Canterbury Bankstown Council TRANSGRID EIS Response

Council understands the importance of the project to the community and considers the successful delivery of the infrastructure will be through a coordinated approach with the relevant Council.

Council acknowledges the EIS and provide the following commentary.

Public Exhibition

This project will directly affect approximately 19,000 households (i.e. approx. 56,000 people) in the CBC LGA and we feel it important that, whilst the project is not Council's, the community is kept fully informed.

Council will provide information on the corporate website to enable residents and concerned members of the public to keep upto date with the project and be able to access contact details for TRANSGRID.

It is also noted that NSW Dept of Planning have an expectation that this project will be advertised at Council and its Libraries, and as such, TRANSGRID have advised that this will be done to meet their approval obligations.

Traffic and Transport

All works on road reserves shall comply with statutory regulations and be undertaken with required permits and approvals, with partial and full road closures being approved by the Local Traffic Committee of Council. It is advised that such approvals cannot be provided "on the spot" and require significant lead time. Sufficient information shall support the application, including correspondence from firms/authorities running affected bus routes.

Traffic disruptions along the street to be minimised by keeping one traffic lane open at all times (where possible).

Access for pedestrians, people with disabilities and emergency vehicles to be maintained at all times. Sufficient notification to be provided to residents prior to works taking place in front of their properties, with restriction of access to private properties being minimised.
Work around schools and high residential areas should target school holiday periods.

Council requires that any traffic device impacted by the installation of the TRANSGRID cables shall be fully reinstated to the current standard. If necessary Council would complete a site specific design and assessment to enable the replacement assets, such as of islands, to the current standard with all line marking to be thermo-plastic.

Council acknowledges TRANSGRID previous advice that permanent restoration of traffic devices, footways and kerb and gutter will be included in the D&C RFT with reference to Council Standard Drawings as provided by/downloaded from Council website.

Parks and Trees

Understanding that the infrastructure upgrade will be running along and through Council managed land it is highly likely that Council owned trees will encounter some disturbance or be in conflict with the cable location. Council acknowledges and agrees that the new installation be undertaken inline with the information detailed in the Arboricultural Impact Assessment prepared for AECOM on behalf of Transgrid by Eco Logical Australia.

Section 2.3 of the report outlines the industry standard for the retention value of trees, however the local environment within the LGA provides a slightly greater challenge for the successful replacement of trees that have been removed. Council would like it be known that we place a high retention value on any street tree that does not display any significant signs of pests, disease, defects or structural weakness that may pose a threat to persons or property. Consideration needs to be given to this during the detailed design and construction phase of the project along with the recommended mitigation measures in section 4.

Due to the challenges with the successful replacement of trees Council has a 3:1 replacement requirement for all development and construction work undertaken which would need to be applied with the removal of any trees that need to be undertaken as opposed to the ratio identified in section 4.4.

A final detailed report identifying all the tree removal required shall be provided to council for confirmation prior to the start of the works and to ensure that there are no other conditions pertaining to the retention of specific trees.

Cooks River Crossing

The EIS acknowledges that the Cooks River is bounded by an open space corridor which also accommodates a cycle path that runs roughly parallel to the river for most of its length. This path links all the parks associated with the corridor and allow it to be used for commuting purposes as well as recreation. The path brings many visitors from other areas to open space that may not have been used as extensively if they were not linked.
The EIS proposed three options in accommodating the requirement for the TRANSGRID conduit to traverse the Cooks River.
Council advises that an above ground crossing in the form of a conduit only bridge is **not** supported.
Council has previously advised TRANSGRID the high community interest in the Cooks River and its surroundings and the fact that any works in the vicinity of the river would need to be aesthetically appropriate and not affect the amenity of the area.

Council position is a below ground crossing of the river, with the route south of the river restricted to the road reserves and not traverse Mildura Reserve, or the Cooks River foreshore,

upstream of Lindsay Street. The route on the north side of the Cooks River shall be in accordance with Council requirements in relation to existing and future drainage augmentations in Lees Park, Hay Street and Harmony Street.

The cable route should not traverse Mildura Reserve due to Sydney Water's proposed Waterway Health Improvement Project (WHIP) at this location.

