

Diane Fajmon - Online Submission from Jo Blackman (support)

(101)

From: Jo Blackman <joathome@bigpond.net.au>
To: Diane Fajmon <diane.fajmon@planning.nsw.gov.au>
Date: 14/11/2010 9:25 PM
Subject: Online Submission from Jo Blackman (support)
CC: <assessments@planning.nsw.gov.au>

Please don't go ahead with the Arlington station as it is too close to the other two stations and there is no space for parking. It has been suggested that people will walk to the station but my experience with walking to Lewisham Station for the last 18 years is that people will drive two or three blocks to save walking.

Please don't destroy any of the Greenway plantings, or as little as possible. The community has worked very hard to establish these sites. I worked at the Waratah Mills for many years and I can only marvel at how much the bush has grown in this area and what a oasis the piece of bush has been created at the Union St site. You would not know your were in the city.

1. the assessment did not adequately look at options to reduce biodiversity impacts, such as: use of single track operation section Davis St to Hercules St to allow GreenWay Trail in formation and reduced station and access impacts and engineering; combined station at Terry Rd to reduce impacts; stanchions centre or one side only to reduce decking impact for GreenWay Trail between Longport St and Marion St; options for access from a Davis St station to avoid bushcare site; generic options for track layout and fencing to maximise biodiversity
2. appears that biodiversity impacts have been downplayed - not a true understanding of the value of work done to date
3. use of limited time/spatial surveying for bandicoots as reason to reduce assessed impacts when knowledge is that their occurrence is spasmodic and future movement along the corridor needs to be taken into account
4. poor quality of reporting, use of out of date IWEG web information and wrongly attributed; reporting from my report to the RTA taken out of context so as to delete reference to biodiversity impacts
5. lack of direct consultation which has meant that bushcare info is 3rd-hand via committee process. Failed to get or report on specific corridor information to assess the value of the work undertaken to date
6. scant detail on how the light rail operator contract/build and operation will progress - especially in relation to fencing and the interface zone, access for volunteers etc. Appears that contracts etc will be determined before these issues discussed with the community. Need to look beyond the traditional railway/perway approach to design, and not to use "safety" as a pretext for not doing anything. Worlds best practice not followed to improve biodiversity outcomes
7. little detail or commitment as to how a viable corridor is to be implemented/achieve desired outcomes as per the Coordination Strategy, and the sorts of design and management measures needed
8. False impression re mitigation measures - "new" bushcare areas were sites that had always been earmarked. Thus would like to see additional compensatory areas included - if not immediately - then in future where there is land use change/development (e.g. railcorp land currently leased). Areas currently RailCorp and not leased (i.e. illegally used) then added immediately (e.g. property next to Constitution Rd)
9. lack of design detail on the GreenWay Trail decking - whether lighting is included and how this is to be done to minimise light spill impacts, and path user impacts on the existing and future sites; design width (should be max 2.5m not 3m) and construction methods to reduce impacts on existing bushcare site. Methods for any transplanting of material - should be done well ahead of construction and under suitable seasonal/weather conditions (pref

winter)

10. no mention of "new" sites in rail corridor north of Marion St despite being put forward by the community/council

11. lack of any specific commitment over time to manage the increased area of new compensatory sites, or how this could work in practice

12. significant impacts on remnant vegetation on embankment Nth of New Canterbury Rd (W side) - this was reported on during the detailed ecological surveys but seems not taken into account for design of GreenWay Trail or assessment

Bushcare sites / biodiversity

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

? Direct loss of existing habitat area due to path construction, in particular almost half of the width of the Waratah Mills site

? Loss of future bushcare sites due to path construction especially in the constrained section from Constitution Rd to Hercules St

? Fragmentation of sites resulting in a non-continuous habitat corridor that compromises it's effectiveness

? The proximity of the trail will reduce the effectiveness of the habitat sites due to fauna disturbance from path users, potential light spill from trail lighting, transport of weed seeds by path users

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

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

Possible solutions / requirements:

? Compensatory biodiversity sites in addition to the sites already identified by IWEG (GreenWay Bushcare) as future biodiversity sites. This could include resumption of corridor land that is being used legally or illegally by surrounding businesses and residents.

? NSW Transport to workshop with those who have the on-the-ground knowledge (ie IWEG) to map out future sites, devise management and access procedures, minimise impacts from trail and station access construction

? Guaranteed access to the corridor with realistic restrictions to allow establishment and maintenance of sites

? Protection of areas of remnant local species such as the cutting north of New Canterbury Rd

? Planning the construction schedule for the light rail to allow seed collection from existing vegetation, transplanting of grasses prior to start of work.

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

GreenWay Trail

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

? Crossing of Marion St at street level with traffic signals. This would be the only crossing of a busy road for the entire length of the GreenWay Trail, impacting on trail safety and desirability, particularly for family groups / children. There is an alternate proposal in the EA for a bridge over Marion St that is attached to the side of the rail bridge. The bridge alternative will also provide safer access to the light rail stop immediately north of Marion St for light rail passengers.

? No pedestrian bridge over the Cooks River. The southern end of the GreenWay Trail crosses the Cooks River at Wardell Rd to join the Cooks River Cycleway. The river crossing will be on a narrow footpath beside a busy road. We believe a separate shared pedestrian / cyclist bridge is required.

? Linkage for cyclists from the GreenWay Trail to the city. The Greenway Trail is a priority route in the Sydney Cycle Network and it will link with the cycle route to the city along Lilyfield Rd and Anzac Br. It is possible to improve the link by providing a cycle path along Darley Rd and then through the light rail tunnel (on a shelf beside the tracks) to Lilyfield Rd.

Name: Jo Blackman

Address:

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Dulwich Hill

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Submission for Job: #4097 Project Application

https://majorprojects.onhiive.com/index.pl?action=view_job&id=4097

Site: #2291 Sydney Light Rail Inner West Extension

https://majorprojects.onhiive.com/index.pl?action=view_site&id=2291

Diane Fajmon

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Diane Fajmon - Online Submission from Helen Oesterreich (object)

102

From: Helen Oesterreich <soscall@optusnet.com.au>
To: Diane Fajmon <diane.fajmon@planning.nsw.gov.au>
Date: 14/11/2010 9:04 PM
Subject: Online Submission from Helen Oesterreich (object)
CC: <assessments@planning.nsw.gov.au>
Attachments: Weston Street vs Light Rail.pdf; Weston Street vs Light Rail.pdf

Our preference is that the extra money be spent to ensure the greenway be safely enclosed within the Light Rail corridor, and not detour up Weston Street. SEE ATTACHED

Name: Helen Oesterreich

Address:

33 Weston Street Dulwich Hill

IP Address: c114-76-217-243.rivrw3.nsw.optusnet.com.au - 114.76.217.243

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Our preference is that the extra money be spent to ensure the greenway be safely enclosed within the Light Rail corridor, and not detour up Weston Street.

I strongly support including the Greenway within the shared corridor at Weston Street as proposed by BetterLightRail, instead of the detour currently being proposed by Transport NSW. This is because it will:

1. have less impact on private property bordering the shared corridor than the detour
2. have minimal impact on habitat and fauna (as identified in studies on the rest of the corridor)
3. have less impact on privacy for residents
4. have more predictable path narrowing constraints and thus be safer for users, as opposed to an unpredictable streetscape (e.g. bin night, cars reversing)
5. better ameliorate the noise 'enveloping' effect of Weston Street, which has a light rail station as well as light rail operations increasing its base noise levels
6. be far safer for users and residents, particularly compared to the entry and exit points of the detour
7. have less impact on the wear and tear of the Weston Street streetscape
8. be better geared for future growth in the area and thus be more sustainable in the long run

I urge Transport NSW to investigate this option more fully and determine its feasibility.

I also strongly support the BetterLightRail proposal to merge the Waratah and Arlington stations because:

1. It will obviate the need for both the Waratah Mills and Arlington stops, thereby saving considerable time and money. The merged stop is also better aligned with the state government's stop criteria and will ultimately deliver the government more "bang for its buck".
2. It will better satisfy and service Marrickville Council's long-term growth and planning objectives for the Marrickville local government area.
3. Light rail commuters will benefit by way of improved efficiency, time, speed, and the potential to construct commuter parking at the Grove St redevelopment (if deemed necessary), all of which may further increase patronage.
4. Population of NSW will benefit through a better allocation of taxpayer funds and minimisation of wastage.
5. The merged stop will minimise the overall destruction of bush care, which will respect the efforts of the Inner West Environment Group.

