



10 November 2020

BDEG – Sub – 10 November 2020
Sydney Metro Western Sydney Airport

We presume our submission is to be considered as part of the responses to the EPBC Act Referral 2020/8687 - Preliminary Documentation as well as the NSW Planning community consultation procedure. We wish for our submission to be considered for both.

There are some aspects of the proposal which we wish to make comments about and ask for consideration toward a better environmental outcome.

We ask that a greater extent of the rail line be underground, to the extent that in the area of Defence Establishment Orchard Hills land and also the area of Blaxland Creek be protected from above ground infrastructure:

a) The grassland of the Defence Establishment Orchard Hills (DEOH) is identified in the EIS as pasture grass or the like. That is not so. The well respected Tozer et al (2005) assessed the land to be native grassland. We tried to attach documents but your system would not permit it. As Derived Native Grassland it warrants protection under the NSW Biodiversity Conservation Act. Derived Native Grasslands provide foraging for the BC Act listed Speckled Warbler and a population of that bird species is known to exist within DEOH. No loss of the Derived Native Grassland should occur in hope that sufficient foraging exists to sustain the population of the Speckled Warbler.

b) With respect to Blaxland Creek east of DEOH it must be accepted that the riparian margins are nearly the best representation of a creek in Western Sydney, only surpassed by Blaxland Creek within DEOH. See the reference to Macroinvertebrates in the Urban Bushland Biodiversity Study 1996 and the notation of Blaxland Creek within DEOH being the most pristine creek on the Cumberland Plain. This writer can confirm sightings of Freshwater Mussels in Blaxland Creek within DEOH and also in the area east of DEOH. Also, the purchaser of the land immediately east of DEOH gave testimony

some 5 or 6 years ago of a sighting of a Platypus in Blaxland Creek east of DEOH. We suspect it was washed out of DEOH in a rain event. Where it got to after that we do not know.

c) It is not fully clear to us from the EIS what the exact location, layout and impact of the proposed stabling yard for rail cars is to be. What we do know is that immediately south of Blaxland Creek and east of DEOH are some old growth trees. We seek the preservation of those trees because of their age, existence during the history of the area and habitat they provide for fauna via hollows and potentially some BC Act and EPBC Act listed fauna species.

Essentially, we seek underground rail line to protect the Derived Native Grasslands in DEOH land and the riparian margin of Blaxland Creek which is zoned E2 Environmental Conservation in Penrith Council's LEP. We seek protection of the old trees from the impact of the stabling yard.

If our plea for underground rail line our last and desperate plea is for the rail line to be elevated on trestles or the like and that no or minimum impact be on the riparian vegetation of Blaxland Creek east of DEOH and there be ample areas for terrestrial fauna, including Macropods, to move freely under the rail line for foraging and existence.

A handwritten signature in black ink that reads "Wayne Olling". The signature is written in a cursive, flowing style.

Wayne Olling

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