Figure 5-6 The cable bridge across the river will have a significant visual impact and have associate direct and indirect impacts on the mangrove forest.

Council will not support a joint facility bridge, ie incorporating both TRANSGRID and public use. Thus Council position is for **no** above ground crossing of the river.

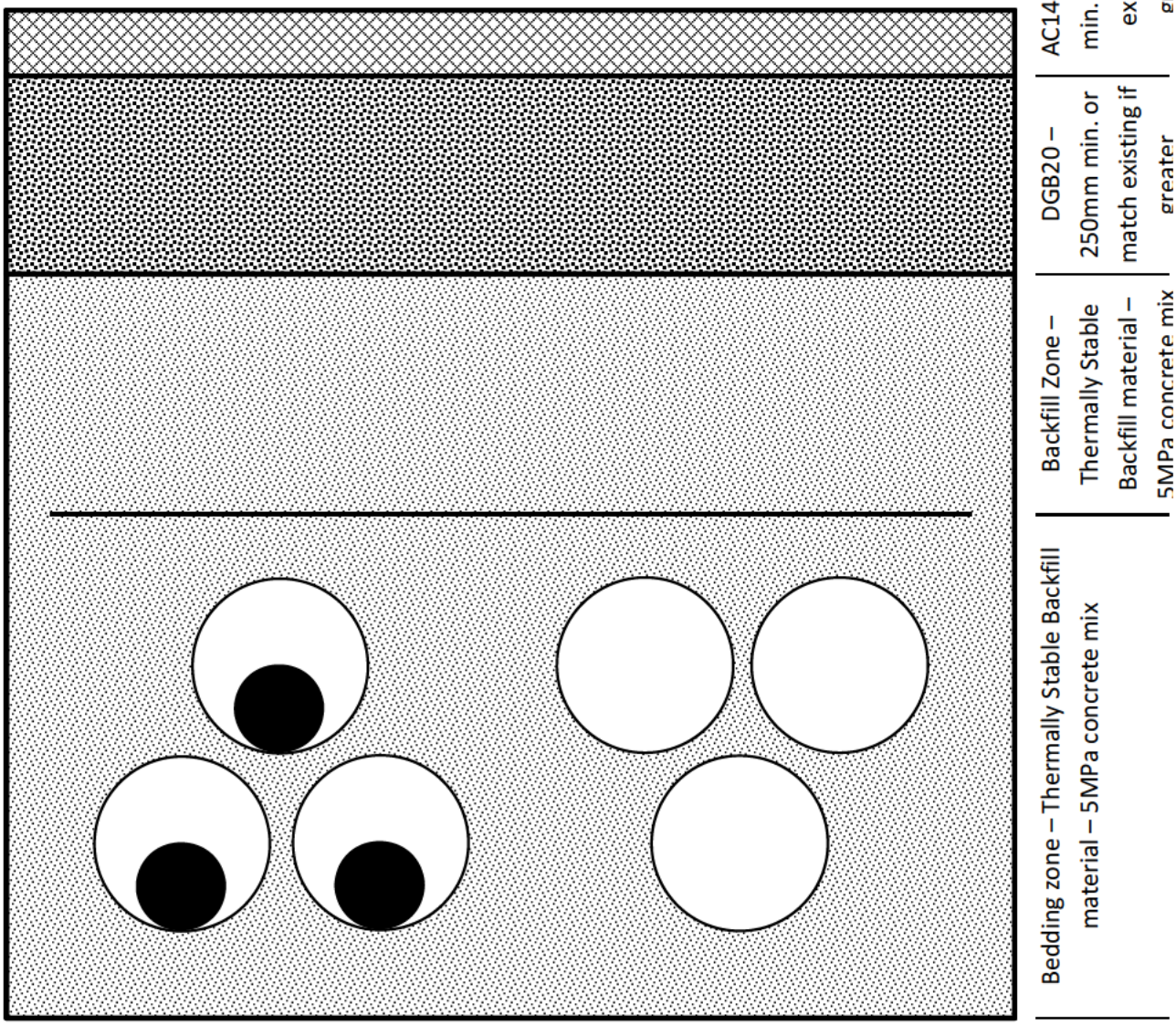
Restoration of Road Pavements

Detail design needs to position the trench so that it coincides with the full width of the traffic lane, rather than to be spread partially across two lanes, wherever practical. The restoration needs to allow for repair of the full with of the traffic lane pavement, even if the lane pavement is affected partially.