I urge Transport NSW to investigate this option to determine its feasibility. If it proves unfeasible, then I strongly feel Proposal 2 of Part 3 of BetterLightRail's submission should be investigated (re modifications to Waratah).

Oesterreich Family
33 Weston Street
Dulwich Hill 2203

soscall@optusnet.com.au

Diane Fajmon - Online Submission from Clare Baker of N/A (support)

From: Clare Baker <clareandian@aapt.net.au>
To: Diane Fajmon <diane.fajmon@planning.nsw.gov.au>
Date: 14/11/2010 8:18 PM
Subject: Online Submission from Clare Baker of N/A (support)
CC: <assessments@planning.nsw.gov.au>

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I and my family are in full favour of the of the Greenway as a continuous amenity, contained fully within the shared corridor at Weston Street as proposed by BetterLightRail. I believe this is the best option, ensuring a world class facility is delivered to the residents of Sydney, instead of the detour currently being proposed by Transport NSW. This is because not only will it become what it was always intended to be, a continuous contained path between the Cooks River and Iron Cove Bridge, but because it will:

- have less impact on private property including my own, bordering the shared corridor than the detour
- have minimal impact on habitat and fauna (as identified in studies on the rest of the corridor) which is an important consideration.
- have less impact on the privacy I rightly currently enjoy as well as the privacy of all Weston Street residents,
- have more predictable path narrowing constraints and thus be safer for users (completely viable to have 'give way' sections where path must narrow), as opposed to an unpredictable streetscape (e.g. bin night, cars reversing)
- better ameliorate the noise 'enveloping' effect of Weston Street, which has a light rail station as well as light rail operations increasing its base noise levels
- be far safer for users and residents, particularly compared to the entry and exit points of the detour,
- have less impact on the wear and tear of the Weston Street streetscape,
- be better geared for future growth in the area and thus be more sustainable in the long run,
- be a more socially sustainable option as the comfort and privacy of residents is maintained, as is the safety of cyclists young and old and walkers utilising the Greenway.

I urge Transport NSW to investigate this option more fully and determine its feasibility.

I also strongly support the BetterLightRail proposal to merge the Waratah and Arlington stations because:

1. It will obviate the need for both the Waratah Mills and Arlington stops, thereby saving considerable time and money. The merged stop is also better aligned with the state government's stop criteria and will ultimately deliver the government more bang for its buck?.
2. It will better satisfy and service Marrickville Council's long-term growth and planning objectives for the Marrickville local government area.
3. Light rail commuters will benefit by way of improved efficiency, time, speed, and the potential to construct commuter parking at the Grove St redevelopment (if deemed necessary), all of which may further increase patronage.
4. Population of NSW will benefit through a better allocation of taxpayer funds and minimisation of wastage.
5. The merged stop will minimise the overall destruction of bush care, which will respect the efforts of the Inner West Environment Group.

I urge Transport NSW to investigate this option to determine its feasibility. If it proves unfeasible, then I strongly feel Proposal 2 of Part 3 of BetterLightRail's submission should be investigated (re modifications to Waratah).

Many thanks, Clare Baker

Name: Clare Baker
 Organisation: N/A

Address:

24 Weston Street, Dulwich Hill, NSW, 2203

IP Address: c-61-68-127-54.hay.connect.net.au - 61.68.127.54

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Diane Fajmon - Online Submission from Jan Brownlie ()

104

From: Jan Brownlie <janbrownlie@iinet.net.au>
To: Diane Fajmon <diane.fajmon@planning.nsw.gov.au>
Date: 14/11/2010 7:53 PM
Subject: Online Submission from Jan Brownlie ()
CC: <assessments@planning.nsw.gov.au>

I strongly support including the Greenway within the shared corridor at Weston Street as proposed by BetterLightRail, instead of the detour currently being proposed by Transport NSW. This is because it will:

1. have less impact on private property bordering the shared corridor than the detour
2. have minimal impact on habitat and fauna (as identified in studies on the rest of the corridor)
3. have less impact on privacy for residents
4. have more predictable path narrowing constraints and thus be safer for users, as opposed to an unpredictable streetscape (e.g. bin night, cars reversing)
5. better ameliorate the noise 'enveloping' effect of Weston Street, which has a light rail station as well as light rail operations increasing its base noise levels
6. be far safer for users and residents, particularly compared to the entry and exit points of the detour

I urge Transport NSW to investigate this option more fully and determine its feasibility.

I also strongly support the BetterLightRail proposal to merge the Waratah and Arlington stations because:

1. It will obviate the need for both the Waratah Mills and Arlington stops, thereby saving considerable time and money. The merged stop is also better aligned with the state government's stop criteria and will ultimately deliver the government more bang for its buck?
2. It will better satisfy and service Marrickville Council's long-term growth and planning objectives for the Marrickville local government area.
3. Light rail commuters will benefit by way of improved efficiency, time, speed, and the potential to construct commuter parking at the Grove St redevelopment (if deemed necessary), all of which may further increase patronage.
4. Population of NSW will benefit through a better allocation of taxpayer funds and minimisation of wastage.
5. The merged stop will minimise the overall destruction of bush care, which will respect the efforts of the Inner West Environment Group.

I urge Transport NSW to investigate this option to determine its feasibility.

Name: Jan Brownlie

Address:

Level 19, 580 George Street, Sydney

IP Address: 210-84-23-62.dyn.iinet.net.au - 210.84.23.62

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Diane Fajmon - Online Submission from Meghan Cockburn ()

105

From: Meghan Cockburn <meghan.c@bigpond.com.au>
To: Diane Fajmon <diane.fajmon@planning.nsw.gov.au>
Date: 14/11/2010 7:20 PM
Subject: Online Submission from Meghan Cockburn ()
CC: <assessments@planning.nsw.gov.au>

I strongly reject the proposed Waratah Mill light Rail stop. I do however support a merged Arlington / Waratah Mill stop at Terry Rd / Grove st. for the following reasons:

1. The merged stop will deliver far less environmental destruction to bushcare land along the corridor than the proposed Weston st/ Waratah stop.
2. Light rail commuters will benefit from reduced stops along the route
3. Residents of NSW will benefit from better allocation of taxpayer funds and unnecessary waste of scarce infrastructure funds that could be allocated to other pipeline projects.
4. It will consolidate both stations into a more sensible stop criteria without adversely affecting walk up passengers from other stops along the route, and ultimately more efficient use of project funds.

Name: Meghan Cockburn

Address:
62 Windsor Rd, Dulwich Hill

IP Address: cpe-124-188-145-161.pecz1.cht.bigpond.net.au - 124.188.145.161

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106

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[REDACTED]

Diane Fajmon - Online Submission from William Holliday (support)

107

From: William Holliday <wmh@aanet.com.au>
To: Diane Fajmon <diane.fajmon@planning.nsw.gov.au>
Date: 14/11/2010 4:47 PM
Subject: Online Submission from William Holliday (support)
CC: <assessments@planning.nsw.gov.au>

Marion Street: The signalised pedestrian crossing option is not as convenient as the current centre-of-road refuge. I hope that the refuge is not going to be removed when the pedestrian crossing goes in.

The path between Parramatta road and Marion Street has tree roots growing through it. It needs rebuilding to prevent this.

Perhaps the high level shared path at Parramatta Road could be continued to beyond Marion Street thus obviating the requirement for the at-street level crossing.

Name: William Holliday

Address:
113 Charles St
Lilyfield

IP Address: 203.171.78.7.static.rev.aanet.com.au - 203.171.78.7

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Diane Fajmon - Online Submission from Cath Summons of resident (object)

108

From: Cath Summons <cath.summons.bethanyhurstville.catholic.edu.au>
To: Diane Fajmon <diane.fajmon@planning.nsw.gov.au>
Date: 14/11/2010 2:16 PM
Subject: Online Submission from Cath Summons of resident (object)
CC: <assessments@planning.nsw.gov.au>

I strongly support including the Greenway within the shared corridor at Weston Street as proposed by BetterLightRail, instead of the detour currently being proposed along Weston Street by Transport NSW.

