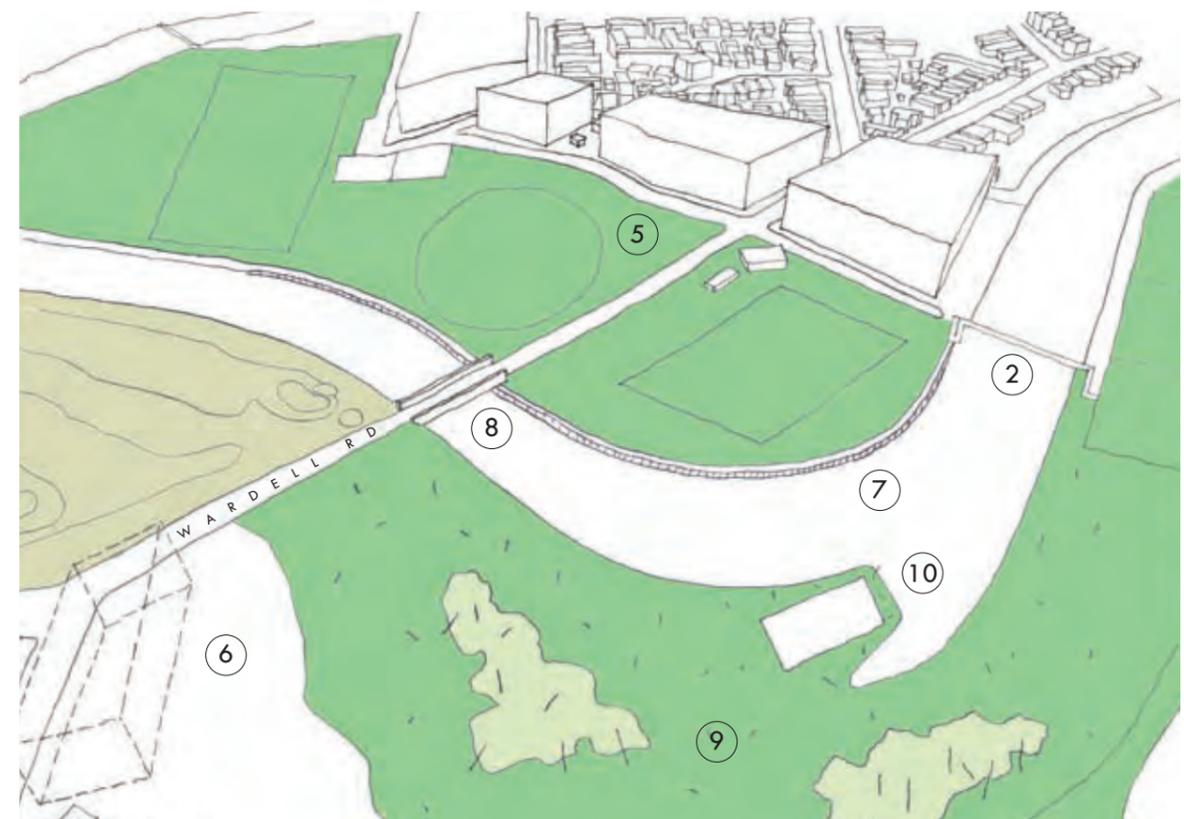


PLANS FOR A YARRA FLOATING POOL, MELBOURNE

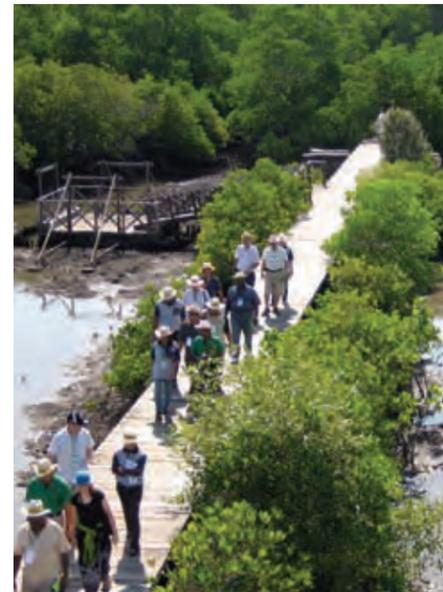
1. The Marrickville Golf Course, though enjoyed by its small membership, appears an underutilised land resource in the Dulwich Hill Precinct. Though currently not physically prohibiting public access, this exclusive space- and water-intensive use, particularly west of Wardell Road, could be transformed as true public space for the precinct.
2. The Lang Road cycle and pedestrian bridge is to be shortly upgraded, improving an important link across the river and onwards connection to the Cooks River cycleway. This cycleway takes an on-road route between the river and Wardell Road, where the crossing is an awkward and somewhat dangerous on-grade intersection, until returning to the river bank on the eastern side of Wardell Road.
3. The Wills Football Ground and, across Wardell Road, the cricket pitches and tennis courts of Beaman Park form a regionally significant publically accessible sports/recreation facility.
4. The existing pattern of suburban development is of a very low scale at the park's edge.
5. Investigations should be made into increased density in North Earlwood which would offer great amenity to dwellings with northern aspect across parkland and the River, whilst remaining within 800m of the Dulwich Hill Station. Transport Orientated Development is a great urban design principle for determining areas of potentially increased dwelling density but questions of amenity beyond access to transport must also be considered. Dulwich Hill has evolved as a series of nodes, with activity focussed across the precinct. The North Earlwood precinct falls within the walking catchment of the Dulwich Hill station, though at its edge, and sits at the boundary between Inner West and Canterbury Councils. The amenity provided at Wollie Creek through proximity to public open space and works within the riparian zone could be used as a precedent here, though at a lesser scale due to proximity to existing neighbourhoods.
6. Similar investigations could be made at the south interface of Dulwich Hill & The Cooks River.
7. An on-water boardwalk, threaded carefully among the mangroves, should be implemented to connect the two existing pedestrian and cycle access points across the river, being Wardell Road and the Lang Road Pedestrian Bridge.
8. Investigations should be made to connect the boardwalk below the Wardell Road bridge, removing the dangerous on-grade intersection. The river edge path should continue around the peninsula and Beaman Park to connect into the Cooks River Cycleway network.
9. The opportunity should be investigated for the last 4 holes of the Golf Course, currently difficult to access due to Wardell Road, to be returned to the historic river path. In its place a planted wetland could be established to help improve river water quality and biodiversity, and introduce a substantial new public space for Dulwich Hill. The current Tennyson Street water garden could be extended and implemented on a large scale. The transformation of this place will activate not only the northern river edge but encourage movement across the river and to the substantial, under-utilised open space on the southern bank.
10. Projects which bring the community together at the water's edge should be investigated along the Cooks River Corridor.



EXISTING CONDITION - LOOKING SOUTH ACROSS THE COOKS RIVER TOWARDS EARLWOOD



PROPOSAL - LOOKING SOUTH ACROSS THE COOKS RIVER TOWARDS EARLWOOD



NEW STREETS FOR DULWICH HILL
 New streets associated with amalgamated development sites adjacent the light rail corridor - input to be sought with regard to traffic implications and water sensitive urban design (WSUD).

LIGHT RAIL CORRIDOR PERMEABILITY
 Investigations should be made into the safety and benefits of intermediary crossings on the Inner West light rail line and representations made to Transport for NSW. At the moment, the rules for the corridor remain constrained by those drafted for heavy/freight rail; new guidelines for crossings, fences and other public domain design elements need to be made to allow a consistent application across the corridor.

PUBLIC ACCESS TO COOKS RIVER
 Review current access and use arrangements for the Marrickville Golf Course, aiming to increase public use, make more/better connections along and across the river for walking and cycling, adopt greater areas of WSUD, and encouraging biodiversity and indigenous ecosystems.

BANDICOOT HABITAT STUDY
 Review and extend existing studies and make design propositions to encourage new habitats for existing and displaced bandicoot communities in the precinct, and to encourage community awareness.

NORTH EARLWOOD UPLIFT
 Undertake an analysis of dwelling uplift in North Earlwood, and greater connectivity to this area of the precinct.

VISION FOR THE FUTURE
 Work with Friends of Cooks River, Greenway, Canterbury and Inner West Councils to establish the feasibility of new types of public open space and biodiversity habitats in the Cooks River riparian zone. This may include a new on river boardwalk, returning part of the Dulwich Hill river bend into a mangrove/wetland, and the development of a hybrid natural/artificial pool to help treat the river water and bring swimming back to the river's edge.

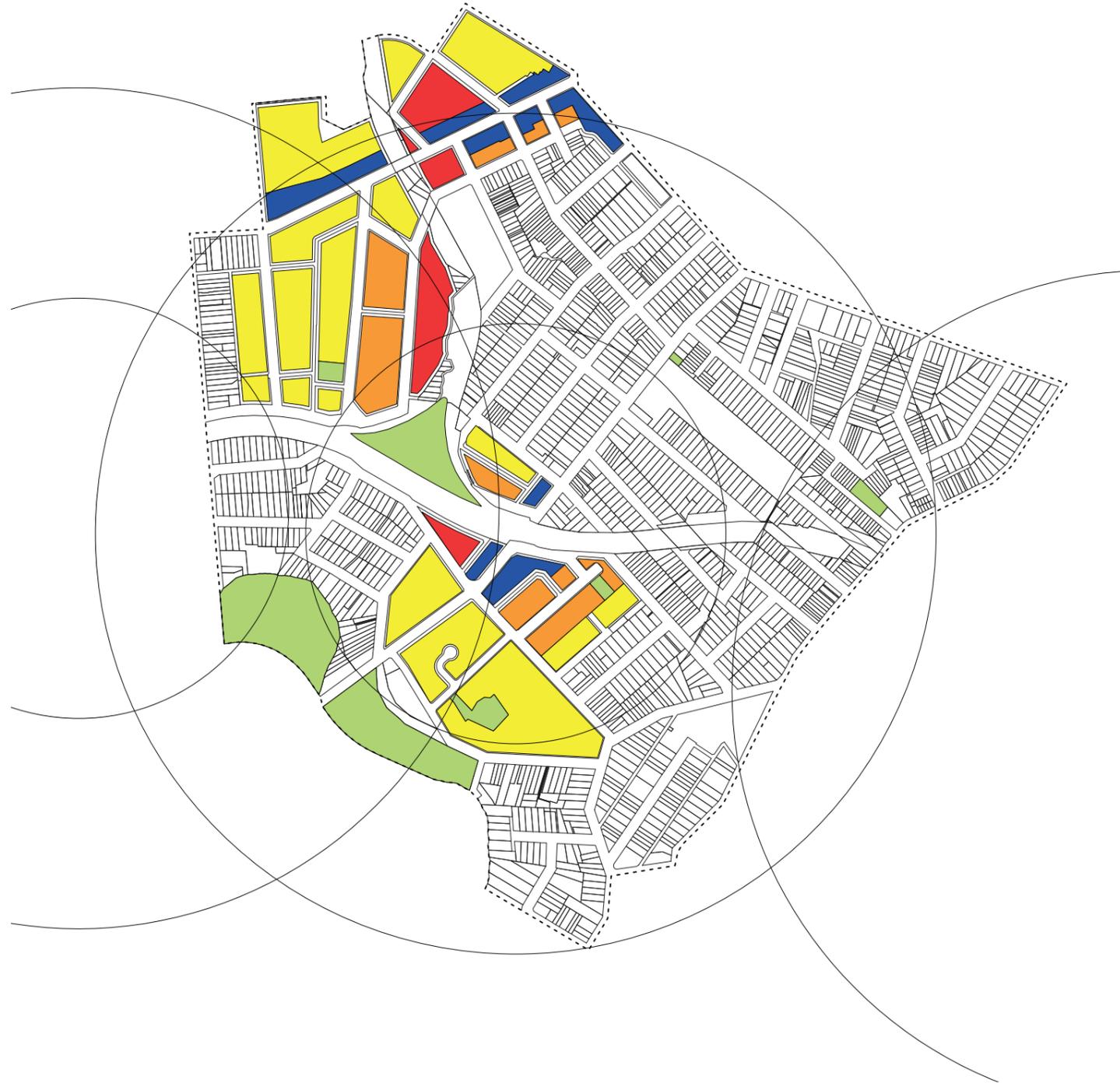
4. Appendix 1 - Maps

Aerial photograph showing the adopted study area, with the 800m radiuses shown around the Dulwich Hill, Marrickville & Hurlstone Park Stations