Council has previously expressed interest in the opportunity to receive a contribution amount from TRANSGRID that enables Council to complete permanent restoration on some of the impacted roads. This will be assessed on a street by street basis, depending on the integrity of the existing pavement, Council's capital works program, etc. Should Council not be interested in a contribution, TRANSGRID will organise the permanent restoration to be completed.

Reinstatements should be carried out in accordance with CBC standards allowing for communication with and inspection by Council Restoration Officers to ensure compliance.

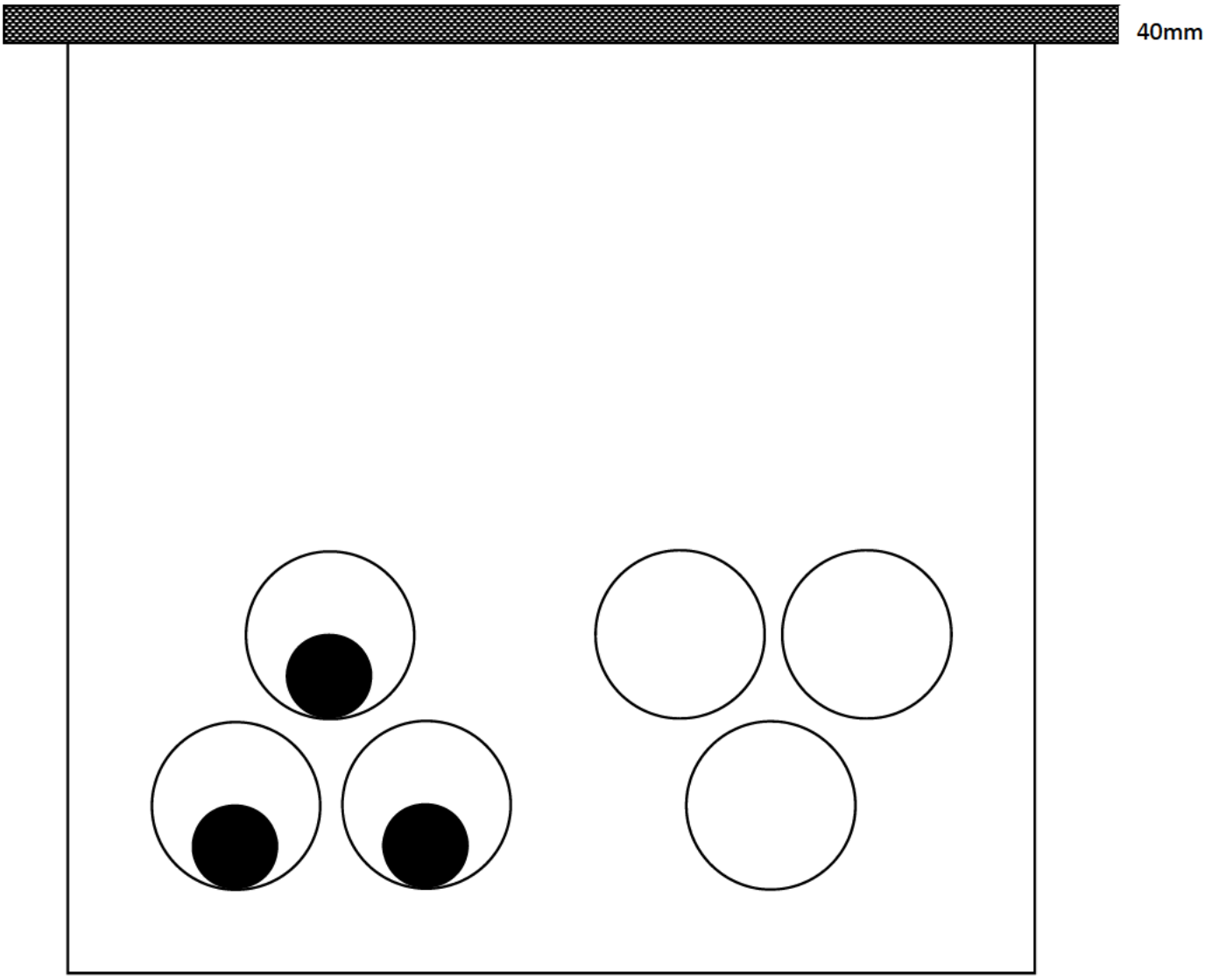
Council has accepted the semi-permanent and permanent restorations, as indicated below