Name: Cath Summons
Organisation: resident

Address:
13 Weston street
Dulwich Hill

IP Address: cpe-124-188-150-49.pecz1.clt.bigpond.net.au - 124.188.150.49

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Diane Fajmon - Online Submission from Catherine Horan of Resident (object)

109

From: Catherine Horan <choran@bigpond.net.au>
To: Diane Fajmon <diane.fajmon@planning.nsw.gov.au>
Date: 14/11/2010 2:10 PM
Subject: Online Submission from Catherine Horan of Resident (object)
CC: <assessments@planning.nsw.gov.au>

I support including the Greenway within the shared corridor at Weston Street as proposed by BetterLightRail, instead of the detour along Weston St currently being proposed by Transport NSW.

Name: Catherine Horan
Organisation: Resident

Address:
13 Weston Street
Dulwich Hill

IP Address: cpe-124-188-150-49.pecz1.clt.bigpond.net.au - 124.188.150.49

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Diane Fajmon - Online Submission from Ariella LeCalvez (object)

(110)

From: Ariella LeCalvez <lcalvez@optusnet.com.au>
To: Diane Fajmon <diane.fajmon@planning.nsw.gov.au>
Date: 14/11/2010 10:42 AM
Subject: Online Submission from Ariella LeCalvez (object)
CC: <assessments@planning.nsw.gov.au>

I HATE the idea of the cycle way detour on Weston st because it will mean that you will cut down my cherry blossom tree to make way for the bike path. The tree is right in front of our house and blooms pretty flowers in spring and summer. If it gets cut down I will feel sad for ever and ever.
It is already going to be busy enough behind my house with a light rail tram every 10 minutes without having a bike path in front of my house as well. Please remember that this is where I live and I love my quiet street and the beautiful cherry blossom tree too.

Ariella LeCalvez

Age 9

Name: Ariella LeCalvez

Address:

31 Weston st
Dulwich Hill

IP Address: c114-77-203-49.rivrw3.nsw.optusnet.com.au - 114.77.203.49

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Diane Fajmon - Application reference # MP 10_0111

From: "David Reece" <david.reece@petplastic.net>
To: <plan_comment@planning.nsw.gov.au>
Date: 13/11/2010 12:39 PM
Subject: Application reference # MP 10_0111
CC: <linda.burney@parliament.nsw.gov.au>, <fbyrne@marrickville.nsw.gov.au>

RE App. Ref MP 10_0111 – Light Rail Greenway detour along Weston Street Dulwich Hill

Dear Diane Fajmon

Copy The Hon. Linda Jean Burney
 Clr Fiona Byrne - Marrickville Council

I write to convey my very strong opposition to running the greenway detour along Weston Street and wish to agree with the general concerns of Weston Street residents. These concerns include;

- 1/ Push bikes mixing with cars spells high potential damage to property and personal accidents
- 2/ High pedestrian traffic mixed with driveways, reversing cars and waste bins spells certain accident potential
- 3/ High pedestrian and push bike traffic spells increased noise pollution and privacy issues for residents that cannot be easily countered
- 4/ The above will without doubt increase incidents of pollution, graffiti & vandalism.

I also have very strong concerns over containing the greenway within the corridor with specific regard to noise pollution, privacy issues and effects on the wildlife and vegetation that exist behind my property, but I do believe the greenway can be successfully contained within the corridor and is by far the better option than the ludicrous idea of running it along Weston Street.

For such an extensive project, why not get it right the first time and avoid replicating the incompetency and sad mistakes we are so often used to by the NSW Labor Government and those that develop transport and road infrastructure in this state, for the sake of trying to save relatively small amounts of money?

One redeeming notion is the belief that this current Government will not survive past the next election.

I would like to be fully advised on exactly what is happening to explore alternative options for the greenway and how they would also potentially impact on my family and property!!

REGARDS

DAVID REECE
 CEO



handware B&R INDUSTRIES PTY LTD

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Diane Fajmon - Inner Light Rail

From: "JTSimmons" <jtsimmons@dodo.com.au>
To: <plan_comment@planning.nsw.gov.au>
Date: 13/11/2010 3:21 PM
Subject: Inner Light Rail

112

I am in receipt of a memo reference no mp10-0111 I do not agree with merging the Waratah Mills and Arlington stops. The Green Way and Inner West Environment Group have too much say in the project there only concern is Greening all along the rail system and have very little respect for the rest of the community who will be using the Light Rail. Regards jtsimmons.

113

From: Eithne Stack <estack@optusnet.com.au>
To: <plan_comment@planning.nsw.gov.au>
Date: 13/11/2010 12:28 pm
Subject: Re: Greenway on Weston street

Hi,

I would like to comment in favour of the greenway - I think it is a fantastic initiative and I'm looking forward to seeing and welcoming cyclists and pedestrians on our street. I am quite alarmed by the hysterical campaign against the greenway detour on our street which can only be being waged by people who don't like cyclists on the road and want to keep the road for fast moving vehicles. Their campaign is very shortsighted and ill informed. I come from Europe and grew up with cycling as a form of transport and have found it difficult to cycle here as the drivers are blind to bicycles. Thus I welcome any initiative that makes the roads safer for cyclists and encourage people to cycle instead of driving in this day and age of climate change.

I am also in favour of keeping the greenery and animal habitats on the railway and realise if the greenway were to be included, that would be impacted (trees and bush would probably have to be removed).

I look forward to the completion of the project.

cheers

Eithne Stack

Diane Fajmon - Att Diane Fajmon re:application ref no: MP 10_0111

(114)

From: Kylie Squires <martin_squires@hotmail.com>
To: <plan_comment@planning.nsw.gov.au>
Date: 14/11/2010 7:39 PM
Subject: Att Diane Fajmon re:application ref no: MP 10_0111

Hi,

I use the current Greenway between Summer Hill and Leichhardt. I love the real sections, running quietly on paths and not beside roads, but I hate the break in the Greenway where it runs over Parramatta Rd where my small children and I have to go up and over and down to cross Parramatta Rd.

I was assured at the first consultation that there will be an underpass under Old Canterbury Rd, and that the path will stay up along with the rail tracks over Parramatta rd, and I hope this is true in both cases. If the Greenway stayed in the rail corridor along Weston Street it would be a lovely continuous path. I don't like the idea of being spat onto the road for that section. That is not a Greenway, that is just a street. We have thousands of streets already, and I don't own a bike as I wouldn't ride on the streets (nor on footpaths with my children as we have to cross driveways). The closest my eldest has come to being run over was scootering on a footpath when a car reversed out of a driveway, fortunately stopping just before she hit him. We would, however, buy bikes and ride on a proper Greenway.

I do not live on Weston Street, but I would hate to have a bike path down my street, primarily as I would be so afraid of hurting a walker or rider and I drove.

Diverting the Greenway onto Weston Street instead of running the Greenway along the rail corridor is a shoddy shortcut in what is otherwise an amazing plan. Just 500m more proper Greenway rather than a detour onto Weston Steet, and an underpass under Old Canterbury Rd, would be fantastic.

Yours sincerely,
Kylie and Martin Squires

Diane Fajmon - Submission- Sydney Light Rail Extension MP10_0111

(115)

From: Kelly Brazier <kellybrazier1234@hotmail.com>
To: <plan_comment@planning.nsw.gov.au>
Date: 14/11/2010 8:33 PM
Subject: Submission- Sydney Light Rail Extension MP10_0111
CC: <balmain@parliament.nsw.gov.au>
Attachments: Joint SLRE Submission Haberfield 14 11 2010.pdf

Application reference number: MP 10_0111
Attention: Diane Fajmon

Our submission is attached on the Environmental Assessment for the Sydney Light Rail Extension.

Please provide an acknowledgement so we may know it has been safely received for consideration.

Kelly Brazier
contact 0422 131 040

SYDNEY LIGHT RAIL INNER WEST EXTENSION (SLRE) SUBMISSION TO NSW DEPARTMENT OF PLANNING

We set out our submissions on the proposed SLRE and Environmental Assessment below. Our submission is a joint submission by three groups of affected residents, and concern our suburb of Haberfield and parking and traffic.