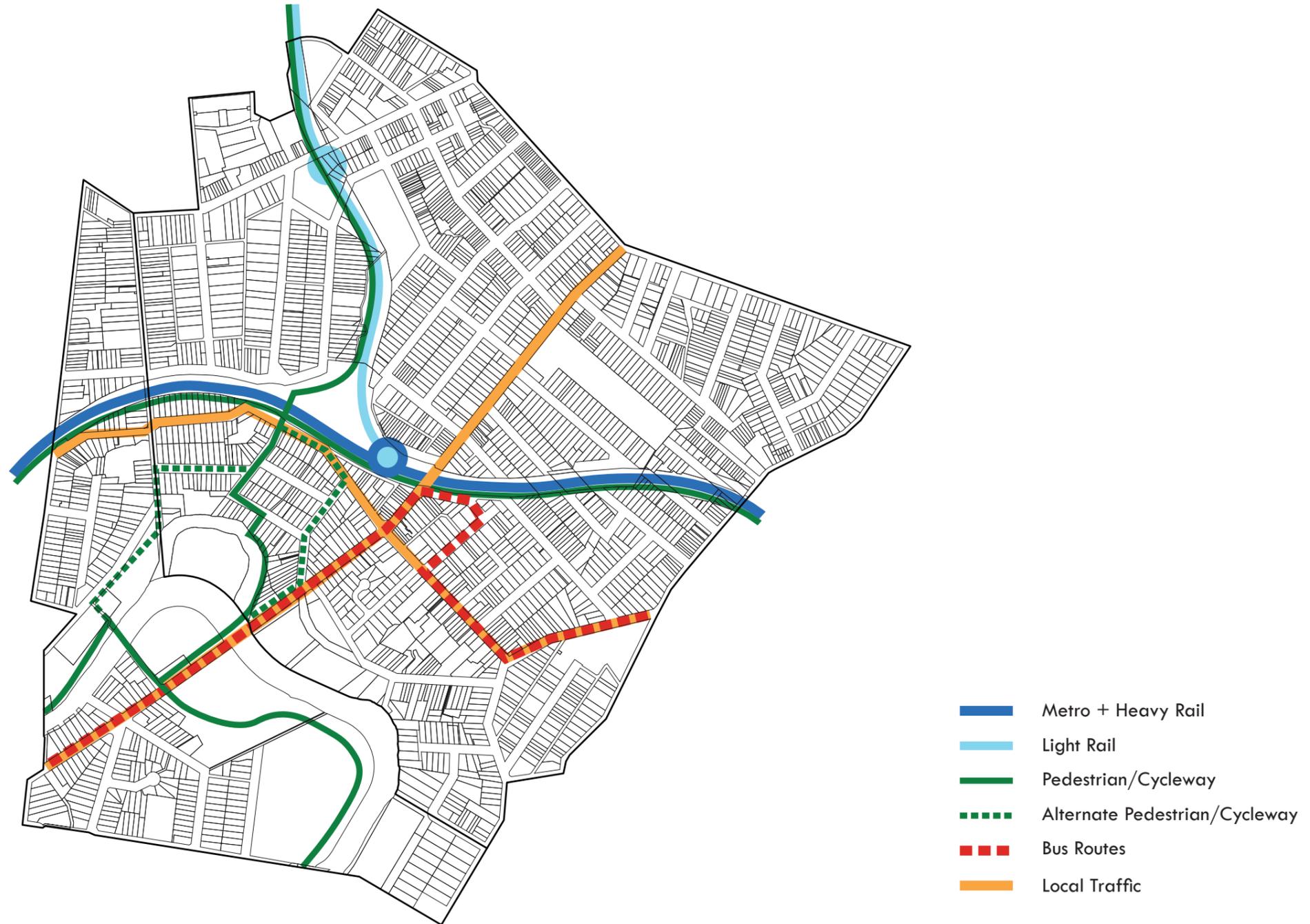
4. Appendix 1 - Maps

Department of Planning and the Environment Sydenham to Bankstown Corridor Strategy Draft Structure Plan which informs this study



4. Appendix 1 - Maps

The station precinct is a transport interchange, albeit at low volume and density offering a spectrum of modes of movement.



Director Transport Assessments
 Major Projects Assessment
 Dept. Environment and Planning
 GPO Box 39
 SYDNEY



7 November 2017

Dear Sir/Madam

Sydenham to Bankstown – Sydney Metro EIS ref: SSI 17_8256

Thank you for the opportunity to comment on the above EIS, which identifies a number of opportunities and challenges which the GreenWay Program is seeking to address, particularly in relation to the *Sydney Metro Active Transport Corridor*. This can best be done through a whole of government approach involving the Inner West Council (IWC), City of Canterbury-Bankstown (CCB) and various state government agencies, in particular Dept. Planning and Environment (DPE), Transport for NSW (TfNSW) Sydney Metro Team, Government Architect NSW (GANSW) and the Greater Sydney Commission (GSC).

We look forward to developing a constructive and collaborative approach with Sydney Metro and its state government partners with a view to resolving obstacles and achieving well-funded, holistic community outcomes for both the Inner West Light Rail/GreenWay Corridor and the Sydney Metro South West/Sydenham to Bankstown Metro Urban Renewal Corridor, as outlined in more detail below.

Background re: the GreenWay

The GreenWay is a 5.8km sustainable transport and urban environmental corridor which extends for 5kms from the Cooks River at Dulwich Hill to the Parramatta River at Iron Cove. The GreenWay vision was first developed by the Inner West community in the late 1990's and is being implemented by the four GreenWay councils in collaboration with various state agencies, land owners and community groups. The GreenWay Program has 5 main elements:-

- i. **active travel** - completion of the GreenWay Missing Links (shared use path)
- ii. **place making and place management** - with a particular focus on the 9 new Inner West Light Rail stops
- iii. **urban bush care** – management of 10 existing community bush care sites and establishment of 6 additional ones
- iv. **arts and culture** – identifying and celebrating the natural, historical and cultural qualities of the GreenWay corridor through art and community culture
- v. **sustainability education** – using the GreenWay to teach school and university students about urban sustainability in Sydney's Inner West

Please refer to **attachment A and B - GreenWay Missing Links Updates – September 2016 and October 2017** for further information.

A. Sydney Metro Active Transport Corridor/GreenWay South West

The GreenWay Program strongly supports the concept outlined in the EIS for a *Sydney Metro Active Transport corridor* along the entire length of the Sydenham to Bankstown Rail Corridor. We are making the assumption in this submission that the *Sydney Metro Active*

Transport Corridor is a central component of the *GreenWay South West*, which is being planned by DPE for delivery by a number of state and local government agencies, as part of the Sydenham to Bankstown Urban Renewal Corridor Program. The *Sydney Metro Active Transport Corridor /GreenWay South West* will connect the existing Cooks River to Iron Cove GreenWay (at Dulwich Hill) to Bankstown and Sydenham, via a new active transport and urban environmental corridor along the route of *the Sydney Metro South West*, utilizing the existing rail corridor and adjacent areas.

The *Sydney Metro Active Transport Corridor/ GreenWay South West* will make a significant contribution to the achievement of key elements of the vision outlined in the revised Sydenham to Bankstown Urban Renewal Corridor Strategy, namely:-

- Connecting people and jobs
- Valuing (and celebrating) heritage and neighbourhood character
- Improve and enhance local business (by helping to revitalise local shopping centres along the route of the GreenWay South West)
- Improving connectivity and open space
- Collaborative planning
- Infrastructure funding (ie) funding the design and implementation of a multi-purpose *GreenWay South West* via a SIC (state infrastructure contribution) and other funding mechanisms.

It will also be the vehicle for implementing key elements of the *Sydney Metro Active Transport Corridor* outlined in the EIS, particularly in relation to:-

- Place making and urban design
- Active transport
- Trees and landscaping
- Biodiversity
- Landscape character and visual amenity
- Sustainability and climate change
- Energy consumption and greenhouse emissions

GreenWay recommendations:-

A1 Sydney Metro Active Transport Corridor/Greenway South West The GreenWay Program strongly supports the extension of the existing Cooks River to Iron Cove GreenWay to create a new *Sydney Metro Active Transport Corridor/GreenWay South West*, linking Dulwich Hill to a new, multi-purpose active travel and urban environmental corridor along the Sydenham to Bankstown Rail Corridor.

A2 Collaborative planning - The GreenWay Program recommends that Sydney Metro/DPE and its local and state government partners showcase the importance of “collaborative planning” through delivery of the *Sydney Metro Active Transport Corridor/Greenway South West* as a single project. Appropriate governance, planning and funding arrangements should be put in place to facilitate a collaborative approach to planning, funding and delivering the *Sydney Metro Active Transport Corridor/GreenWay South West*. At the very least, this should involve the following key agencies: Inner West Council (IWC), City of Canterbury Bankstown (CCB), DPE, Government Architect NSW (GANSW), TfNSW (in particular the Sydney Metro team and RMS), Greater Sydney Commission (GSC), NSW Treasury. Other stakeholders may also need to be involved.

A3 Learning from past experience of the Cooks River to Iron GreenWay Planning, design and delivery of the *Sydney Metro Active Transport Corridor/GreenWay South West*

should learn from and apply the experience gained by state and local government and the Inner West community during the planning, funding and delivery of the Cooks River to Iron Cove GreenWay over the past 15 years. It is recommended that the *Sydney Metro Active Transport Corridor/GreenWay South West* team work closely with the IWC and other Cooks River to Iron Cove GreenWay stakeholders to achieve this.

A4 Use of “Better Placed” - Planning and delivery of the *Sydney Metro Active Transport Corridor/GreenWay South West* is a good opportunity for the parties to put into practice “*Better Placed - an integrated design policy for the built environment*”, developed by Government Architect NSW and launched by the Minister for Planning at Bankstown Library on 18 August 2017. This process could be facilitated by GANSW to demonstrate the benefits of applying an integrated design approach to the design and delivery of the *Sydney Metro Active Transport Corridor/GreenWay South West*.

A5 Green Grid - The Cooks River to Iron Cove GreenWay has been identified by the Greater Sydney Commission (GSC) as the no. 1 priority *Green Grid* project in the *Draft Eastern City District Plan (2017)*. This is because the Cooks River to Iron Cove GreenWay is a multi-purpose urban environmental and active transport corridor which fulfills a number of key objectives in the Draft District Plan and other relevant metropolitan planning documents eg *Draft Greater Sydney Region Plan (2017)*, *Sydney’s Cycling Future (2013)*.

Extension of the Cooks River to Iron Cove Green Grid project to include the *Sydney Metro Active Transport Corridor/GreenWay South-West* will contribute significantly to the achievement of *Green Grid* objectives in both the *Draft Eastern City District Plan* and the *Draft South District Plan*. It is essential that the multi-faceted nature of the existing Cooks River to Iron Cove GreenWay is maintained and further developed in the design and delivery of *Sydney Metro Active Transport Corridor/GreenWay South West*, which needs to be a lot more than a 3m wide concrete bike path!

A6 Building a continuous Active Transport Corridor – The Sydney Metro EIS implies that only some sections of the Sydney Metro Active Transport Corridor will be built as part of the Sydney Metro construction, whilst other sections are left uncompleted due to difficulties accessing land, development opportunities and/or funding. The GreenWay Program strongly recommends that the **entire** *Sydney Metro Active Transport Corridor/GreenWay South West* be planned, designed and built up front, as part of the Sydney Metro construction and before Metro Rail services commence.

Our experience trying to complete GreenWay Missing Links along the Inner West Light Rail corridor demonstrates that it becomes more technically complex and much more expensive to build missing active travel links along a rail corridor once a light (or heavy) rail service becomes operational. It is much more efficient and cost effective to incorporate the active travel component as part of the rail construction project. If this is not done, it could take many years to complete the entire active travel route along the Sydenham to Bankstown Corridor, which would severely undermine use and enjoyment of the existing sections of active path. This has been our experience with the GreenWay and it is inadvisable to make the same mistake twice!

A7 Maximise North/South links across the corridor – The GreenWay Program recommends that every effort be made to maximize the number of North/South active travel links to the *Sydney Metro Active Transport Corridor/GreenWay South West*. It is not enough to just rely on existing road bridges, which are often inadequate for cyclists and pedestrians, due to narrow footpaths, poor sightlines etc. Serious consideration should be given to creating new North/South links where required and/or upgrade existing ones to maximise pedestrian/cycle access, safety and permeability to adjacent centres eg Belmore, Lakemba.