Semi-Permanent Restoration – for flexible pavement carriageway

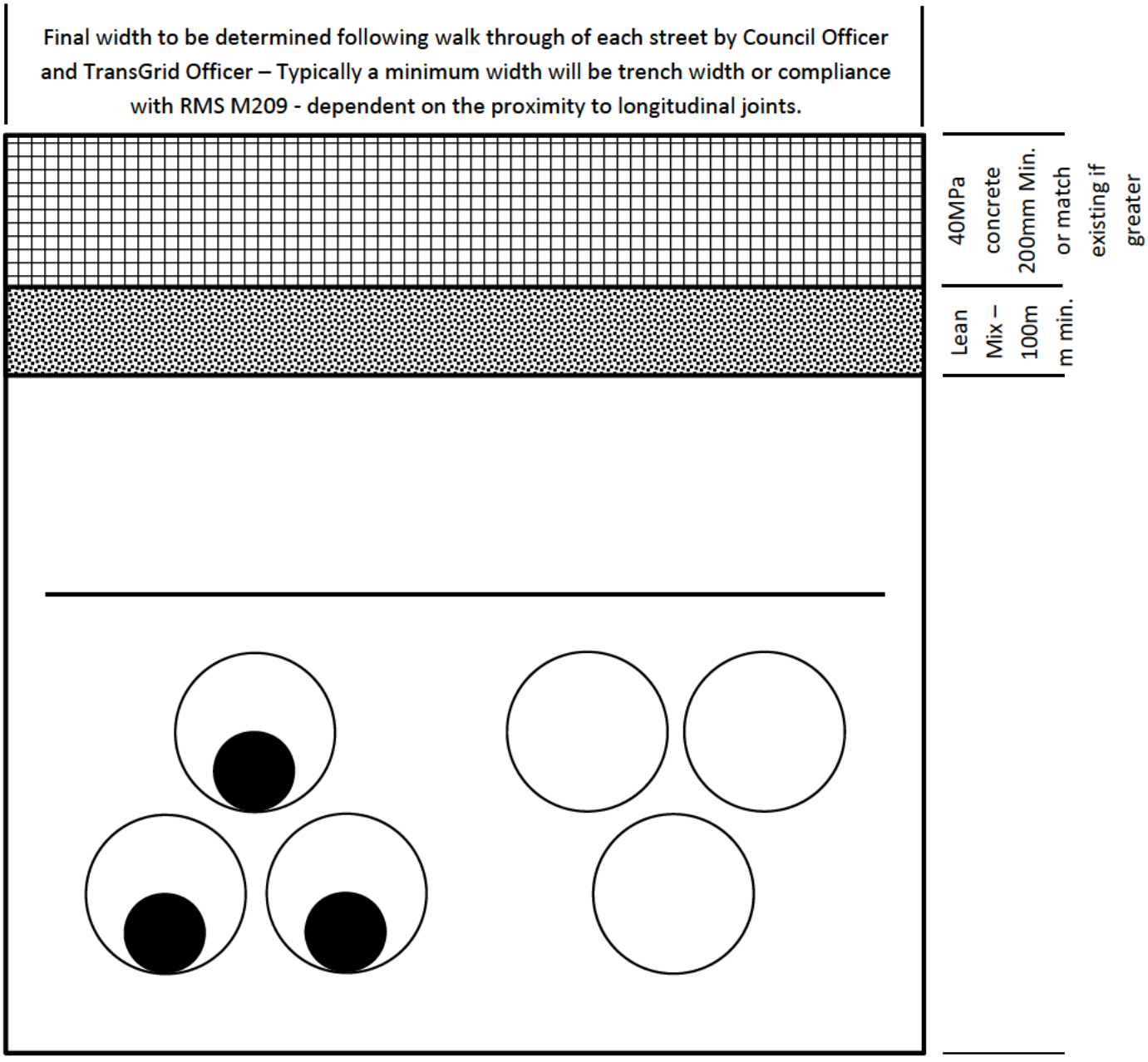
Typical trench configuration – 1650mm wide x 1600mm deep – not to scale

Final width to be determined following walk through of each street by Council Officer and TransGrid Officer – Typically a minimum of 300mm cutback is required on the wearing course on either trench edge



Permanent Restoration – for flexible pavement carriageway

Mill & Pave undertaken to depth of 40mm across trench width and margin either side, considering alignment of trench on a street by street basis, condition of existing pavement including over break, etc.