1. Summary of Main Submissions

- 1.1. We strongly oppose location of a pedestrian bridge over Hawthorne Canal at the end of Turner Avenue Haberfield to the proposed Hawthorne Light Rail stop which will result in the concentration of parking and traffic for all of the Hawthorne Light Rail stop, Café Bones, off-leash dog park, and Hawthorne Parade children's playground and picnic area.
- 1.2. There is a very low level of awareness by local residents as to the proposed new bridge and its location at Turner Avenue (Turner Avenue Bridge) as there has been little or no notification, flyers being confined to announcing general information sessions about the Light Rail. Consultation with affected residents is needed.
- 1.3. We submit that the proposed Turner Avenue Bridge should be relocated to either the southern far end of the Hawthorne Canal dog park to the site of the current canal bridge (to Loftus Street Leichhardt) or closer to it, or to outside of the dog park entirely. Either the Light Rail (LR) stop for Hawthorne should be moved to accommodate the changed bridge location, or a path alongside the line could give access to the Hawthorne LR stop.
- 1.4. Inadequate consideration has been given to traffic and parking at the Marion and Hawthorne stops for SLRE, particularly given current issues at other existing LR stops, and the substantial added impact of SLRE Stage 2.
- 1.5. Parking and traffic estimates for Marion are also likely to transfer to Hawthorne, given the traffic and parking limitations at Marion, as commuters from Haberfield and beyond will avoid the issues at Marion and drive to Hawthorne, Haberfield instead.
- 1.6. The alternative proposal for a pedestrian bridge at Marion Street in lieu of signal lights is strongly supported as signal lights will add to the congestion in Marion Street.
- 1.7. Further consideration is required to the assumption that a residents parking scheme will overcome parking issues and can be implemented.
- 1.8. The provisions of the deed with the LR operator relating to future public transport expansion should be disclosed.

2. Parking and Traffic Issues - Hawthorne and Marion Stops

Commuter Parking and Traffic Underestimated

- 2.1. The Environmental Assessment (EA) significantly underestimates traffic and parking impact around the Hawthorne LR stop for Stage 1, and doesn't allow for the substantial impact of the Stage 2 CBD extension.
- 2.2. The estimates of weekday passenger boarding, commuter parking and traffic flows stated in the EA are stated to be based, to unspecified extent, on a 2008 survey of existing light rail passengers (*multiple references e.g. page 36 para 3, Traffic and Transport Impact Assessment*) which can only be relevant to the current limited Light Rail service.
- 2.3. The Stage 2 extension to the CBD will substantially increase LR patronage, traffic and parking issues from those areas with no heavy rail access such as Leichhardt, Haberfield, Five Dock and Russell Lea, where bus services to the CBD have long peak hour travelling times (approximately 50 minutes by bus from Haberfield), and where access to a heavy rail stop such as Ashfield or Croydon requires a travel detour and have limited or no parking.
- 2.4. However the parking estimates are substantial underestimates even for Stage 1 SLRE, given the current experience at Light Rail stops for Lilyfield and Rozelle, as follows:

2.4.1. **Lilyfield** - The EA notes that a residents' parking scheme has had to be implemented for the Lilyfield stop by reason of impact of Light Rail commuter parking on residents (*p31 Traffic and Transport Assessment*). Commuter parking for the LR is still substantial along Lilyfield Road (**see Photo Ref 1 attached**) and in Brennan Street Annandale, near the LR stop.

2.4.2. **Rozelle** - Not an end stop as Lilyfield is, and not commented on in the Traffic and Transport Assessment for the EA. The commuter parking at this stop is substantial and significantly beyond the 2016 estimates for *any* SLRE stop in the EA, with heavy parking directly adjacent to the Rozelle LR stop and further along Railway Parade, on both sides of each street.

A quick view on two weekday mid-mornings revealed over 20 cars close parked on the light rail line side of Bayview Crescent only plus over 50 plus cars close parked end to end in Pritchard Street immediately adjacent to the LR stop. Significantly more were parked along Railway Parade. (**See Photo References 2, 3 & 4 attached**)

No commuter survey has been done under the EA to determine whether this is all LR parking as it appears to be. An assessment is necessary so that a commuter parking deterrence strategy for those SLRE stops which are more likely to attract commuter parking, such as Hawthorne, can be determined.

2.5. The EA states that no detailed traffic analysis is required (*e.g. page 28 Traffic and Transport Assessment*), yet assumptions of little impact on traffic generation by the SLRE have been made and the actual commuter parking at both of Lilyfield and Rozelle stops suggests that significant additional local traffic is being generated.

2.6. More detailed traffic and commuter parking assessment is required for those areas which present ease of driver access and parking, such as the Hawthorne stop on Hawthorne Parade.

Walk-In Policy Requires Strategies to Actively Deter Car Travel

2.7. The stated policy is not to provide commuter parking to discourage driving to Light Rail and to aim for walk-in use. However LR users will and do already drive to the easiest car access LR stops with residential street parking, and the impact on those communities and strategies must be considered as part of the SLRE plan.

2.8. LR users may not drive to or park at the Norton or Marion stops which are congested and have limited parking, but if a pedestrian bridge is provided for them right at the point of the LR stop at Hawthorne Haberfield, at the end of an otherwise quiet residential area, the bridge location will actively encourage LR users to drive to Hawthorne, Haberfield and to park there.

2.9. If the policy is really to encourage walk-ins as stressed under the EA, it would be more consistent with that policy not to locate the Hawthorne LR pedestrian bridge immediately at the LR stop, so as to capture those who would walk in any event, and deter car users.

Anticipated Marion Parking Issues Will Be Hawthorne Issues

2.10. The EA proposes that the Marion LR stop is expected to attract the greatest traffic generation and need for parking by 2016 - potentially up to 40 spaces required (*e.g. at para 5.3.4.3 Traffic and Transport Impact Assessment p47*). It is also stated in response to council concern regarding parking in Hawthorne Parade near the new pedestrian bridge at Hawthorne (*point 5.3.4.2 of Traffic Assessment p 47*) that commuters are more likely to use the Marion or Leichhardt North LR stops, one of which they would need to pass to get to Hawthorne. This is incorrect.

2.11. A detailed traffic analysis would show that the morning peak congestion in Marion Street and Hawthorne Parade to exit onto Marion Street with long queues in both streets means that both car access to the Marion LR stop and crossing the Hawthorne Parade queue to access the parking bays near the corner of Marion are difficult (**See Photo Reference 5 attached**). As a result, drivers from Haberfield, Five Dock, Russell Lea and surrounds will drive through Haberfield to the Hawthorne stop at Hawthorne Parade, moving a substantial number of the Marion LR traffic issues and parking needs to the Hawthorne LR pedestrian bridge location currently proposed at the end of Turner Ave and further adding to the issues for this site.

3. Opposition to Pedestrian Bridge over Hawthorne Canal, Haberfield at Turner Avenue - A Convergence of Issues

The proposed location of this pedestrian bridge is strongly opposed for reasons not considered or inadequately considered under the EA as set out below:

Convergence of Light Rail, Dog Park, Café Bones, Playground and Tennis courts

- 3.1. The proposed location of the Hawthorne Canal LR access bridge at the end of Turner Ave Haberfield at the convergence of:
- (a) the most heavily used part of one of the most popular off-leash dog parks and dog obedience schools in Sydney, with heavy associated parking;
 - (b) the popular Café Bones, with heavy use and associated parking on weekends and weekdays;
 - (c) the children's playground and picnic area at the end of Turner Ave, which fully utilises limited parking bays on weekends and to some extent on weekdays particularly after school; and
 - (d) the council tennis courts at the end of Waratah Street, which utilise the small number of parking bays and parking on Hawthorne Parade;

makes the location close to the end of Turner Avenue the most unsuitable location for the pedestrian bridge. All pedestrian and road traffic parking associated, plus that for the Hawthorne Light Rail stop, will be concentrated to this one location, displacing parkers for the playground and impacting severely on local residents.

- 3.2. This convergence has not been considered in the EA other than to note that "Hawthorne residents" are concerned at the impact of commuter parking but support the location of the pedestrian bridge (*p31 Traffic and Transport Assessment*). There is no indication of who comprises a "Hawthorne resident" but Haberfield residents near the proposed pedestrian bridge who are aware of it, strongly oppose its location at the end of Turner Avenue.

Parking for Cafe Bones and Off Leash Dog Park

- 3.3. Parking for the Hawthorne Canal dog park and Café Bones is currently along Hawthorne Parade all day on weekends, and during early mornings and late afternoons/evenings on weekdays, near the current sole canal bridge access at the southern end of the dog park near Loftus Street Leichhardt/ Hawthorne Parade netball courts, where the greatest number of parking bays are also located on Hawthorne Parade.
- 3.4. A new bridge at Turner Avenue with direct access to Café Bones and to the centre of the dog park will effectively relocate a substantial part of the current parking for the dog park to the site of the new bridge where LR parking will also be concentrated, and bring additional non dog park patronage and parkers to Café Bones.