A8 Planning controls - Appropriate planning controls and conditions need to be developed by DPE during its assessment of the Sydney Metro (Sydenham to Bankstown) state significant infrastructure project to achieve a multi-purpose *Sydney Metro Active Transport Corridor/GreenWay South West* which delivers a range of community outcomes along the corridor, not just a bike path. DPE adopted this approach when framing consent conditions for the Inner West Light Rail/GreenWay infrastructure project approved in 2011, to facilitate a range of community outcomes along the corridor including WSUD treatments at light rail stops, 6 compensatory bush care sites (both within and outside of the light rail corridor) and specially commissioned public art works at each of the 9 light rail stops.. A similar approach should be adopted with the Metro South-West.

Planning controls should include the requirement to develop a *Sydney Metro Active Transport Corridor/ GreenWay South West Master Plan*, supported by relevant consent conditions, to ensure the following elements are achieved:-

- minimum 3.5m to 4m wide shared use path and associated cycle and pedestrian facilities eg bike racks, signs, bubblers, shaded seats/rest areas, lighting;
- water sensitive urban design, wherever feasible;
- public art and consistent, high quality street furniture and public domain treatments eg best practice lighting, signage, fencing;
- use of indigenous species for tree planting and landscaping along the corridor and in adjacent areas, using species recommended in relevant GreenWay biodiversity guidelines see www.greenway.org.au ;
- establishment of compensatory bush care sites along the Sydenham to Bankstown corridor in situations where existing patches of vegetation need to be cleared to make way for construction of Sydney Metro and *Sydney Metro Active Transport Corridor/GreenWay South West*;
- effective integration with existing open space and recreational areas eg ovals, parks, children's play areas in close proximity to the *Sydney Metro Active Transport Corridor/ GreenWay South West* corridor;
- incorporation of activation elements wherever possible, particularly in new development sites/precincts adjacent to the Sydenham to Bankstown Corridor . This can include fitness stations, cafes, community gardens, meeting places, heritage interpretation and special interest hubs/facilities/pop ups eg environmental art, skate boarding facilities, outdoor learning spaces for school and university students etc;
- effective integration with existing town centres along the *GreenWay South West* corridor eg Hurlstone Park, Belmore, Lakemba etc., including provision of fine grain, north/south pedestrian and cycle links to connect to/across the main east/west *GreenWay South West* "spine"

B Open space opportunities in the Dulwich Hill section of the Sydney Metro Active Transport Corridor/Greenway South West

The GreenWay Program notes that there are 7 proposed open space projects described in the *Potential Plans* document prepared by panovscott architects to accompany DPE's Dulwich Hill Station Precinct Plan, a subset of the Sydenham to Bankstown Corridor Strategic Plan exhibited by DPE in mid/late 2017 (**attachment D**). Three of these projects are in close proximity to the route of the *Sydney Metro Active Transport Corridor/Greenway South West*, namely panovscott projects 1, 5 and 6.

GreenWay comments and/or recommendations -

B1 coordinated project planning - It is essential that further planning and design of the *Sydney Metro Active Transport Corridor/Greenway South West* and the 7 potential projects proposed by panovscott for the Dulwich Hill Station Precinct be done

collaboratively by the Sydney Metro team, DPE's Sydenham to Bankstown corridor renewal team, the GreenWay Program, CCB, IWC and other key agencies such as GANSW and the GSC. We need to ensure these initiatives are well coordinated and deliver an efficient, integrated, well designed and sustainable outcome on the ground. In particular, this should include a collaborative approach to the following projects proposed by panovscott

B2 The Hill (panovscott potential project 1) – The GreenWay Program urges Sydney Metro to work closely with IWC's urban design team, transport planners and DPE's urban design consultants to achieve a well-designed, effective interface between the *Sydney Metro Active Transport Corridor/GreenWay South West* and the Southern portal of the redesigned Dulwich Hill Station. It is essential that the design provides good, unencumbered East/West access for cyclists and pedestrians using the *Greenway South West*, whilst avoiding conflict with people accessing the Southern side of the station on foot (or on a bike). Design options should examine the potential for this area to become an activated hub, with cafes, outdoors seating areas and quality landscaping either side of the bike path/station entrance.

B2 Revealing Jack Shanahan Reserve (potential project 5) – The GreenWay Program supports this potential project because it will improve visual surveillance of, and pedestrian access to Jack Shanahan Reserve, which is a much used local open space facility and a valuable local hub/meeting place for young people. It will also significantly improve pedestrian access to Dulwich Hill light rail stop from the Hercules St precinct and will enhance visual surveillance. The establishment of indigenous vegetation along the current embankment is also supported. It is recommended that plant species are selected from the palette of local indigenous native plants compiled by the GreenWay Program ref: www.greenway.org.au.

B3 Bike Hub (potential project 6) – The GreenWay Program strongly supports this concept and needs to be involved in its further development. Not only will the Hub facilitate a connection between GreenWay Missing Links C and B1, it will also provide a direct connection from the Coos River to Iron Cove to the proposed *Sydney Metro Active Transport Corridor/GreenWay South West*. It will therefore become an important intersection for three regionally significant cycleways (i) Cooks River to Iron Cove GreenWay (ii) GreenWay South West (iii) Cooks River cycleway. It is essential that relevant local government and state agencies are involved in a collaborative process which delivers efficient, coordinated, high quality design outcomes. At the very least, this should include IWC, Sydney Metro, DPE and GANSW.

C Managing and minimizing impacts from increased development on the GreenWay and adjacent open space areas and community facilities

The GreenWay community acknowledges that additional residential development will occur in the Dulwich Hill Precinct and either side of the Sydney Metro corridor, in response to transport infrastructure investment and general urban growth pressures across the Inner West. The GreenWay community is however concerned that poorly designed/managed urban growth in the Precinct could undermine the significant benefits provided to the community by the GreenWay and adjacent open space areas and community facilities. A concerted effort is required by public and private sector development stakeholders to ensure that any new development in the precinct achieves best practice design quality and is compatible with the GreenWay and existing residential and open space areas in the Dulwich Hill Precinct either side of the GreenWay/light rail corridor and the Sydenham to Bankstown Corridor.

GreenWay comments/recommendations

C 1 Use of GreenWay guidelines - It is recommended that Sydney Metro take into account relevant GreenWay strategies, designs and guidelines when developing master plans for the station precincts along the Sydney Metro Corridor in close proximity to the GreenWay (Dulwich Hill, Hurlstone Park) and/or when assessing individual development proposals.

Useful documents currently available from IWC and/or www.greenway.org.au include:-

- Draft Guidelines for new developments fronting the GreenWay, GreenWay Steering Committee, 2011
- Various GreenWay Bush Care strategies and guidelines, GreenWay Urban Sustainability Project, 2012
- GreenWay Missing Links Report, GreenWay Councils, October 2015 (**attach. C**)
- Central GreenWay Missing Links (F to J) Concept Design, NSW Government Architects et al, August 2015
- Tomorrow's Dulwich Hill (work in progress), Marrickville/Inner West Council, 2015 - 17
- Marrickville Public Domain Strategy, JMD Landscape Architects and Inner West Council, 2016
- Draft Plans of Management for four Dulwich Hill Parks (work in progress), Inner West Council, 2016/17
- Lewisham West Precinct Public Domain Guidelines, GreenWay Program/Inner West Council, 2017

A suite of more detailed public domain guidelines and missing links designs are being developed by the GreenWay Program as part of the Greenway Missing Links design and delivery process. Once finalised, these documents will also be a useful guide for future development schemes/proposals/master plans in the Dulwich Hill Precinct and either side of the *Sydney Metro Active Transport Corridor/GreenWay South West*.

C2 Increased pressure on local open space and the need for additional, new open space The GreenWay community is concerned that some open space areas within the Dulwich Hill Precinct, or in close proximity to it (eg Johnson Park) are already under considerable pressure from over-use at certain times, particularly at the weekend. This recreation pressure will inevitably increase as new residential populations move into the precinct, in response to construction of the Sydney Metro. To address this increasing demand for accessible, local open space, it is essential that every effort is made during the master planning process associated with Sydney Metro and, more particularly the *Sydney Metro Active Transport Corridor/GreenWay South West*, to:-

- (i) adequately assess existing demand and projected demand on existing open space in the Dulwich Hill precinct, or close to it;
- (ii) analyse the potential for additional land in the right location to be designated for new open space both within and immediately adjacent to the Precinct, to adequately meet the open space needs of a growing population, who will mostly be living in new apartments;
- (iii) identify appropriate funding (eg via the SIC) to facilitate provision of high quality, well located new open space in the precinct
- (iv) investigate opening up of areas within the Sydney to Bankstown Rail Corridor itself for new open space.

D. conclusion

The Sydney Metro EIS identifies a major opportunity to construct the *Sydney Metro Active Transport Corridor/GreenWay South West* as part of the Sydney Metro construction project. This is an excellent opportunity to apply lessons learnt by local and state Government and the Inner West community during development and implementation of the GreenWay over the past 15 years. We need to ensure that *the Sydney Metro Active Transport Corridor /GreenWay South West* fulfills its potential as a multi-purpose, sustainable transport and urban environmental corridor.

This submission outlines how implementation of *the Sydney Metro Active Transport Corridor /GreenWay South West* can make a significant contribution to the achievement of the state government's vision for the Sydenham to Bankstown Urban Renewal Corridor. It will also potentially become a best practice example of the *Green Grid* "in action", as outlined in the NSW Government's Plan for Growing Sydney 2014 and (more recently) the GSC's Draft Eastern City District Plan (2017). There is considerable potential for *the Sydney Metro Active Transport Corridor /GreenWay South West* to be a case study for the implementation of collaborative planning and integrated design, as outlined in the Government Architect NSW recently launched guideline "*Better Placed*".

This submission strongly recommends that DPE, Sydney Metro and its agents adopt a design-led, holistic, integrated, place-based approach to the construction of a multi-purpose active travel and urban environmental corridor along the route of the Sydenham to Bankstown rail corridor. This should reflect the integrated approach which is already being successfully implemented by the GreenWay councils, its state government partners and GreenWay community stakeholders along the GreenWay/Inner West Light Rail corridor .

Successful implementation of the ambitious objectives outlined in the *Sydney Metro EIS* and the *Sydenham to Bankstown Urban Renewal Corridor Strategy* will depend, to a significant extent, on the willingness and capacity for DPE and other state agencies to constructively partner with the GreenWay Program, GreenWay councils and other stakeholders to adequately plan, design, fund, implement and manage a suite of integrated improvements which will enhance urban livability for existing and new communities in the Dulwich Hill Station Precinct, in the adjacent precincts of Marrickville, Hurlstone Park and Canterbury and in communities from Dulwich Hill south-west to Bankstown.

The IWC and GreenWay Program look forward to working with DPE and its state government partners during 2018 and beyond to address the challenges, risks and opportunities outlined in this submission.

Yours sincerely

Nick Chapman

GreenWay Place Manager

nick.chapman@innerwest.nsw.gov.au

attachments

- A** GreenWay Missing Links Update, IWC, September 2016
- B** GreenWay Missing Links Update, IWC, October 2017
- C** GreenWay Missing Links Report, GreenWay Councils, October 2015
- D** Potential Planning Projects, Dulwich Hill Station Master Plan, panovscott architects, 2016



GREENWAY MISSING LINKS UPDATE

September 2016

What's the GreenWay?

The GreenWay is a 5km urban environmental corridor linking the Parramatta River at Iron Cove with the Cooks River at Earlwood. Following the route of the Inner West Light Rail, the GreenWay features bike paths and foreshore walks, cultural and historical sites, cafes, bushcare sites and a range of parks, playgrounds and sporting facilities.

How much of the GreenWay shared use path is in place?

Nearly half of the 5km GreenWay shared use path is already in place, mostly the sections extending north of Parramatta Rd to Iron Cove and the popular Bay Run. Some southern sections are in place, but a lot more needs to be done. Most southern sections of the GreenWay are temporarily routed along quiet local streets. There are 8 wayfinding signs at intervals along the GreenWay.

The route is also identified by marker signs and white stencils painted on the surface of local streets and off-road shared use paths.

How long does it take to ride the GreenWay?

It takes about 45 minutes on a bike if you don't stop along the way (other than at busy road crossings). It can take a lot longer if you stop to relax in a park, grab a coffee or visit a shop or local art gallery!

When will the remaining sections of the GreenWay be completed?

In October 2015 the Greenway Missing Links Report was adopted by the former Leichhardt, Marrickville, Ashfield and Canterbury councils. The Report identifies 11 priority missing links which are expected to be built over the next 5 years. The links were assessed in consultation with the State Government to enhance pedestrian and cycle safety, connect with regional cycleways along the Cooks River and Parramatta River and improve local access to the 9 Inner West Light Rail stops. The councils commissioned a multi-disciplinary team led by the NSW Government Architects Office to develop a concept design for the most complex links F to J, (see map overleaf) which will create a continuous off-road shared path between Parramatta Road and Old Canterbury Road.