Permanent Restoration – for rigid pavement carriageway

Typical trench configuration – 1650mm wide x 1600mm deep – not to scale

Note: Should the trench alignment intersect any partial or full failure in the slab, the restoration of the trench in concrete rigid pavements shall be for the entire slab.

A specific design would be required for any impacted concrete slabs/panels along Muir Rd, Greenacre and Roslyn Street, Ashbury. Typically this would require full slab width to be restored. Council shall approve all trench restorations and be in receipt of approved restoration plans a minimum of 4 weeks prior to the section of trench being restored.

An independent dilapidation report to be prepared for all roads that will be used for heavy vehicle access or construction and submitted to CBC prior the commencement of construction.

Muir Road

The proposed location of the conduits within close proximity of the 45 Ficus macrocarpa car. Hillii (Weeping Hills Fig) trees planted within the wide median of Muir Road is not acceptable to Council.

Council's concerns have been stated on numerous occasions at meetings, and in writing to TRANSGRID, Council raised strong objections to the inclusion of the proposed locations of the cables along Muir Rd, in either the medium strip, or nearest driving lane, for reasons previously stated, and again as noted below:

- Muir Road offset planting consists of 45 Ficus macrocarpa car. Hillii (Weeping Hills Fig) trees. These trees are super advanced stock that were planted out of 400 litre pots at 15 meter intervals to a total length of 700 meters along Muir Road, Chullora.
- We raise strong objection to any services being located in a localised area around the trees. Being Weeping Hills Figs, they have an invasive and more importantly, very robust root system. While the compacted nature of the road will prevent the root system of the trees from being problematic, any infrastructure located in the nature / median strip or in the adjoining trafficable lane, is highly likely to be damaged over time by the roots. Conduits will be moved and suffer cracking as the roots grow and push against them, these trees have been known to lift houses, pipes and conduits will be an afterthought to these trees. The reason these trees were selected for this site is that there are no services under the trees, so to retro fit underground services in this area is unwise and will most likely lead to future damage to the infrastructure.
    - Note: As these trees mature, the root system will expand outside the medium strip into the land under the first trafficable lane, therefore cabling/conduits cannot be located here.
- There are more suitable and practical locations available for the conduits to be laid, including (but not limited too):
    - Muir Rd parking lane (further away from the Ficus Trees), or
    - Rookwood Rd / Brunker Rd / Rawson Rd.
- The approval of a Vegetation Management Strategy and a local Development Application that has Conditions of Consent relating to the embellishment of the medium strip, planting of trees and vegetation in Muir Rd. Therefore TRANSGRID proposal is inconsistent and against these recent approvals.

Council advised that TRANSGRID should ensure that the EIS accurately reflects these issues, and does not include locations that will not be supported, or ones that will not be used in this project. Nor should the EIS detail a basis for the tree removal. **Council will not support the removal of these trees** or excavation of land in close proximity to the trees.
This has been made clear to TRANSGRID on numerous occasions.

Effect on Drainage Infrastructure – possible sterilisation of road reserves to accommodate drainage augmentation.