Parking for Hawthorne Parade Playground and Picnic Area

- 3.5. The children's playground and picnic area at the corner of Hawthorne Parade and Turner Avenue currently has a number of parking bays provided for families and provides disabled access. The bays are fully used for the playground on weekends all day, and on weekdays (**see Photo Ref 6 attached**), with overflow weekend parking onto Hawthorne Parade and into Turner Avenue. A pedestrian bridge access to Light Rail, Café Bones and the centre of the dog park at the playground site will extinguish parking for the playground and push parkers into residential streets.

Pedestrian and Dog Park Safety Issues

- 3.6. Locating the pedestrian bridge at the end of Turner Avenue, means users of Hawthorne LR from Hawthorne Parade will need to walk through the most heavily used part of the unleashed dog area near Café Bones - also the centre of dog obedience classes on weekends, with pedestrian safety issues. The busiest weekday dog park use is before and after work hours, similar to peak commuter travel times - about 7.00-8.30am and after 5pm.
- 3.7. An open access bridge and path at this point will also compromise the significant benefit of this dog park's full length fencing along either side which stops dogs from escaping, and means that dogs would enter and leave the dog park close to the open children's playground and picnic area, and potentially allows dogs to escape into the Light Rail corridor.

Relocate the Proposed Pedestrian Bridge

- 3.8. The proposed canal bridge should be relocated away from the most heavily used part of the dog park and away from both of Café Bones and the Hawthorne Parade playground - to the southern end of the dog park closer to the current location near Loftus Street Leichhardt, or to outside of the dog park entirely, as understood Ashfield Council proposes, which will:
- avoid or reduce the concentration of traffic and parking for all of the LR, Café Bones, dog park and playground/picnic area and alleviate otherwise excessive impact on residents
 - be only a short walk to the LR stop, along a provided path, consistent with encouraging local resident walk-in use and assisting deterrence of drivers
 - provide a safe pedestrian walkway away from the main dog area, or outside it; and
 - keep dogs away from the children's playground.
- 3.9. The current canal bridge linking Hawthorne Parade to Loftus Street Leichhardt is in poor condition and assessed by Leichhardt Council as having a limited life of less than three years with no current plans to replace it, given Council's new proposed bridge close to the City West Link. If the existing bridge is not replaced, all of the above issues will be substantially compounded if a Turner Avenue Bridge is the sole canal access point for all of the Light Rail, dog park and Café Bones.
- 3.10. It would be essential for NSW Transport to also replace the existing bridge if the proposed bridge at or near Turner Avenue is not relocated.

4. Residents Parking Scheme for Ashfield Council to Implement

- 4.1. The EA observes that Councils may need to implement residents' parking schemes and that this has been necessary for the Lilyfield stop. However no assessment has been made of the issues local Councils face in implementing a residents' parking scheme, particularly where there is no current experience or structure such as for Ashfield Council, which has been unsuccessful in even trialling a scheme around the congested Ashfield Station area.
- 4.2. Substantial impediments to implementing a residents' parking scheme in Haberfield are likely. Assessment of the issues and assistance which should be provided to councils to implement, including with cost, should be undertaken.
- 4.3. It also needs to be considered that a residents' parking scheme will be an imposition on Haberfield residents who currently have no need for one. Residents' parking will not in any event assist to alleviate parking problems arising from providing direct access to Café Bones and the centre of the dog park which require shorter duration but a high turnover of parking.

5. Opposition to Pedestrian Signal Traffic Light at Marion Street

- 5.1. The proposal for pedestrian signal lights near the Marion stop on Marion Street will add to congestion and delays in the morning peak including exiting from Haberfield. The alternative proposal for a pedestrian bridge over Marion Street, instead of lights, is strongly supported.
- 5.2. However the location of the path on the western side of the Marion stop should be moved to the eastern side so that trees can be preserved and to minimise the impact on the residents at the end of Hawthorne Parade.

6. Deed with Light Rail Operator

The provisions of the proposed Deed with the LR Operator concerning future public transport expansion or restrictions, should be made public so local communities can assess the full impact of the SLRE.

Kelly Brazier and John Fletcher
8 Turner Avenue Haberfield 2045
Email: kellybrazier1234@hotmail.com

Keith and Jill Hall
6 Turner Avenue Haberfield 2045
Email: khal3882@bigpond.net.au

Ian and Sonja Broughton
4 Turner Avenue Haberfield 2045
Email: ibroughton@optusnet.com.au

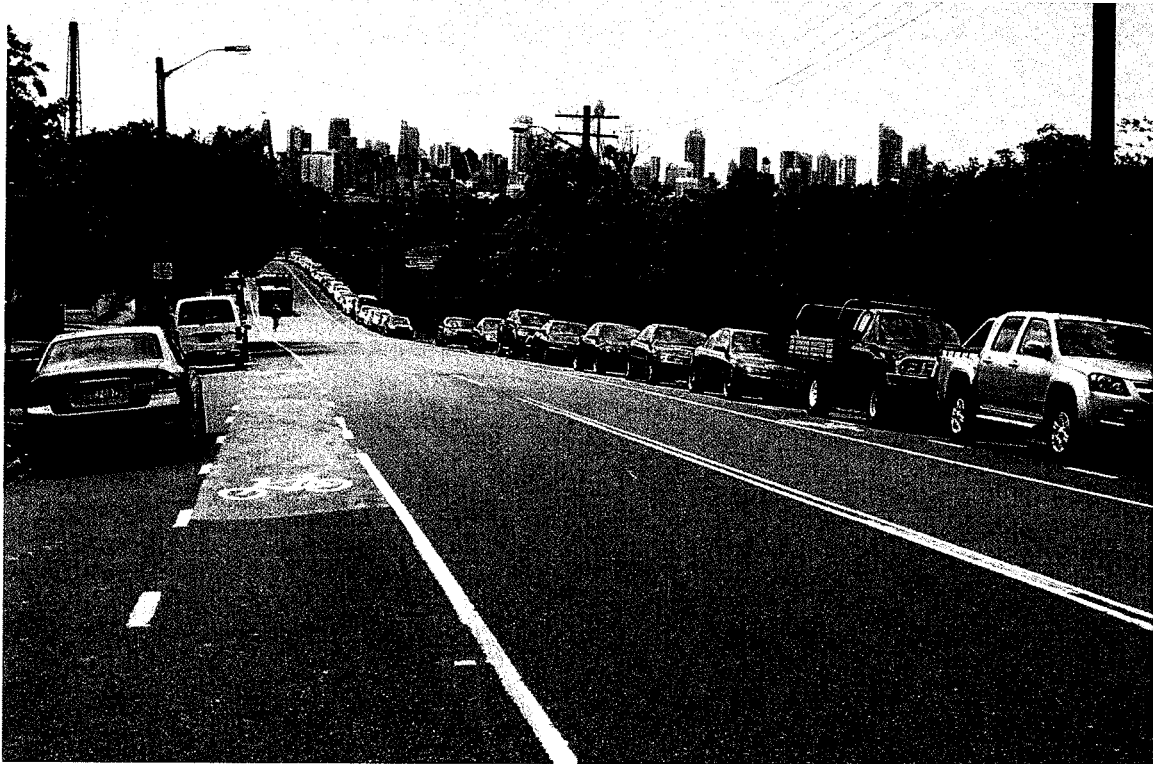


Photo 1: Weekday mid-morning parking on Lilyfield Road near Lilyfield Light Rail Stop
(There are No Stopping/No Parking zones on the left hand side)