New GreenWay funding announced

The Inner West community and local councils have been campaigning for over 10 years to complete the GreenWay. In July 2016 the NSW Government and the new Inner West Council announced a joint commitment of \$14.5 million towards the cost of completing the GreenWay Missing Links. Detailed designs for the Central and Southern Missing Links are now being prepared. The timing of construction of individual links will depend on further detailed studies, planning approvals and development timetables. It is expected that most of the GreenWay Missing Links will be completed by 2020.

How can I find out more about the GreenWay Program?

Visit the website www.greenway.org.au for information about the many active transport, bushcare, schools education and local cultural activities taking place along your GreenWay. Detailed information about the missing links is contained in the GreenWay Missing Links Report adopted by the four councils in October 2015 see: www.greenway.org.au/publications





MISSING LINKS MAP



Link J1 pedestrian/cycle bridge under Battle Bridge, Parramatta Rd.



Link H2 pedestrian/cycle tunnel under Longport St, Summer Hill.
Artist impressions of Missing Links courtesy of Tyrrell Studio and NSW Office of the Government Architect.

TYRRELLSTUDIO

missing links:

- high priority**
- F1** Old Canterbury Road Crossing 1
- G** Lewisham West
- Hi** Longport Street Crossing 1
- N** Leichhardt North Feeder
- med/high priority**
- I** Cadigal Reserve
- J1** Parramatta Road Crossing 1
- K** Hawthorne Canal South
- M** Longport Street Feeder
- medium priority**
- A** Cooks River Crossing
- B1** Cooks River 1
- C** Jack Shanahan North
- D** Arlington
- E** Johnson Park
- L** Ewart Lane Feeder
- other link options**
- B2** Cooks River 2
- B3** Cooks River 3
- F2** Old Canterbury Road Crossing 2
- H2** Longport Street Crossing 2
- J2** Parramatta Road Crossing 2

key:

- GreenWay corridor
 - GreenWay catchment
 - Existing shared path
 - Proposed GreenWay shared path
 - Regional cycle routes
 - Feeder Links to priority regional routes
 - Train stations
 - Light Rail stops
 - Bushcare sites
- Lewisham The Western & Bankstown Lines
- 0 500 metres

Sydenham



GREENWAY MISSING LINKS UPDATE

October 2017

What's the GreenWay?

The GreenWay is a 5.8km environmental and active travel corridor linking the Parramatta River at Iron Cove with the Cooks River at Earlwood. Following the route of the Inner West Light Rail, the GreenWay features bike paths and foreshore walks, cultural and historical sites, cafes, bushcare sites and a range of parks, playgrounds and sporting facilities.

GreenWay Missing Links funding secured

The inner west community and local councils have been campaigning for over 10 years to complete the GreenWay.

The NSW Government and the new Inner West Council have announced a joint commitment of \$14.5 million towards the cost of completing the GreenWay Missing Links. This will unlock approximately 3ha of open space not currently accessible to the community.

TIMELINE

MID 2016	Funding secured
FROM NOW	Community invited to provide input to inform GreenWay Missing Links Master Plan
EARLY 2018	Draft GreenWay Missing Links Master Plan on public exhibition for final feedback
MID 2018	GreenWay Missing Links Master Plan adopted by Council
LATE 2018	Construction of first Missing Links and priority Master Plan works
FROM 2019	Staged implementation of GreenWay Missing Links Master Plan

GreenWay Missing Links Master Plan

Concurrent with the design of some of the key Missing Links, Council is developing a Master Plan for the whole 5.8km GreenWay corridor. The GreenWay Missing Links Master Plan will guide the delivery of landscaping and infrastructure within the GreenWay corridor over the next 10 years.

Have your say

Inner West Council is now inviting community input about the design of the missing links and how best to use the unlocked and existing open space in the GreenWay corridor.

The feedback provided by the community will build on other work and community engagement over the past 10 years to inform the development of the GreenWay Missing Links Master Plan.

Visit: www.yoursayinnerwest.com.au to complete an online survey and be informed about engagement events onsite. The last day for online comment is 15 November 2017.

The map overleaf shows the sections of the GreenWay Corridor where we are seeking comment and what we are seeking comment about.

How does the GreenWay Master Plan and Co-ordination Strategy 2009 relate to this new GreenWay Missing Links Master Plan?

The 2009 Plan presents a clear vision for the five elements of the GreenWay Program - place making/management; sustainable transport; urban bushcare; art and community culture; and sustainability education. The new plan focuses on the planning and delivery of the sustainable transport elements.

What happens next?

In early 2018 the draft GreenWay Missing Links Master Plan will be on public exhibition and open for final comment to make sure the plan has got it right. Construction of the missing links and priority Master Plan works will commence in late 2018.



GO TO: www.yoursayinnerwest.com.au to have your say on the Master Plan!

How can I find out more about the GreenWay program?

Visit the website www.greenway.org.au for information about the many active transport, bushcare, education programs and local cultural activities taking place along your GreenWay.



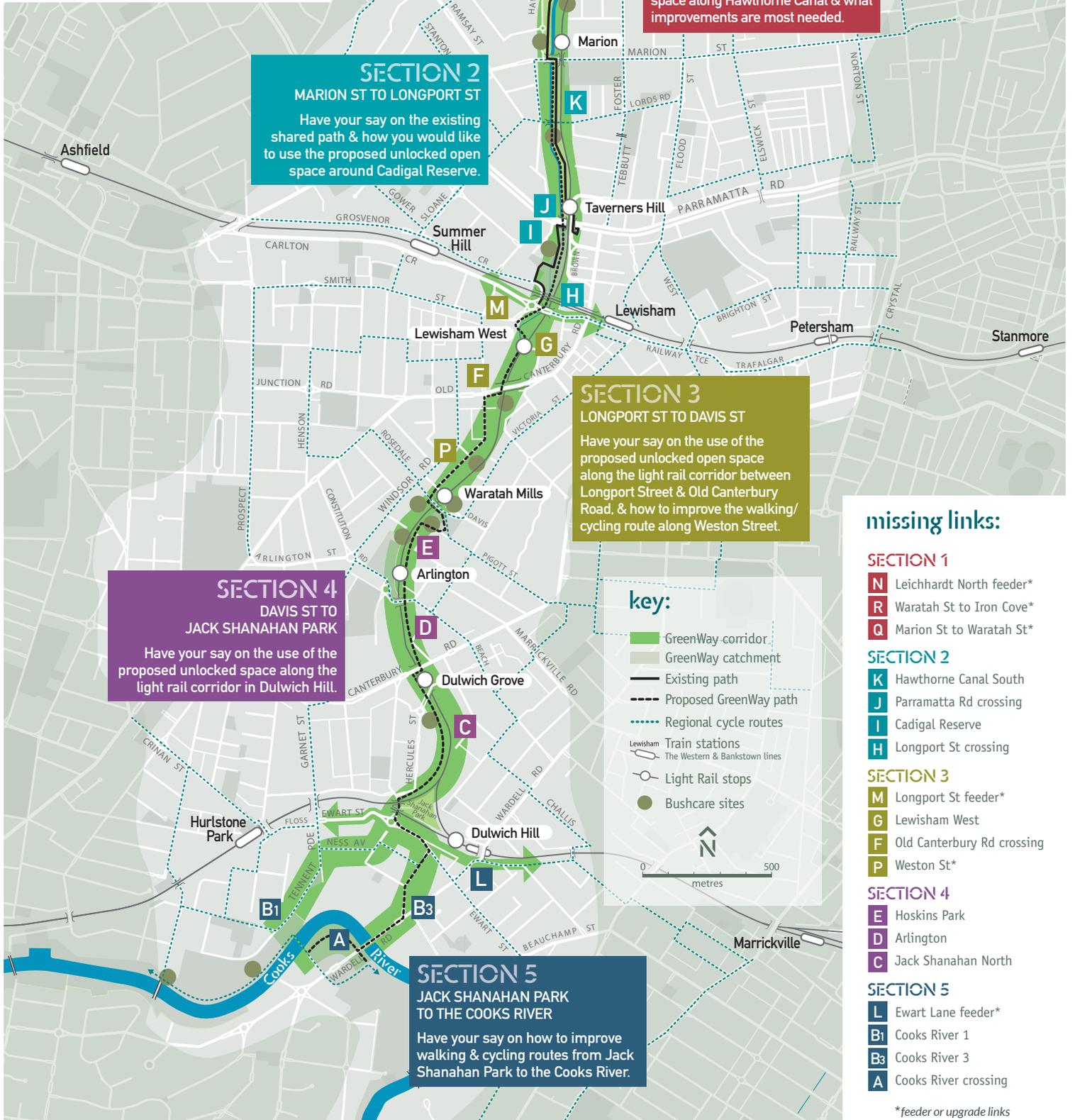


Missing Links MASTER PLAN

GO TO:

www.yoursayinnerwest.com.au

to have your say on one or more sections by 15 November 2017.



SECTION 1
IRON COVE TO MARION ST

Have your say on the use of the open space along Hawthorne Canal & what improvements are most needed.

SECTION 2
MARION ST TO LONGPORT ST

Have your say on the existing shared path & how you would like to use the proposed unlocked open space around Cadigal Reserve.

SECTION 3
LONGPORT ST TO DAVIS ST

Have your say on the use of the proposed unlocked open space along the light rail corridor between Longport Street & Old Canterbury Road, & how to improve the walking/cycling route along Weston Street.

SECTION 4
DAVIS ST TO JACK SHANAHAN PARK

Have your say on the use of the proposed unlocked space along the light rail corridor in Dulwich Hill.

SECTION 5
JACK SHANAHAN PARK TO THE COOKS RIVER

Have your say on how to improve walking & cycling routes from Jack Shanahan Park to the Cooks River.

missing links:

- SECTION 1**
 - N** Leichhardt North feeder*
 - R** Waratah St to Iron Cove*
 - Q** Marion St to Waratah St*
- SECTION 2**
 - K** Hawthorne Canal South
 - J** Parramatta Rd crossing
 - I** Cadigal Reserve
 - H** Longport St crossing
- SECTION 3**
 - M** Longport St feeder*
 - G** Lewisham West
 - F** Old Canterbury Rd crossing
 - P** Weston St*
- SECTION 4**
 - E** Hoskins Park
 - D** Arlington
 - C** Jack Shanahan North
- SECTION 5**
 - L** Ewart Lane feeder*
 - B1** Cooks River 1
 - B3** Cooks River 3
 - A** Cooks River crossing

*feeder or upgrade links

DPESYDMET Email

From: [REDACTED]
Sent: Wednesday, 8 November 2017 10:22 PM
To: DPESYDMET Email
Subject: FW: Submission Details for C Perkins (object)

From: system@acelo.com On Behalf Of C Perkins
Sent: 08 November 2017 22:21:13 (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details for C Perkins (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: C Perkins
 [REDACTED]

Address:
 [REDACTED]

Belmore, NSW
 2192

Content:

I am supportive of the submission made by the Marrickville Residents Action Group (MRAG) submission to the Metro Project EIS (Attached). A copy of which is below for your reference.

While I understand the year of community consultation has ended, this does not excuse such a cursory and frankly disingenuous consideration of community concerns and most likely damaging societal impacts of the unnecessary upgrade of the Sydenham to Bankstown train line.

Please note the following comments are focused on the conversation of the heavy train line only and DO NOT raise any of the severe impacts which are likely to eventuate from the gross overdevelopment of the area which has been 'justified' through the "upgrade" of the metro line. Justification which makes absolutely no sense considering the vast majority of people who live along the Sydenham to Bankstown line DO NOT use the train line and instead are mostly multi-car families whose driving habits will not change simply because the government introduces a few more trains an hour. The metro will make no positive difference to those who live along the line currently. Families will still use their cars for all day-to-day activities like taking their kids to school (there are barely any schools in close walking distance from any of the train stations along the proposed "upgraded line") and doing their shopping. For this reason alone the proposed upgrade to the line will be a gross failure. Indeed, more people along the lines are likely to use their car than they currently do because of the fact that the line is incompatible with other stations (i.e. what are people who live past Bankstown to do?). Does the Government really expect them to get off the metro train and wait to change to another heavy rail train? The very fact the government is proposing such a thing is an embarrassment to the State of NSW. In reality the "new and improved" service proposed will actually be a downgrade for a large number individuals who currently use the heavy rail service. The Sydney metro needs to stop immediately with the propaganda exercise because anyone affected by this plan can see straight through the shiny brochures and pretty pictures to what this plan really is - a way to justify gross overdevelopment which can not be sustained in anyway by the local infrastructure which is already failing (roads, hospitals, schools, childcare and community groups, nursing homes).