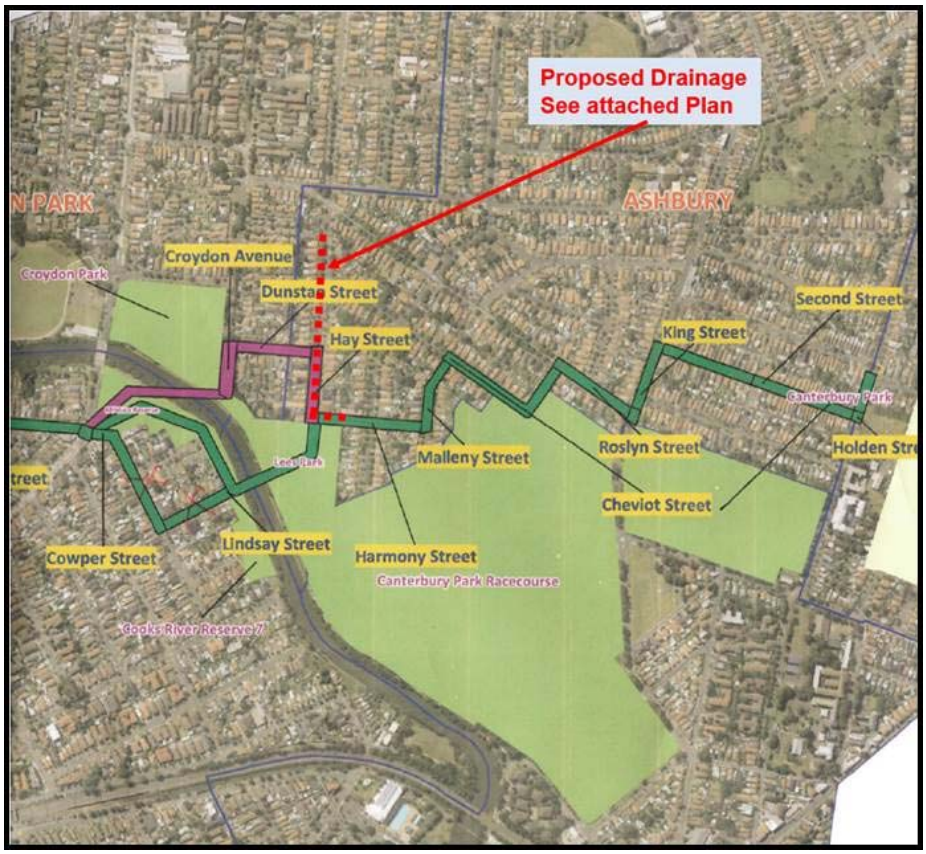
The inclusion of the proposed electrical conduit and associated protective trenching will limit the capacity of the road reserve to accommodate future service upgrades.

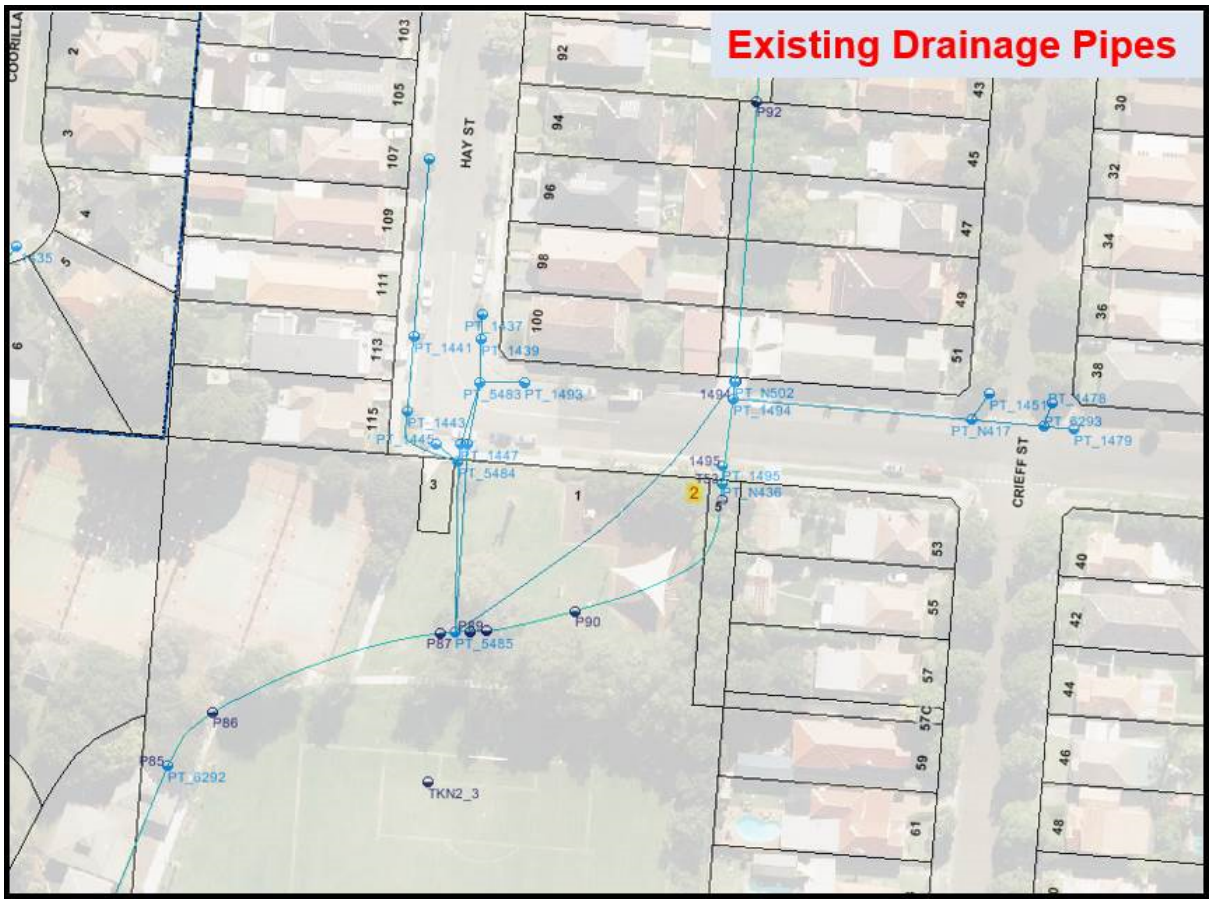
This can be especially problematic in terms of drainage augmentation.