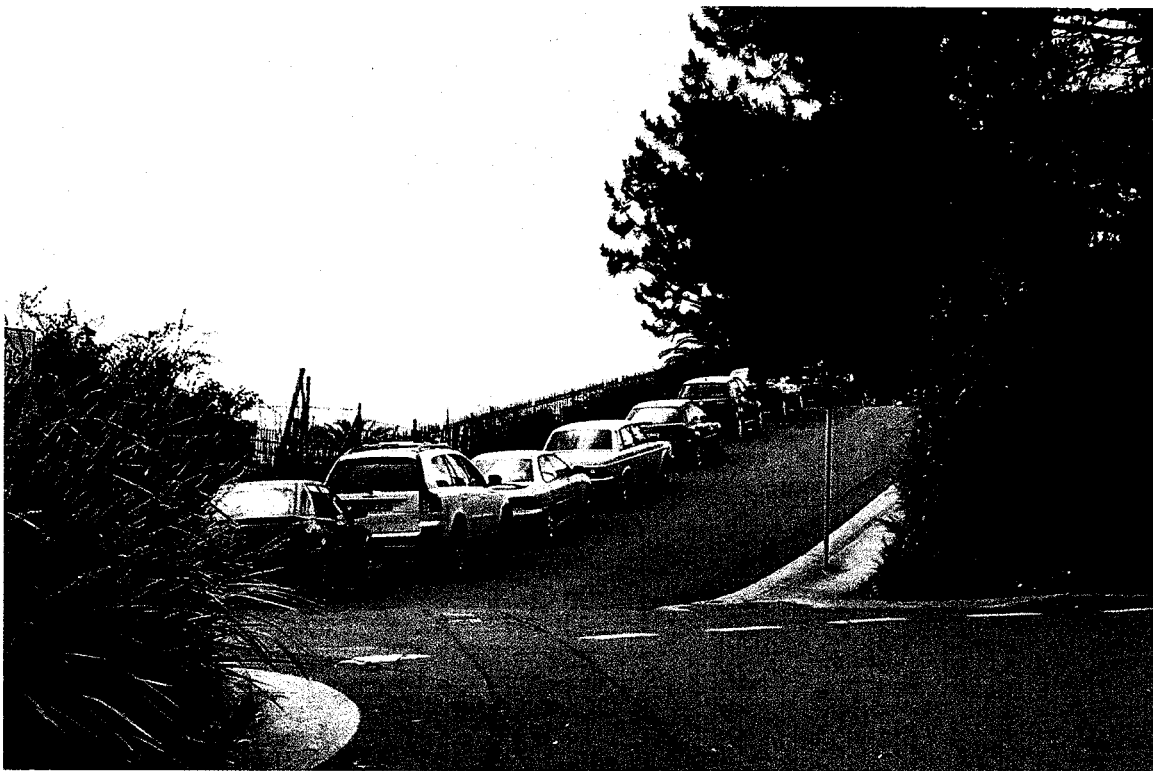


Photo 2: Weekday mid-morning parking on Bayview Crescent, Lilyfield, outside the
Rozelle Light Rail station

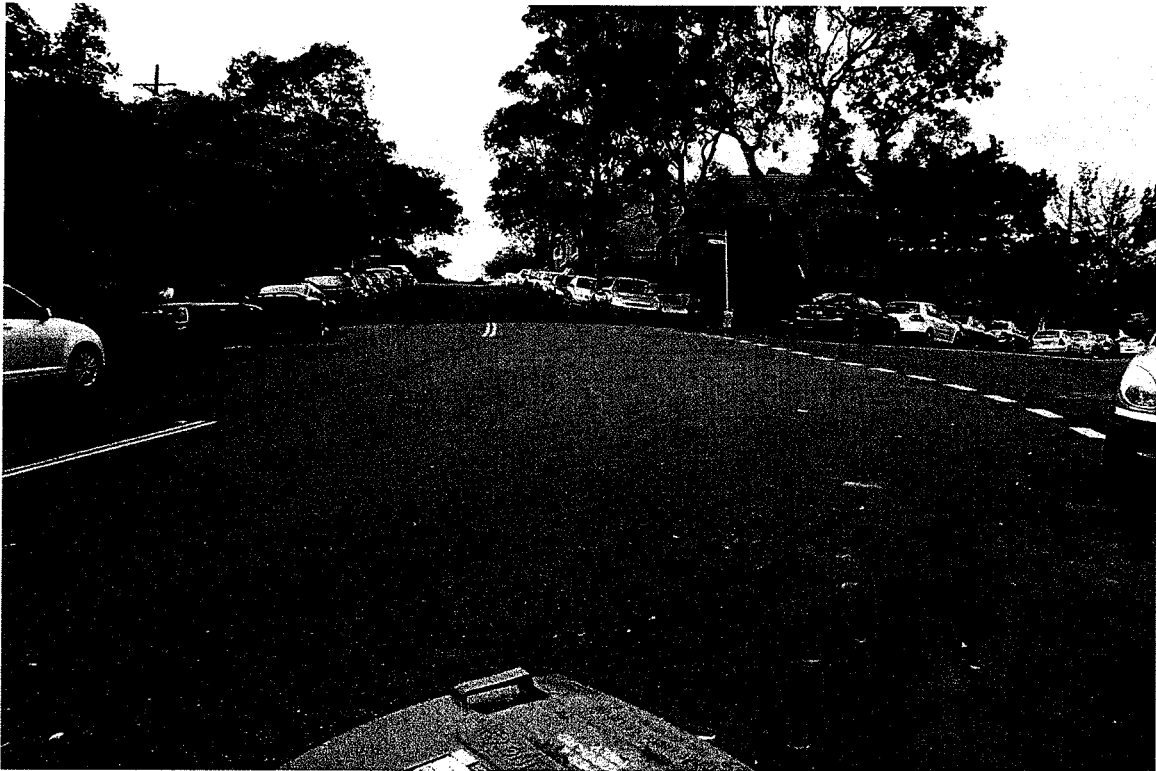


Photo 3: Weekday mid-morning parking on Pritchard Street, Annandale opposite the Rozelle Light Rail station, and on Railway Parade to the right



Photo 4: Weekday mid-morning parking further along Railway Parade, Annandale, near the Rozelle Light Rail station



Photo 5: Weekday morning queue on Hawthorne Parade to Marion Street, blocking access to the parking bays at the corner of Marion Street



Photo 6: Weekend parking for the Hawthorne Parade/Turner Avenue, Haberfield, children's playground/picnic area - site of the proposed bridge over Hawthorne Canal

Diane Fajmon - Fw: Submission to GreenWay & Light Rail E.A. Team at Dept of Planning

From: "Jennifer Kent" <mhcdi1@bigpond.com>
To: <plan_comment@planning.nsw.gov.au>
Date: 14/11/2010 8:53 PM
Subject: Fw: Submission to GreenWay & Light Rail E.A. Team at Dept of Planning
Attachments: Greenway 2..doc

116

----- Original Message -----

From: Jennifer Kent
To: plan-comment@planning.nsw.gov.au
Sent: Sunday, November 14, 2010 5:11 PM
Subject: Submission to GreenWay & Light Rail E.A. Team at Dept of Planning

Attention Diane Fajmon,

Please find attached my submission which I also sent to the minister.

Regards

Jennifer Kent

Comment [1]: HTML: <META
NAME="CHANGEDBY"
CONTENT="Jennifer Kent">

Comment [2]: HTML: <META
NAME="CHANGEDBY"
CONTENT="Jennifer Kent">

63 Abergeldie St
Dulwich Hill 2203
6.11.10

The Minister
Parliament House
Macquarie St
Sydney 2203

Dear Minister

Re: the proposed light rail and GreenWay corridor from Lilyfield to Dulwich Hill

As a long term resident and future user of both the light rail and GreenWay I have concerns that this project has been rushed to gain electoral kudos rather than the best outcomes for the local community or the environment.

In a press release on 19.07.10 Premier Keneally stated “ we want to insure the corridor would benefit the whole community with the incorporation of a cycling and walking track path as well as retain critical bush care sites along the extension.”
Specific concerns are:

1 Bushcare sites/ biodiversity

Dual track operations require the GreenWay Trail to pass through existing and future bushcare sites with the following negative impacts;

- direct loss of existing habitat area due to path construction. The impact is greater than that assessed in the Environmental
- Assessment especially in the Waratah Mills site where almost half of the width will be affected. The loss of remnant local species on the face of the cutting north of New Canterbury Rd was not assessed.
- fragmentation of sites resulting in a non continuous habitat that compromises its effectiveness.
- due to lack of space the proximity of the trail will reduce the effectiveness of the habitat sites due to fauna disturbance by path users, potential light spill from trail lighting and transport of weed seeds by path users.

P.2.

The location of the stations, station access pathways and the trail will also have similar impacts;

- loss of future bushcare sites due to pathways and station access especially in the constrained section from Constitution Rd to Hercules St.
- the present location of the access way for the Waratah Mills station is through a significant part of the existing bushcare site at Davis St
- the relocation of the GreenWay trail from Weston St to the corridor would amplify the impact on bushcare sites and biodiversity as the corridor is very narrow at this point.