* The roads in Canterbury-Bankstown are well below an acceptable standard. I am not merely talking about traffic, which will of course increase markedly under the revised plan, I am also taking about the inadequate nature of the roads themselves - they are too small and are dangerous for the number of cars that currently use the roads. Instead of wasting millions of dollars on replacing which is essentially a completely adequate and well run train line, why doesn't this Government use some of that money to improve other failing and inadequate infrastructure in the area -

for example, a tram down Canterbury and New Canterbury Roads may greatly assist to alleviate the congestion down that road corridor? The current revised plan will do nothing to alleviate the congestion on these and other local roads. Indeed, the revised plan will only add to the problem.

* It goes without saying and this Government has already admitted that shutting down the Bankstown line for the purpose of converting it into a metro-line will have a severe detrimental impact on the thousands of people that use that train line everyday. While busy the Bankstown line is by no means the most congested in Sydney (I know from first hand experience travelling the Bankstown line every day and observing and travelling on other lines). Indeed, after 8:45am trains on the Bankstown line are barely half full. Those residents of Sydney who do not have any adequate public transport must wonder at a Government who is willing to waste millions and millions of dollars on replacing a fully functioning train line while persisting in not providing them with any transport infrastructure whatsoever. I am lucky enough to have lived close to the Bankstown train line all my life and would hate to be one of the millions of Sydneysiders who have been consistently ignored and have to waste thousands of dollars and hours driving my car to and from work each day. This Government should invest in new train lines and other public transport for the newer growing areas of Sydney instead of persisting with the upgrade of the Bankstown line.

* If the wastage that is the upgrade to the Sydenham to Bankstown line proceeds, all users of the train must be accordingly compensated monetarily by the NSW Government for the significant losses in time and detriment caused to lifestyle. In addition to free transport on whatever poor excuse for replacement transport will be implemented during the shutdown period (I assume this will be a woefully inadequate bus replacement service), Government will need to consider compensating individuals for lost wages (for example, I will need to start and finish work an hour later and earlier to leave and get home on time). Another alternative will be to cancel or discount council rates for the relevant period of the shutdown. This will be a matter for the Government to negotiate with the local council but cannot be something that is ignored as the local taxpayers will not stand for the inconvenience and litigation may result.

*It also goes without saying that any households directly affected during the construction period of the metro, or houses that are impacted by noise after the construction has been finalised (a distinct possibility given the number of trains that are scheduled to run each hour) are also sufficiently compensated.

* Finally, I note the upgrade of the Bankstown line will destroy the heritage of the train line and surrounding areas. The train station buildings and shape of the platform station in Belmore are of significant heritage value and must not be destroyed. This Government is happy to recognise heritage in its own electorates but not in other areas of Sydney where the heritage is perceived by many as worthless. In a city with so little heritage, if the heritage of these train stations and of course garden homes are lost with the introduction of this new plan, future generations will wonder how this Government could allow such a thing to happen on its watch. To endorse heritage to be destroyed and replaced with ugly concrete and glass monstrosities at each train station is a disgrace that will remain a blight on Sydney and New South Wales. I am not against development by any means but this Government needs to recognise that this "Plan" directly targets pockets of significant heritage areas that need to be protected. It is not right to disregard the heritage along the Sydenham to Bankstown corridor, including train station buildings and station master houses, because it is not regarded at this time as valuable enough to save. Future generations will not agree with this position, nor do current supporters of heritage in the area such as myself.

COPY OF MRAG SUBMISSION (excluding footnotes):

3/11/17

The Marrickville Residents Action Group (MRAG) was formed in March 2016 to fight against the conversion of the Sydenham to Bankstown rail line to a Metro line and the associated proposed overdevelopment of the Sydenham to Bankstown Urban Renewal Corridor (SBURC)

Submission for Sydenham to Bankstown Metro EIS

Summary

During construction of the Metro there will be significant disruption in Marrickville. This will be caused by rail possessions, full and partial road closures, increased traffic from replacement buses, project related haulage, works compounds and infrastructure reconfiguration. This disruption will be amplified by the commencement and completion of residential construction works, related to the Urban Renewal Corridor, between 2019 and 2024.

The Metro Project will result in the extensive loss of heritage and other infrastructure. The Loss of the Illawarra Road Overbridge and two thirds of the Marrickville Station platforms are of particular concern.

There is no confidence that the 2024 deadline will be met. This concern is justified given the delays on the City to Eastern Suburbs Light Rail and WestConnex and the complexity of the conversion works. There are similar concerns regarding the project's ability to meet its forecast budget.

MRAG Position

MRAG opposes the conversion of the Sydenham to Bankstown rail line. There are many reasons for this opposition. For the purposes of this submission the environmental impacts as outlined in the Environmental Impact Statement (EIS) form the backbone of our opposition. MRAG's analysis can be found below under 'Environmental Impact Details'.

To this can be added, the lost opportunity to extend Sydney's rail network to parts of Sydney that don't currently have a rail service, the decoupling of the Sydenham to Bankstown line from the Sydney heavy rail network, the reduction in seating per train from 896 to 378, the rail service being leased to a private operator and reducing the public interest, and the residential over development associated with the introduction of the Metro line.

In September this year NSW Labor Opposition Leader, Luke Foley said of the Sydenham to Bankstown Metro, "People don't get a new rail line. Residents get their existing rail line shut for 16 months and 100,000 new residents. The point of rail upgrades should be to add to the rail network".

MRAG agrees with Luke Foley.

In response to the Metro EIS Greens NSW Transport Spokesperson, Mehreen Faruqi said, "People living on the Bankstown line should not be subjected to daily chaos while the Liberal-National Government spends billions on a privately-run Metro that they cannot show offers any benefit to the people of Sydney. The Government should go back to the drawing board and invest in expanding the public transport network, not handing it over to corporations."

MRAG agrees with Mehreen Faruqi.

Recommendations

That:

- * The Sydenham to Bankstown rail service not be converted to a Metro service
 - * Any extension the Metro line beyond Sydenham be to suburbs not currently serviced by rail
 - * Station upgrades and other necessary works be carried out as part of the works schedule for City Rail
- That should the Metro construction between Sydenham to Bankstown proceed:
- * An embargo be placed on planning "upzonings" in the Sydenham to Bankstown Urban Renewal Corridor (SBURC) until after the proposed completion of the of the Metro Line
 - * The Flood Retention Basin at McNeilly Park is cancelled as the current situation provides "an acceptable level of compliance".
 - * The brick walls on the Illawarra Rd Overbridge are retained
 - * The platforms East of Marrickville Station buildings should be retained
 - * Any residents affected by vibration, noise, light and dust during the construction period be appropriately compensated and facilities made available to ensure they can maintain healthy lives
 - * Dilapidation reports should be done for all properties possibly affected by construction works

Environmental Impact Details

Rail 'Possessions'

Residents in Marrickville will be severely inconvenienced due to rail line 'possessions'. Assuming there is no variation from the possessions assumed by the EIS, the Sydenham to Bankstown line will not operate for up to 71 weeks during the 5 year construction period. However, the EIS acknowledges that, "the timescales of many of these (cumulative construction impacts) are unknown at this time, and the overall duration of the project construction is such that there are many interdependencies and opportunities that would require management as the program evolves. Given this the community can have no confidence that possessions will be limited to 71 weeks.

The proposed possession periods can be summarised as follows:

- * Standard possession - possession on the line on weekends on four occasions over the year
- * Additional possession - additional weekend possessions as required, over and above the standard periods
- * School holiday possessions - planned during each December and January school holiday period, including public holidays between 2019 and 2024. Further 2 week school holiday possessions in July each year
- * Final possession - between 3 to 6 months possession at the end of the construction phase.

Bridge Works

Residents in Marrickville will be severely inconvenienced due to bridge works. At least 23 overbridges and underbridges along the rail line need to be altered during the conversion of the Sydenham to Bankstown line; and some completely rebuilt.

For Marrickville residents the most important bridge works will be on the Illawarra Road Overbridge, Livingstone Road Overbridge and the Charlotte Ave Underbridge, Marrickville.

The Illawarra Road Overbridge will be replaced . There will 28 days of half lane closure and two days 2 days full closure . The disruption to traffic on Illawarra Rd will be considerable as the Illawarra Rd Bridge has an Average Daily Traffic (ADT) of 11,900. The Illawarra Road Bridge will have an expected 220 Heavy Vehicles per day during construction.

The Charlotte Road Underbridge will have 14 weeks of half-lane closure and 3 days of full closure. It currently has an ADT of 7,900 with an expected increase of 110 Heavy Vehicles per day during construction.

The Livingstone Road Overbridge will be reduced to 'Narrow lanes' during weekends and night time for 8 months. It has an ADT of 12,200 with an expected increase of 40 Heavy Vehicles per day during construction.

The Arbermarle St Overbridge will have a full closure for 1 month and partial closure during weekends & night time

work over a 7 month period.

Congestion during bridge closures will exacerbate the poor traffic flow situation in the area, especially along Illawarra Rd and Carrington Rd, Marrickville. Illawarra Road is narrow but serves as a significant thoroughfare, during peak hour. The proposed half-lane closures for 4 and 14 weeks, respectively is certain to cause gridlock in the area. Further, according to the EIS, bridge works between Belmore and Sydenham "would occur during ARTC shut down periods, where a possession is required to complete the works and therefore would not occur during school holiday periods".

The different timing of the ARTC and City Rail possessions means that Marrickville residents will lurch from the closure of the rail line to the constriction of roads leading to the Illawarra, Livingstone Rd and Charlotte St road bridges.

Construction traffic noise levels would exceed the relevant criteria on some roads in Marrickville, with majority of exceedances occurring during the night, due to temporary bus services during possession periods.

Paradoxically and despite the inconvenience of the bridge works, the Sydney Metro does not seek to achieve full compliance with the standard for the bridges, as this is considered impractical. Sydney Metro only seeks to "provide an acceptable level of compliance".

Heritage and Infrastructure destruction

Residents in Marrickville may be shocked to find that heritage infrastructure is being wilfully neglected. The heritage Illawarra Road Overbridge will be removed and replaced and the Marrickville Station platforms east of the Station buildings will be demolished. This demolition is a waste of established infrastructure that will reduce the heritage significance of the station precinct.

Congestion

Residents in Marrickville will be severely inconvenienced due to congestion. During construction there will be significant traffic impacts. These will arise from construction haulage vehicles (light and heavy trucks), rail replacement bus services and light vehicles (cars and utility vehicles) entering the surrounding road network throughout Marrickville. These construction haulage vehicle movements will increase traffic congestion and impact on intersection performance, the existing bus services, pedestrians and cyclists.

Additional Buses

Marrickville's quiet suburban roads will be gridlocked and subject to additional traffic noise due to the extraordinary number of replacement buses required to move 100,000 people a day when the line is shut down for construction. All busses will go to and from Sydenham Station and need to pass through Marrickville.

Marrickville Rd between Illawarra Rd and Silver St, Marrickville will be the worst affected, with a minimum of 825 buses and maximum of 1,515 replacement commuter buses forced on to the road between 7am to 10pm. That's potentially one bus every 40 seconds for 15 hours.

These commuter buses, along with construction vehicles, will cause traffic gridlock.

Construction Related Haulage

Illawarra Rd, Warren Rd, Myrtle St, Carrington Rd and Marrickville Rd will all have increased levels of heavy and light vehicles as a result of construction. Most roads will have daily increases of 110 heavy vehicles with Illawarra Rd expected to have 220 per day.

Intersections

The introduction of Temporary Transport Strategy (TTS) is anticipated to result in significant impacts to intersection performance in and around Marrickville.

Works Compound

Residents in Marrickville will be severely inconvenienced due to the works compound. Buildings from 2 to 12 Station Street and 1 Leofrene Street, Marrickville will be demolished and used as a long term compound for the Metro construction. Long term use means between 18 months and the entire construction period. The works compound will also include Station Street.

The Marrickville Station works compound will severely impact on the amenity of the station area. Traditionally, it has been the main exit for outbound trains. The recent upgrade of Marrickville Station has provided it with appropriate alternative outbound entry and exit options. However, the recent Station upgrade took 2 years to complete and the proposed works compound will mean that this area could be severely disrupted for 7 years out of 8. Further, once the proposed Metro has been completed the works compound site will be redeveloped under the Sydenham to Bankstown Urban Renewal Corridor (SBURC). This will add further to the time the area is disrupted by construction.