It is advised that Council shall be consulted on the proposed location of the works, both horizontally and vertically to ensure the proposed works do not sterilise the road reserve from future drainage upgrades. This consultation/coordination shall be undertaken a minimum of 3 months prior to on ground commencement of the project.

Affectation of drainage network should be minimised by under boring. It is understood that the trenches can be lowered to avoid collision with drainage pipes.
Where trenching is within concrete pavement roads the whole slab should be replaced to ensure its structural integrity and transfer of loads.

One critical location is the intersection of Hay Street and Harmony Street, Croydon Park where critical drainage augmentation is required both in Hay Street and potentially Lees Park. The installation of the TRANSGRID conduits could impede this augmentation is not considered during the design phase of the TRANSGRID project.





This is one example with numerous other locations in the city potentially being affected.

It is critical that the TRANSGRID project is viewed holistically with other service providers.

Flood prone areas (subject to significant overland flows from local catchments) to be identified by catchment wide flood studies and flood management measures to be proposed to prevent overland flow redirections, increased flood affectation and water pollution/erosion due to works or stored materials and equipment. Not only for water course crossings but wherever there is an identified flow path, natural gullies, street low points, etc.

[redacted]

Attachments: P2A Muir Rd Tree Report v2_.pdf

Hi Klia and May

Please consider this a formal addendum to the Council response to the EIS, if the attached Muir Rd Tree Report was considered to be part of the EIS.

Council **completely disagrees** with the statements around the retention value of the Muir Road Fig trees.

Council considers the retention value should be **HIGH**, not as they have noted as being Low or Medium.

Council strongly objects to the outcomes identified in this Tree Report, and the location of the cabling Must be modified / redesigned, as per all previous correspondences to Transgrid and as stated in the EIS review.

Council's Parks section considers that these trees will most likely adversely impact any underground infrastructure located in the median strip, maybe not immediately but certainly in the future. In this case, the owners of the utility, TRANSGRID, will claim the trees have damaged the significant utility assets and will remove the fig trees.

Council would point out, that should the situation be in reverse, the utility owner would not allow Council to plant fig trees above or immediately adjacent to an existing underground assets such as TRANSGRID is proposing.

The proposed location of the cables, by TRANSGRID, in the Muir Road central median has a significantly detrimental outcome to this locality in the long term.

We have provided ample evidence to TRANSGRID, along with suggestions on improvements.

Council will not accept the proposed location of the cables in Muir Road landscaped median.

regards

Jeff Senior - Infrastructure Specialist
[redacted]
www.cbcity.nsw.gov.au