Possible solutions/requirements;

- compensatory biodiversity sites in addition to the sites already identified by the Inner West Environment Group (GreenWay Bushcare) as future biodiversity sites which could include resumption of corridor land that is currently being used as a dump.
- NSW Transport to workshop with IWEG to map out future sites, devise management and access procedures, minimise impacts from trail and station access construction. Revegetation planning to maximise opportunities for seed collection and transplanting prior to commencement of work and to minimise impacts from the installation of overhead wiring.
- relocate Waratah Mills station and merge with Arlington station for a combined station at Terry St. If that is not possible relocate access to Waratah Mills station over the canal so it does not go through the substantial Davis St site.
- removal of existing weeds such as lantana and replace with native flora
- decking north New Canterbury Rd with minimal cutting into the slope and the re-establishment using seeds collected from any disturbed native plants.
- construct railway platforms to provide tunnels so that small mammals can safely move underneath.
- not necessary to have both bushcare and pathway fencing.
- investigation into reducing or replacing toxic spraying of weeds.

2 The Route of the GreenWay Trail

Specific concerns not addressed by the Environmental Assessment

- **safety** as the crossing at Marion St at street level with traffic lights is the only designated crossing for the entire length of the GreenWay trail. This would impact on trail safety and its suitability for family groups and children. The alternative proposal in the EA is for a bridge over Marion St that is attached to the side of the rail bridge. Also this bridge alternative will provide safer access to the light rail stop at Marion St for passengers.

- secondly there needs to be a shared pedestrian/cycle bridge built over the Cooks River at Wardell Rd. The southern end of the GreenWay trail crosses the Cooks River to join the Cooks River Cycleway. The river crossing is on a narrow footpath beside a busy road.
- the commitment to investigate the linking of the GreenWay trail to the city along Darley Rd, through the light rail tunnel on a shelf beside the tracks to Lilyfield Rd and Anzac Bridge. Also another pathway link from The Parade over the disused freight rail bridge at Terrace Rd to the GreenWay Trail could be easily established.

These serious concerns need to be investigated and addressed properly to meet the objectives outlined by the Premier

Yours faithfully

Jennifer Kent

Diane Fajmon - RE: Application Reference number: MP 10_0111

117

From: "Helen Slater" <hslater1@bigpond.com>
To: <plan_comment@planning.nsw.gov.au>
Date: 15/11/2010 12:46 AM
Subject: RE: Application Reference number: MP 10_0111

Attention Dianne Fajmon,

RE: Appliaction reference number:MP 10_0111

My preference is that the extra money be spent to ensure the Greenway is safely enclosed within the Light Rail corridor, **and not detour up Weston Street.**

Thank you for your attention.

Yours Sincerely,
Helen Slater
61 Weston St.
Dulwich Hill
NSW 2203.

Diane Fajmon - Application reference number: MP 10_0111

From: <john.chudleigh@pacific.net.au>
To: <plan_comment@planning.nsw.gov.au>
Date: 15/11/2010 4:15 AM
Subject: Application reference number: MP 10_0111

118

RE: Environmental Assessment for the Inner West Light Rail Extension

Application reference number: MP 10_0111

Attention: Diane Fajmon

Dear Diane,

Please find below my comments in response to the Environmental Assessment for the Inner West Light Rail Extension

Bushcare sites / biodiversity

1. the assessment does not adequately look at options to reduce biodiversity impacts, such as: use of single track operation section Davis St to Hercules St to allow GreenWay Trail in formation and reduced station and access impacts; combined station at Terry Rd to reduce impacts; stanchions centre or one side only to reduce decking impact for GreenWay Trail between Longport St and Marion St; options for access from a Davis St station to avoid bushcare site.
2. It appears that biodiversity impacts have been downplayed - a true understanding of the value of bushcare work done by volunteers to date is not displayed.
3. Dual track operations south of Old Canterbury road require the GreenWay Trail to pass through existing and future bushcare sites in the corridor with several negative impacts
4. There will be significant direct loss of existing habitat area due to path construction, in particular almost half of the width of the Waratah Mills site
5. There will be significant loss of future bushcare sites due to path construction especially in the constrained section from Constitution Rd to Hercules St
6. There will be fragmentation of sites resulting in a non-continuous habitat corridor that compromises it's effectiveness
7. The proximity of the trail will reduce the effectiveness of the habitat sites due to fauna disturbance from path users, potential light spill from trail lighting, transport of weed seeds by path users
8. Stations and station access pathways will have similar impacts. For example, the access path to the eastern Davis St stop is shown as cutting through the centre of the established bushcare site.

Possible solutions:

Compensatory biodiversity sites in addition to the sites already identified by IWEG (GreenWay Bushcare Group) as future biodiversity sites. This could include resumption of corridor land that is being used legally or illegally by surrounding businesses and residents.

NSW Transport to workshop with those who have the on-the-ground knowledge (ie IWEG) to map out future sites, devise management and access procedures, minimise impacts from trail and station access construction

Guaranteed access to the corridor with realistic restrictions to allow establishment and maintenance of sites

Protection of areas of remnant local species such as the cutting north of New Canterbury Rd

Planning the construction schedule for the light rail to allow seed collection from existing vegetation, transplanting of grasses prior to start of work.

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

GreenWay Trail

There are several issues that limit the effectiveness of the Greenway Trail trail plan as outlined in the EA

Crossing of Marion St at street level with traffic signals. This would be the only crossing of a busy road for the entire length of the GreenWay Trail, impacting on trail safety and desirability, particularly for family groups / children. There is an alternate proposal in the EA for a bridge over Marion St that is attached to the side of the rail bridge. The bridge alternative will also provide safer access to the light rail stop immediately north of Marion St for light rail passengers.

No pedestrian bridge over the Cooks River. The southern end of the GreenWay Trail crosses the Cooks River at Wardell Rd to join the Cooks River Cycleway. The river crossing will be on a narrow footpath beside a busy road. The proposal should include a separate shared pedestrian / cyclist bridge.

Linkage for cyclists from the GreenWay Trail to the city. The Greenway Trail is a priority route in the Sydney Cycle Network and it will link with the cycle route to the city along Lilyfield Rd and Anzac Br. It is possible to improve the link by providing a cycle path along Darley Rd and then through the light rail tunnel (on a shelf beside the tracks) to Lilyfield Rd.

Regards

John Chudleigh
8 Blairgowrie Street
Dulwich Hill 2203
0403 926 099

119

From: <foyles1@tpg.com.au>
To: <plan_comment@planning.nsw.gov.au>
Date: 15/11/2010 9:02 am
Subject: Application Ref No: MP 10_0111

As home owners in Weston Street ,Dulwich Hill, our preference is that the extra money be spent to ensure the Greenway is safely enclosed within the Light Rail corridor, and NOT DETOUR UP WESTON STREET. We live here and we should have a right to have a say about a major change in our street.

Diane Fajmon - application reference number MP 10_0111

120

From: Weiying Ho <weiying888@gmail.com>
To: <plan_comment@planning.nsw.gov.au>
Date: 13/11/2010 7:15 PM
Subject: application reference number MP 10_0111

Attention: Diane Fajmon
Re: Inner West Light Rail Extension

Dear Diane

I would like to make the following comments regarding the proposed light rail

1. A light rail stop at both Waratah Mills and Arlington is unnecessary, as it extends the trip time (discouraging people from using light rail), and increases the total cost of project unnecessarily. A stop at Terry Street should be sufficient.
2. The light rail system should be included in the future electronic ticketing system.
3. The cost of riding the light rail should not exceed that of heavy rail, on a per kilometre basis
4. The contract for provision of light rail by a private provider should not preclude any future light rail, bus, tram or heavy rail extension in the area (for example some motorways have a contract that says the no competing heavy rail or buses should take away patronage from their service - this should not be permitted).
5. The greenway for pedestrians and bicycles should be permitted on roads where necessary. The option to put the greenway on a raised concourse at Weston Street, advantages the Western side of Weston Street at the expense of the Eastern side of Weston Street. Bicycles on streets should be encouraged and the Department of Planning and Transport should embark on a public education campaign to ensure that everyone is aware that roads are a resource to be shared by all.
6. The light rail could be a trial for bicycle pooling with bicycles allocated to all tram stops.
7. Covered and secure parking for bicycles and prams at trams stops would encourage patronage. Sometimes you need the pram to and fro the train/tram stop (due to the distance involved, but don't necessarily want the hassle of the pram in the city with the steps etc). Also at the end of the day you often want the pram on the way home as the kid/s are tired.