Noise & Vibration

Residents in Marrickville will be severely inconvenienced due noise and vibration. Residents around Marrickville Station would suffer from impact of noise and vibration over long periods of time.

The EIS says, "Highest noise levels were generally found to result from activities which require the use of noise intensive plant such as a hydraulic breaker, rock saw and ballast tamper." This includes the following activities around the station: earthworks with hydraulic breaker, corridor works-ground & track earthworks with hydraulic tamper & track form with ballast tamper, station works with hydraulic breaker and rock saw and Illawarra Rd Overbridge needing

demolition with hydraulic breaker and rock saw.

Marrickville would have 998 Sleep disturbance exceedances, 684 Earthworks sleep disturbance noise impacts over 30 weeks with 40 buildings at risk of excessive vibration impacts. 3 heritage buildings are at risk of excessive vibration and the 'Vesbar' Café at Warburton St would experience sensitive receivers 20 decibels over the noise management level.

24 hour works would at times be required and could include use of heavy noise intensive equipment such as rock breakers

Flood Retention Basin

Residents in Marrickville will be severely inconvenienced due to loss of open space during the construction of the flood retention basin. An 8000m³ retention basin is proposed for McNeilly Park, Marrickville . The western end of the park will be the location for the retention basin. McNeilly Park is one of the few significant pieces of open space between The Cooks River and Jarvie Park, Marrickville. Its partial closure will prove to be a loss of significant amenity to the community. Sydney Metro should defer construction of the retention as the current situation provides "an acceptable level of compliance".

Signalised crossing

Residents in Marrickville may be bewildered by the waste associated with the removal of recently completed infrastructure. The signalised crossing for pedestrians on Illawarra Road Overbridge is to be removed and replaced with a fully signalised intersection at Illawarra Road and Schwebel/Warburton Streets. A zebra crossing will be marked at Arthur Street/Illawarra Road. The traffic lights on the Illawarra Rd overbridge have only recently been installed as part of the Marrickville Station upgrade. It is extraordinary that infrastructure so recently built is to be redone.

Bike Parking

Residents in Marrickville may be insulted that bike racks are being used as part of the sales pitch for the Metro. The promise to upgrade bike facilities is hollow as approximately 19 parking spots were provided in the recent station upgrade.

Conclusion

Public infrastructure is a good thing that should be encouraged and sustained. Generally, the community is supportive even when there will be significant imposts. However, the proposed Metro line is not such a case. The Metro will not be a new rail line. Rather it is the conversion of an existing world class service that will miss the opportunity to extend Sydney's rail network. This conversion will come at a price. That price includes disruption, chaos and loss due the nature and impact of the works, from road bridge removal and congested streets to rail line possessions to loss of built heritage. Coupled with the massive proposed overdevelopment promoted by the SBURC it is no wonder that that many residents along the Sydenham to Bankstown Corridor do not think that the pain of this project is worth the gain to the community. There are better places to build rail lines!

Submission: Online Submission from C Perkins (object)

https://majorprojects.accelo.com/?action=view_activity&id=231178

Submission for Job: #8256 Sydney Metro City & Southwest Sydenham to Bankstown Upgrade

https://majorprojects.accelo.com/?action=view_job&id=8256

Site: #3501 T3 Bankstown Line between Sydenham and Bankstown

https://majorprojects.accelo.com/?action=view_site&id=3501

DPESYDMET Email

From: [REDACTED]
Sent: Wednesday, 8 November 2017 10:23 PM
To: DPESYDMET Email
Subject: FW: Submission Details for Anne Nolan (object)

From: system@acelo.com On Behalf Of Anne Nolan
Sent: 08 November 2017 22:22:10 (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details for Anne Nolan (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Anne Nolan
 [REDACTED]

Address:
 [REDACTED]

Belmore, NSW
 2192

Content:

SUBMISSION TO SYDENHAM TO BANKSTOWN METRO EIS NOV 2017-11-04

My Submission is a personal response from someone who has lived in Belmore for over 40 years. It is based on attending Department of Transport meetings at Marrickville Town Hall and Canterbury Bankstown Leagues Club and trying to read this large and complex document.

While I wish to acknowledge the cooperation and knowledge of the staff at the meetings, I find the promotional material is a sham and misleading as it is glossy and positive about what will happen, while minimising the negative aspects and length of disruption of this construction. To say that people will put up with the disruption because the outcome will be better is ridiculous when so many of us do not want a Metro, and especially the wholesale rezoning and destruction of our suburbs which will accompany it.

GENERAL

The EIS document is complex, arduous and technical to read. After 3 years of development it is difficult for the community to respond in a 2 months period. At the Leagues Club meeting I attended there were approximately 10 community members in attendance. This shows how unsuccessful this strategy was in engaging the community who are going to be greatly inconvenienced during construction.

Planning for urban development should have infrastructure such as cultural and recreational facilities and green space in place first in anticipation of growth, not the other way round. This has not happened.

There appears to have been no community consultation about the route of the Metro. Most people who travel on the line use the City Circle and Redfern stations. For someone coming from west of Bankstown who uses the City Circle or any of the other stations now eliminated from the new route, the journey will now require three separate train trips, changing from one train to probably a more crowded train with less seats. It will not be seamless or pleasant and it will take a longer time! Personally, as an older female, I am not happy about having to change trains at night from Circular Quay which I often use to get home to Belmore. At present I can park my car adjacent to the railway station and feel safe. With a changed entrance to the railway in park land and no commuter parking nearby I will feel vulnerable late at night.

Congestion and capacity could be solved by upgrading the signalling, timetable changes and tunnelling from Sydenham to Central if required, with the Bankstown line trains terminating at Central. Double decker trains can operate at 4 minute intervals (ABC Fact Checker) with greater carriage capacity. Improvements, such as disabled access, can be delivered by existing train upgrades. Indeed many improvements, such as at Marrickville, Campsie and Belmore, have already been made. The extensive disruption and cost is not worth destroying the existing railway.

DESIGN

Alternatives for the planned route have not been canvassed with the public. A better alternative is to turn the line

south from Sydenham to areas such as Sans Souci and further south not now serviced by trains.

In terms of design, the modern designs do not respect the heritage flavour of stations on the line. Heritage listed buildings and platforms are being destroyed or made obsolete. For instance the booking office at Dulwich Hill is to be demolished and Belmore's has no designated use and will be obsolete with no access to the platforms. Platforms such as Belmore will be extended in length, creating a longer footprint with much of the greenery around stations and particularly in these extensions, destroyed. If potentially 13.8 hectares of vegetation is to be destroyed, why isn't there a responsibility to replace this because of the environmental and heat zone implications. The documents show up to 43 mature trees will be eliminated along Tobruk Avenue, a pedestrian thoroughfare and this is just one street. The footprint for most railway stations is greatly increased because of bike, taxi and kiss and drop zones. There needs to be compensation for this, not with a retail area next to the old entrance, such as is planned in Belmore. At many stations, such as Belmore, park and parking areas for shoppers and commuters are being eliminated both during and after construction. This will have the effect of contributing to the shopping strips dying.

OVERDEVELOPMENT

The need for further population densities along the line is unfair as the local government areas are already heavily populated and meeting state government requirements, while many areas, think Hunters Hill, Mosman and Woollahra are almost exempt from increases. The St George and Sutherland Shire areas of the Greater Sydney South are forecast to have population increases far less than Canterbury Bankstown. The 400 and 800 development zones around railway stations are planning disasters. Density can be increased without encouraging developers to only think of high rise and medium density apartment blocks. There is no responsibility for affordable housing or diversity in housing planned. Good planning is about planning for infrastructure, open space and road capacity before rezoning. This rezoning will happen before the building of the Metro and the building activity around both will make living and commuting along the line more chaotic, noisy and dirty than it already is. It is estimated that an extra 10,000 dwellings will be constructed before or during 2024 adding to this calamity.

The old Canterbury municipality was greatly deficient in open space and these plans only exacerbate this.

Infrastructure, such as schools and playing fields, need to be high quality in order to cater for children who will live without backyards and playing spaces. In Belmore there are no provisions for either schools or increased open space. In fact the main open space in Belmore, Terry Lamb Reserve, will be used for a transport service building with a possible high school planned in the green space in the future. Heritage values are completely ignored with none of the "1st World War veterans" homes to be retained near Belmore railway station. Only four houses are planned to be retained in Belmore and none in Campsie or Lakemba within the 800 metre zones. How does this wholesale destruction of streets contribute to the local character of the areas?

CONSTRUCTION PHASE

During construction there are many unanswered concerns. While there are plans to bus commuters to other railway stations and lines, the logistics of adding to peak hour chaos on main and secondary roads will be very challenging and time consuming for commuters. Kingsgrove Road, Beamish Street, Bexley Road, Burwood Road, Canterbury Road and Haldon Street are already at capacity. Adding an extra 1500 buses to the road system will increase the gridlock and frustration of commuters. Encouraging people to walk or ride push bikes is ridiculous when distances are unmanageable and hilly, there are minimum safe bike lanes and the environments along these main roads are toxic for pedestrians. Added to these difficulties is the constriction of traffic with the closure and partial closure of rail bridges in the area, haulage routes and parking for workers on the Metro.

How many houses will be exposed to long term and night noise, excessive lighting, vibration and dust? This is a particular concern where houses are built adjacent to the railway in suburbs such as Dulwich Hill, Hurlstone Park and Belmore. Are residents going to be provided with ear plugs like those around West Connex? It isn't clear where the noise barriers are to be constructed. Why are public, but not private buildings being given dilapidation assessments? This construction will happen over a five year period, with railway closures over 71 weeks. This is a very long construction time to expose residents, businesses and community facilities to this assault on their senses. I have no confidence the construction will be completed in this time, judging by other major infrastructure projects such as George Street tramway.

Both residential, commuter and shopping parking around railway stations is a big concern. It is unclear how much of this existing parking will disappear during construction and long term. Much of this important parking appears to be commandeered for construction sites. Where will construction workers park? There are already difficulties with parking in suburban streets and around railway stations. Why is part of the Tobruk Avenue Belmore parking to become a retail area when it is very well used by shoppers and short time commuters?

Where new railway entrances are to be constructed, this mainly is in quieter suburban streets. On the southern side of Belmore station this will interfere with the main street bypass and spread the busyness and noise of commuters and traffic. These new entrances, especially those with aerial concourses do not fit sympathetically with heritage buildings and platforms.

CONCERNS

The time savings for commuters do not stack up. If you have to change trains or get to stations no longer on the line there are walks of up to 1,000 metres to other stations. There is a claim of 70 minute saving per week but most journeys have savings of less than 3 minutes and for people needing stations no longer serviced by the train there are much longer and more crowded journeys. Many more commuters will be standing on trains. Redfern and St James have always been very busy stations and now will not be directly accessible from the new Metro line. Instead Waterloo will be in the loop without creating any additional stations in the 5 kilometre deviation through some of the

most densely populated and busy road networks in Sydney.

I am shocked and saddened that existing historic railway buildings and platforms are to be destroyed. They contribute to the historic local amenity that makes these stations unique.

Double decker trains could run to Central station more often with a seating capacity of 896 compared with the Metro of 378. Most commuters can presently occupy a seat but having to change trains at Sydenham or Central and get on already overcrowded trains, especially when faced with long journeys from the city to beyond Bankstown, is no improvement. Commuters expect to be able to sit if they want to and this will not be possible for many.

SUMMARY

The Metro from Sydenham to Bankstown is not in the public's interest. A new Metro needs to be built where there is no existing train line to extend public transport. Replacing the existing trains, at great expense, with the Metro does not make sense when there are simpler and cheaper solutions to the Sydenham bottleneck. It is linked to the rezoning of already crowded suburbs creating dysfunctional overdeveloped suburbs, lacking in community infrastructure and large open spaces and playing fields. It only benefits developers to the detriment of existing local communities.

Door to door seamless travel won't happen when popular destinations, such as Redfern and the City Circle stations are eliminated from direct access and when there are far less seats on trains. Who wants to go to Waterloo, not those who now alight at universities and medical facilities close to Redfern Station.

There are no clear strategies for how commuters are going to be transported over the five years of construction or possibly longer.

There is little consideration of how the long term disruptive activity will impact on residents, especially with extended night work.

The disappearance of commuter and local car parking around stations, which are used by local shoppers, disabled and the elderly, will result in negative impacts on local shopping strips adjacent to rail stations.

The elimination of so much vegetation, around stations and along the lines which, in many cases will not be replaced, will provide a harsher and less environmentally sound environment. Linear parks will not provide the parks and playing fields required for large increases in population.

Submission: Online Submission from Anne Nolan (object)

https://majorprojects.accelo.com/?action=view_activity&id=231180

Submission for Job: #8256 Sydney Metro City & Southwest Sydenham to Bankstown Upgrade

https://majorprojects.accelo.com/?action=view_job&id=8256

Site: #3501 T3 Bankstown Line between Sydenham and Bankstown

https://majorprojects.accelo.com/?action=view_site&id=3501

DPESYDMET Email

From: [REDACTED]
Sent: Thursday, 9 November 2017 12:11 AM
To: DPESYDMET Email
Subject: FW: Submission Details for Mary O'Sullivan of Ms (object)

From: system@acelo.com On Behalf Of Mary O'Sullivan
Sent: 09 November 2017 00:11:11 (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details for Mary O'Sullivan of Ms (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Mary O'Sullivan
 Organisation: Ms (2203)
 [REDACTED]

Address:
 [REDACTED]

Dulwich Hill, NSW
 2203

Content:

I strongly support the constructive recommendations made in the Save Dully submission. The Metro Line works will have a particularly destructive impact in terms of noise and vibration in Dulwich Hill because of the existing density along the rail corridor, the number of bridges and underpasses and specific land contours and typography in our suburb.

South Dulwich Hill and the ridges along the railway to the north are already affected by noise from plane movements at the airport within the curfew hours, noise amplified as it echoes along the Cooks River Valley and which intensifies in the hour before the curfew ends. This noise is compounded by goods train noise, due to poor quality and antiquated rolling stock. Heavy construction noise at night will further exacerbate this situation for residents. The Save Dully submission makes constructive recommendations to ameliorate this public health challenge.

The service outcomes envisaged for the replacement line do not seem to be justified by the extent, scale and duration of the modification work outlined in the EIS. This suggests works which far exceed the minor modifications implied in the Department's early communications to the community on this project.

Retrofitting a replacement line over an existing line, 'licensing' rapid and again retrofitted redevelopment via immediate and simultaneous rezoning in the so called adjacent 'corridor' to provide fares and the passengers to the private train operator, seems to be a very inefficient, expensive and almost ad hoc approach to improving Sydney's transport 'conectability' overall.

[REDACTED] . [REDACTED]
 Submission: Online Submission from Mary O'Sullivan of Ms (object)
https://majorprojects.acelo.com/?action=view_activity&id=231187

Submission for Job: #8256 Sydney Metro City & Southwest Sydenham to Bankstown Upgrade
https://majorprojects.acelo.com/?action=view_job&id=8256

Site: #3501 T3 Bankstown Line between Sydenham and Bankstown
https://majorprojects.acelo.com/?action=view_site&id=3501

DPESYDMET Email

From: [REDACTED]
Sent: Wednesday, 8 November 2017 8:24 PM
To: DPESYDMET Email
Subject: FW: Submission Details for Alison Wright (object)

From: system@acelo.com On Behalf Of Alison Wright
Sent: 08 November 2017 20:24:13 (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details for Alison Wright (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Alison Wright
 [REDACTED]

Address:
 [REDACTED]

Marrickville, NSW
 2204

Content:

- *There is no need to replace a well functioning heavy rail line with a different rail line. The Metro is being used as a pretext to upzone and overdevelop areas near railway stations.
- *I strongly disagree with the privatisation of the operation of the Metro .
- *The change-over from our current railway line to the metro will involve massive and unwarranted disruption to rail services and traffic as the new line, new stations and new bridges are built.
- *The possessions of the line during 10 school holiday periods plus an unspecified time for final possession is extremely disruptive to all communities along the line.
- *The new line will no longer stop directly at St Peters, Erskineville and Redfern stations decreasing access to these areas including Newtown's entertainment and restaurant district. This is a reduction in our current services.
- *The heritage of our railway stations needs to be respected and preserved. No loss of historic railway stations is acceptable.
- *I am concerned about the traffic congestion, traffic delays, diversion, access and parking restrictions during construction and possession. It will be very difficult to navigate Marrickville when the Illawarra Rd railway bridge and the Charlotte St underpass are being upgraded.
- *I am concerned about the impact on the commercial businesses on Illawarra Rd as well as the closure of a significant portion of McNeilly Park during construction.

[REDACTED]
 Submission: Online Submission from Alison Wright (object)
https://majorprojects.acelo.com/?action=view_activity&id=231144

Submission for Job: #8256 Sydney Metro City & Southwest Sydenham to Bankstown Upgrade
https://majorprojects.acelo.com/?action=view_job&id=8256

Site: #3501 T3 Bankstown Line between Sydenham and Bankstown
https://majorprojects.acelo.com/?action=view_site&id=3501

Personal Submission to the Environmental Impact Statement (EIS) Sydney Metro Sydenham to Bankstown Upgrade

Mail to :

Major Projects – Metro EIS Submission

DPE

GPO Box 39

Sydney, NSW, 2001

Name: **Peter PERLETTI**

Address: **98 Pexton Ave.**

BELMORE 2192

Application number: SSI 17_8256

I consent to my name being published

I do not consent to my name being published

I have no reportable donations to disclose

I object to the proposal to upgrade the Bankstown Line from Sydenham to Bankstown to metro standards.

The Metro conversion of this line is not justified because:

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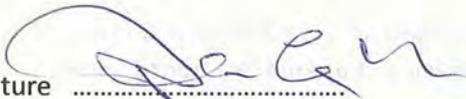
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Mail to :

**Major Projects – Metro EIS Submission
DPE
GPO Box 39
Sydney, NSW, 2001**

Name: PR BIANCA HESTER

Address: 96 PERMANENT AVE, EARLWOOD, 2206

Application number: SSI 17_8256

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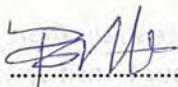
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Mail to :

**Major Projects – Metro EIS Submission
DPE
GPO Box 39
Sydney, NSW. 2001**

Name: **BOB SANDERSON**

Address: **1/2A WATKIN ST
HURLSTONE PARK**

Application number: SSI 17_8256

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Wesley Jay

Address:

506 / 570 New Canterbury Rd D Hill

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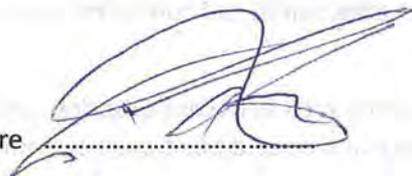
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**Major Projects – Metro EIS Submission
DPE
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Address: **33 WATKIN STREET,
HURLSTONE
NSW 2193**
Application number: SSI 17_8256

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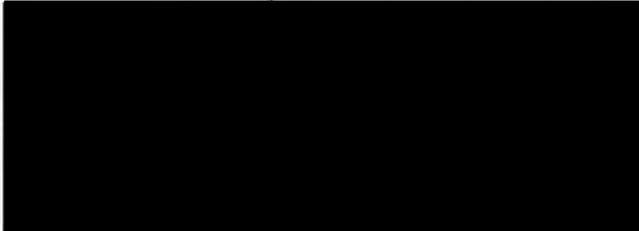
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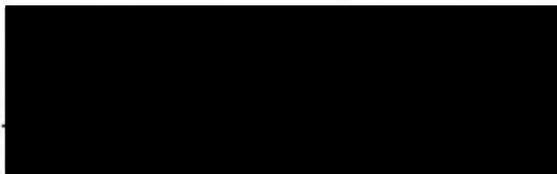
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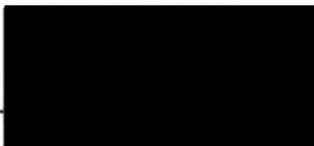
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Mail to :

**Major Projects – Metro EIS Submission
DPE
GPO Box 39
Sydney, NSW, 2001**

Name: *Matthew Bander*

Address: *24 Kilbride St.
Hurlstone Park 2193.*

Application number: SSI 17_8256

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NSW 2200

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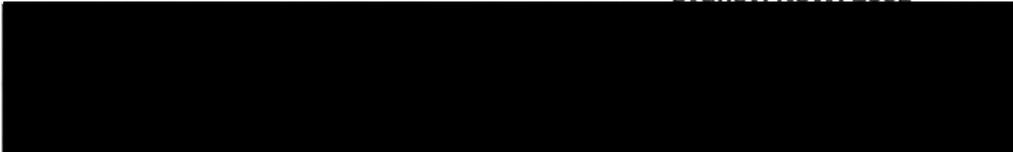
Personal Submission to the Environmental Impact Statement (EIS) Sydney Metro Sydenham to Bankstown Upgrade

Mail to :

**Major Projects – Metro EIS Submission
DPE
GPO Box 39
Sydney, NSW, 2001**

Name:

Address:



Application number: SSI 17_8256

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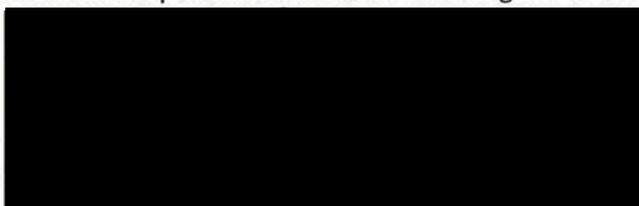
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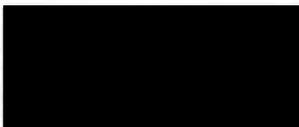
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Mail to :

**Major Projects – Metro EIS Submission
DPE
GPO Box 39
Sydney, NSW, 2001**

Name: *Imogen Moore*
Address: *5/11 Drummond St, Belmore 2192*

Application number: SSI 17_8256

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 Major Projects Assessment
 Dept Planning and Environment
 GPO Box 39
 SYDNEY, NSW 2001

Or scan and lodge at <http://majorprojects.planning.nsw.gov.au/>

Personal Submission to the Environmental Impact Statement (EIS) Sydney Metro Sydenham to Bankstown Upgrade

Name: NEVILLE BROWN

Address: UNIT 1 / NO.58 FLOSS ST. HURLSTONE PARK - 2193

Application number: SSI 17_8256

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5/11/2017

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Name: **GLYNIS HARDGRAVES**

Address: **22 TENNENT PDE HURLSTONE PARK 2193**

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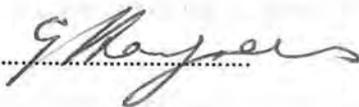
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Mail to :

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Clemton Park 2206
Application number: SSI 17_8256

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Address: *27 Harp St, Belconn*

Application number: SSI 17_8256

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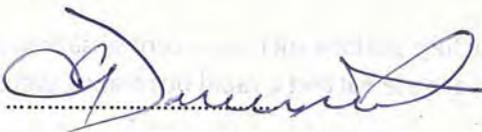
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Mail to :

**Major Projects – Metro EIS Submission
DPE
GPO Box 39
Sydney, NSW, 2001**

Name: *Jeremy, DAA*

Address: *12 Gowrie St, Hurlstone Park, NSW 2193*

Application number: SSI 17_8256

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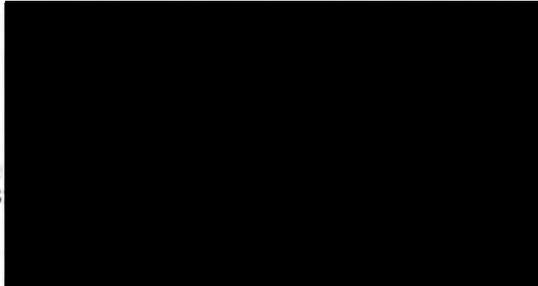
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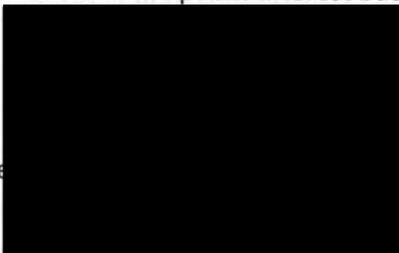
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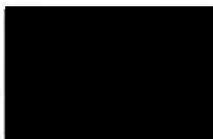
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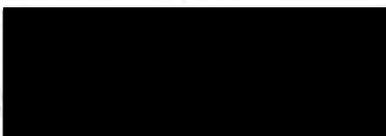
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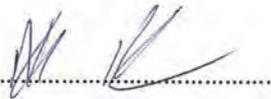
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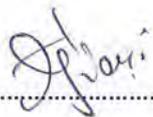
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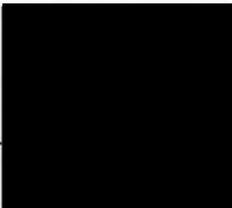
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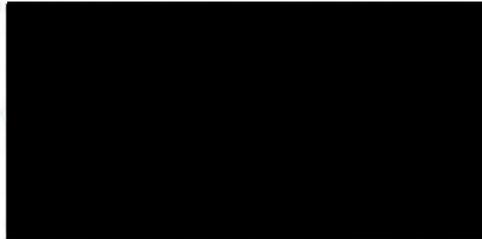
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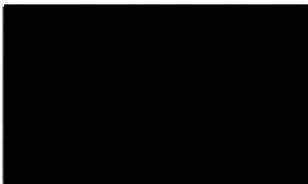
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 Major Projects Assessment
 Dept Planning and Environment
 GPO Box 39
 SYDNEY, NSW 2001

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DPESYDMET Email

From: [REDACTED]
Sent: Friday, 10 November 2017 2:08 PM
To: DPESYDMET Email
Subject: APPLICATION NUMBER: SSI 17_8256 - EIS EXHIBITION for Sydney Metro City & Southwest Sydenham to Bankstown Upgrade

From: E Teece [<mailto:elizabethteece@bigpond.com>]
Sent: Friday, 10 November 2017 1:17 PM
To: DPE CSE Information Planning Mailbox <information@planning.nsw.gov.au>
Cc: lanecove@parliament.nsw.gov.au
Subject: APPLICATION NUMBER: SSI 17_8256 - EIS EXHIBITION for Sydney Metro City & Southwest Sydenham to Bankstown Upgrade

Dept of Planning & Environment
 GPO Box 39, Sydney NSW 2001

RE: APPLICATION NUMBER: SSI 17_8256 regarding EIS EXHIBITION for Sydney Metro City & Southwest Sydenham to Bankstown Upgrade

I strongly OBJECT to the proposed Metro line to replace the existing Bankstown-Sydenham rail line.

1. I was alarmed and shocked to only just discover the existence of this proposal and the requirement for feedback from another concerned neighbour. There has been a distinct lack of comprehensive and far reaching communication to inform the community. This massive project will gravely impact the amenity of the area, disrupt services, create chaos/traffic/noise/dust for a period of years, and is linked in to the Bankstown-Sydenham redevelopment proposal – and a great part of the affected communities involved are unable to submit feedback due to a failure in communication.
2. The existing rail system performs its function perfectly well, there is absolutely no need for it to be removed and replaced with a different rail system. Other areas of Sydney are in great need of public rail service where currently none exists or needs improvement.
3. This is an excessive and ridiculous waste of public money, which could be far more productively spent on rail infrastructure where it is lacking, or to upgrade existing stations to include lifts.
4. This is a private enterprise, with profits going to an overseas company and other private contractors. Public transport should remain as public property.
5. A privatized rail model will focus on maximizing profit for the company or its shareholders, and the public it services will not be a priority.
6. The removal of many rail stations from the line will have negative impact on city commuters (loss of key CBD station stops) and to businesses in the busy retail/entertainment strips of Newtown, Enmore, Erskineville (St Peters and Erskineville stops), as well as reducing transport options for these 2 very busy inner city locations that are currently undergoing massive residential redevelopment and increased population density.

7. The Metro is a different rail system to the standardized current system, making it impossible for future link up of all existing rail networks across Sydney (the lines, stations, bridges, tunnels will not be compatible.) This is not good future planning.

8. The Metro carriages will be smaller than current rail carriages with less seating. This will be extremely inconvenient for all passengers, but will greatly impact those commuters with disabilities, or the elderly, pregnant women, people with children, sick or tired people etc.

9. Our railway stations are often heritage structures, and reflect the history and character of the area. It would be unacceptable to remove or damage or detract from these structures, which should be maintained and preserved for future generations to continue to enjoy.

10. The chaos of several long years of demolition, excavation, construction, traffic diversions, parking issues, increased truck movements, noise, dust etc will seriously negatively impact those living and working in the affected area. Noise, dust and lack of sleep will contribute to health risks for people subjected to these conditions where they live or work. Business areas are also likely to be adversely affected financially with road closures, diversions, loss of parking, and noise etc discouraging customer traffic over the period of years of this activity.

11. The premise for the large scale rezoning and redevelopment of the Sydenham-Bankstown Corridor is predicated on the Metro line project. This proposal is wildly inappropriate in terms of heights and density, lack of planned infrastructure such as schools, childcare, medical services, open spaces etc. Both projects seem not so much aimed at providing benefits to the community, as offering profit-making opportunities to private corporations, contractors, and developers.

The destruction of a functioning rail system, imposition of inappropriate redevelopment, acquisition and demolition of existing housing and business – to build a duplicated rail line with less services – is not in the best interests of the community your department serves.

Yours sincerely

Elizabeth Teece

12 Holt Street, Newtown 2014

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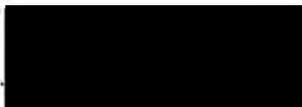
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Address: *57 Collins St., Belmore NSW 2192*

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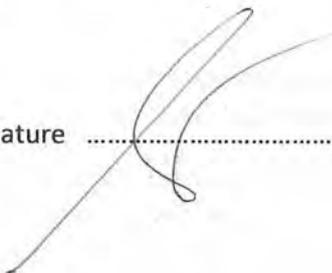
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A handwritten signature in black ink, consisting of a series of loops and a long horizontal stroke extending to the left.

Personal Submission to the Environmental Impact Statement (EIS) Sydney Metro Sydenham to Bankstown Upgrade

Mail to :

**Major Projects – Metro EIS Submission
DPE
GPO Box 39
Sydney, NSW, 2001**

Name: *Eli Gooding*

Address: *155 Maresa rd Greenacre*

Application number: SSI 17_8256

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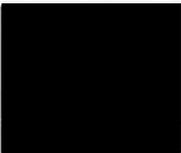
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Mail to :

**Major Projects – Metro EIS Submission
DPE
GPO Box 39
Sydney, NSW, 2001**

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Address: 53 Chalmers St, Lakemba

Application number: SSI 17_8256

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Address: 70 LANG ST
PADSTOW

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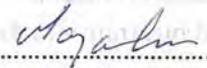
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Michael

Mail to :

**Major Projects – Metro EIS Submission
DPE
GPO Box 39
Sydney, NSW, 2001**

Name: Michael Langer

Address: 130 Taylor st
Wakamba 2195

Application number: SSI 17_8256

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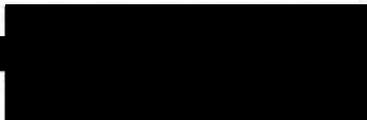
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Name: ANNA FOTARDI
Address: 16 STEVA ST.
BELMORE

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Mail to :

**Major Projects – Metro EIS Submission
DPE
GPO Box 39
Sydney, NSW, 2001**

Name:

Address:

Application number: SSI 17_8256

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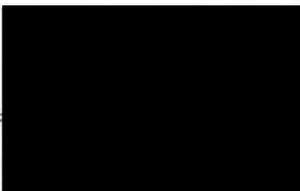
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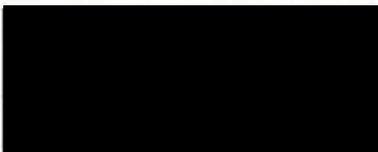
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Mail to :

**Major Projects – Metro EIS Submission
DPE
GPO Box 39
Sydney, NSW, 2001**

Name: Kate Jo

Address: 46 Eftala St Blemire
46

Application number: SSI 17_8256

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DPE

GPO Box 39

Sydney, NSW, 2001

Name:

Halil YILDIZ

Address:

*113 Knox St.
Belmore N-S-W*

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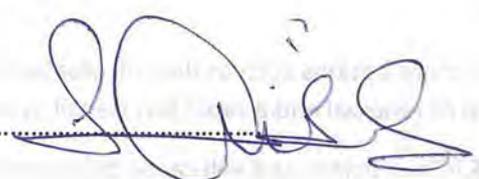
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DPE
GPO Box 39
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Address: 19 Gladstone St
Belmore 2192

Application number: SSI 17_8256

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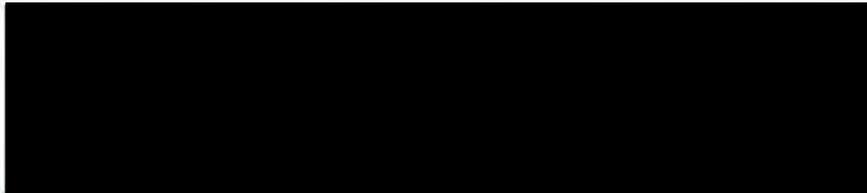
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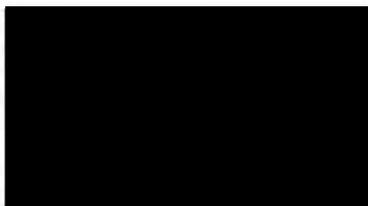
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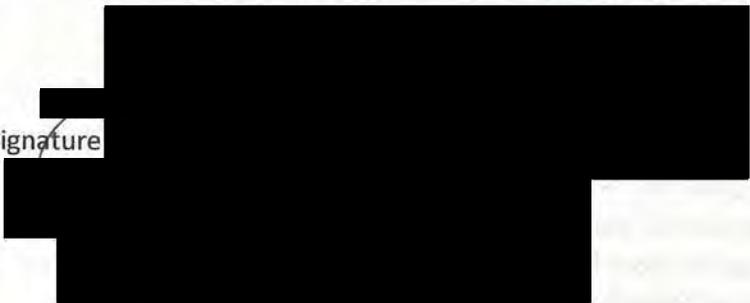
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Name: Jack Braudi's

Address: 7 Commons St. Hurlstone Park.

Application number: SSI 17_8256

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- potential vibrational damage to dwellings
- properties close to the railway line will be impacted by extra noise during construction, sometimes at night and by noisy heavy machinery. This includes many schools and child care centres, as well as homes and businesses. The EIS has flagged that construction is likely to occur outside standard hours.
- some properties, including heritage listed properties, close to the project may suffer "cosmetic" damage from vibration. This includes the Sugar House and the new units backing onto Canterbury Rd
- streets in Hurlstone Park acting as "haulage routes", such as sections of Crinan, Garnet, Kilbride, and Melford Streets will have heavy truck traffic, noise and dust during construction periods.

- The lack of a clear strategy for the already congested Canterbury Rd which will be rendered almost impassable for many months.

Community consultation has been inadequate and information biased and misleading. The brochures and EIS do little to explain the negative impacts of the EIS such as the huge disruption for commuters. The EIS is largely inaccessible to the public due to its length, complexity and the short time allowed to make a consultation, only 2 months. Community information sessions have been poorly attended, reflective of a lack of community engagement.

The environmental impacts are unacceptable, including:

- increased greenhouse gas emissions
- the environmental cost of demolition of structures that have stood for more than 100 years, and new construction with a significantly reduced life-span and aesthetic.

The planned heritage destruction and diminution along the line is reckless:

- the demolition of rare, exceptional and high-value heritage-listed items is wasteful
- station designs do not represent local character and reflect a branding exercise by the NSW Government

In summary, the plan to replace the existing, historic Sydenham-Bankstown rail line represent a missed opportunity to showcase the corridor's heritage, to celebrate its diversity, and to explore and develop public transport options in other areas lacking this facility.

The metro is not in the public interest but is enabling the over development of the corridor.

Signature.....

A handwritten signature in black ink, appearing to be 'J. Green', written over a dotted line.

Personal Submission to the Environmental Impact Statement (EIS) Sydney Metro Sydenham to Bankstown Upgrade

Name: JOHN PERDIKARIS

Address: 2 CRINAN ST. HURLSTONE PARK, NSW, 2193

Application number: SSI 17_8256

I consent to my name being published

I do not consent to my name being published

I have no reportable donations to disclose

I object to the proposal to upgrade the Bankstown Line from Sydenham to Bankstown to metro standards.

The Metro conversion of this line is not justified because:

Capacity and congestion issues are over-stated and could be resolved by alternative means including signalling and timetable upgrades, tunnelling for short lengths in the existing system, and improving (not privatising) bus services.

Accessibility (including lifts) and safety issues can and should be addressed now, without a Metro conversion. Marrickville station has recently been upgraded with lifts and lifts can be installed at Dulwich Hill and Hurlstone Park stations without a Metro.

Justifications based on growth and the need for increased housing supply are contested particularly because this corridor is already densely populated.

The Government has not considered other infrastructure options such as decentralisation, and rural investment or a strategy for Parramatta Rd, in need of renewal and a rapid bus transit system.

The temporary transport strategy set out in the EIS is insufficient and will cause delays and stress to the 100,000 commuters who travel the corridor each day during the construction period. The EIS notes that the estimated 101 extra buses per hour required will not be feasible as they would cause traffic congestion through Marrickville and Sydenham. How will people travel to work and school in reasonable time?

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