Regards
Weiying Ho
Dulwich Hill

Diane Fajmon - Sydney Light Rail Extension -light rail stop locations

From: Rehle Cheney <rehle@hotmail.com>
To: <plan_comment@planning.nsw.gov.au>
Date: 13/11/2010 7:26 PM
Subject: Sydney Light Rail Extension -light rail stop locations

121

ATTENTION Diane Fajmon

I wish to support the single merged stop between Lewisham West and Dulwich Grove as a most economical and sensible decision.

However I also wish to support keeping the GreenWay within the light rail corridor and consider the choice of Weston Street as incompatible with public safety and advocate a more satisfactory resolution of the problem which will not destroy the peace and quiet of Weston Street residents by inevitable increase in human traffic.

R. Cheney, 58 Victoria Street, Lewisham

122

From: "Johanna Bauer" <bauerj@gmx.com>
To: <plan_comment@planning.nsw.gov.au>
Date: 14/11/2010 10:05 am
Subject: Application reference number MP10_0111

To Diane Fajmon

As a concerned resident of Weston St I am writing to you today to advise that my preference would be to have the Greenway safely enclosed within the Light Rail Corridor rather than detour it through Weston St. Weston St does actually not lead anybody to any certain place, whoever goes through Weston St and does not live there, is just going through a quiet little street for a few seconds and has to join the mainroad again, no matter where they want to go.

Please consider the concerns of the residents of Weston Street - please don't ruin our quality of life.

Thank you.

Johanna Bauer

Diane Fajmon - Application reference number; MP10_0111 Attention: Diane Fajmon

123

From: T Suriya <tsuriya@gmail.com>
To: <plan_comment@planning.nsw.gov.au>
Date: 14/11/2010 1:54 PM
Subject: Application reference number; MP10_0111 Attention: Diane Fajmon
CC: <jparker@lmc.nsw.gov.au>, <aubalmain@parliament.nsw.gov.au>
Attachments: SYDNEY LIGHT RAIL EXTENSION SUBMISSION - No 14.pdf; SYDNEY LIGHT RAIL EXTENSION SUBMISSION - No 18.pdf

Dear Dianne Fajmon,

Please find attached 2 submissions re-light rail extensions.

One is for myself and the other for my neighbour Sam Feliciotto of 18 Hathern St. who asked me to send it for him as he does not have email facility.

Yours sincerely

Thomas Suriya
14 Hathern Street
Leichhardt, 2040

November 13, 2010

SYDNEY LIGHT RAIL EXTENSION SUBMISSION

TAVERNER'S HILL STATION

I am writing to most strongly object to the Taverner's Hill rail stop in it's present proposal due to a number of reasons

of which the paramount one being the question of SAFETY !!!

Hathern St. is a very small street with a major traffic problem. There are in excess of 20,000 vehicles per day, out of which a 1,000 are of heavy tonnage which include semitrailers, buses etc.. Because of this, it is dangerous most of the time, if not almost impossible for a pedestrian to cross the street without risking his/her life.

Where the station's pedestrian access through Hathern St. is proposed, there is a very sharp bend in the street and is prone to vehicles under certain situations to skid and on average we have an accident every two weeks.

If one is traveling from Brown St. towards Tebbutt St., one is driving on a downward incline into and around this sharp bend - as the vehicle inside this bend is not in a straight line, under certain conditions it WILL skid/lose control.

We also have a situation of having two commercial premises in this street and which at times have deliveries made to them in large trucks/semitrailers which have to come across the street centre line in order to enter the premises, thus fully blocking the street. We are talking of metres past the bend and the blocking truck is not being visible to the coming traffic until it negotiates the bend.

There will be an additional major hazard to the pedestrians using this proposed entrance as they will have to share the walkway with vehicles accessing the residences 15, 17, 17A, 19 Hathern St.

Apart from normal pedestrian traffic, there will be elderly people and most vorrying children and toddlers which are not readily visible to reversing vehicles. All of the above will be a cause for an accident waiting to happen.

I would definately put this on parallel with what happened to the "Pink Butts" scheme, where against all advice, the government persevered and consequently four people died because of it , and the then government stands condemned for it.

I do hope the same situation does not eventuate and because of it, some people / children get injured or killed - what price is someone's life ?

For us the residents, there will be an additional major problem due to generated noise and no protection given ! Even thou the sound level is said not to be excesive ?? it will be generated from early in the morning until late at night

7 days a week and on average every 6 minutes.

The sound level may be acceptable in peak hour (when some of the manual readings where made), but it will most certainly be very irritating at quieter times, evenings / weekends. The rail line / station is raised above our houses and only metres away and it is imperative sound barrier are installed. They will be installed in other 8 places along the new rail extension, which confirms that noise IS an issue and it most certainly WILL be to the residents of Hathern Street. How soon before residents start crackin up as we have been living under stress much too long. NOISE BARRIERS are a must !!!

Compaunding the SAFETY and NOISE issues, there is a parking problem. Being a small street there only a few parking spaces. The few that are available are fought for by residents and workers around the areas.

The spaces to be taken away to accomodate this rail entrance will only agravate an already frustating situation.

I do hope the above issues will be adressed = for SAFETY reasons alone, the ramp on Hathern St. should not go ahead

and should be either scrapped or repositioned and we need / must have Noise barriers to preserve our sanity.

Yours sincerely,

Thomas Surija
14 Hathern Street
Leiuchhardt 2040



Application Ref No: MP 10_0111

Attention: Diane Fajmon

November 12, 2010

SYDNEY LIGHT RAIL EXTENSION SUBMISSION

I am writing to strongly object to the proposed location of the Taverner's Hill light rail stop which is to be located directly opposite my home. I also object to the proposed second pedestrian entrance to this stop which is proposed to be built on the blind bend on Hathern Street which is also opposite my home. A blind bend where everyone speeds and which has seen countless accidents resulting in many injuries and one death. I am the one that is always having to deal with the immediate aftermath of these accidents and I can tell you all about them. This ramp is a stupid idea if ever there was one.

Since Hathern Street went from peaceful cul-de-sac to semi trailer rat run over 30 years ago residents have been treated with contempt by successive State Governments and Council alike. We are still waiting for the RTA to provide some sort of noise insulation for our homes and now I have been made aware that no noise barriers will be provided for this new railway station which is located above our houses which means the noise will penetrate into our homes and backyards. Again, this is treating this street and the residents who live in it with further contempt. To then extend that contempt to the wider community including children who will be putting their lives at risk using dangerous Hathern Street to get to the proposed pedestrian ramp is just downright morally wrong.

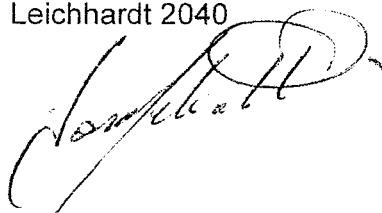
Hathern Street is overburdened and congested 7 days a week and to introduce more cars into it thru motorists dropping people off to catch the light rail from Hathern Street is to compound a dire safety situation. It is difficult enough as it is to find parking on this street and now I hear that you want to remove 2 parking spaces from this street for light rail users. Again, this shows no concern for those of us who live here as our friends and relatives can never find parking let alone residents. Our driveways are continually blocked by those who can't find parking on Hathern Street and this will only increase if the pedestrian ramp is built on this street as people stop in our driveways to drop people off.

My house is just one metre from all the speeding semi trailers, buses and cars that travel past every day to reach Old Canterbury road. The footpath is so narrow and dangerous for us, let alone for cyclists and others walking past. The proposed ramp on the blind bend will mean people will want to cross the road at this point to access the pedestrian ramps to both sides of Parramatta Rd and this increase in pedestrians will certainly lead to accidents and pedestrian deaths. If the Government goes ahead with this ridiculous pedestrian ramp on the very small dangerous Hathern Street I hope the Government representatives can live with the deaths that will come from this ill informed decision.

Your sincerely,

Sam Feliciotto
18 Hathern Street

Leichhardt 2040



Diane Fajmon - FW: Application Reference number MP 10_0111 Attention Diane Fajmon

From: "Julianne Murphy" <juliannem@tpg.com.au>
To: <plan_comment@planning.nsw.gov.au>
Date: 14/11/2010 3:39 PM
Subject: FW: Application Reference number MP 10_0111 Attention Diane Fajmon

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Major Projects Assessment
Department of Planning

Attention Diane Fajmon.

Dear Ms Fajmon,

I have received a notice urging me to oppose the proposed stops for the future Light Rail at Arlington and Waratah Mills. I emphatically disagree with this proposal.

By the same token I strongly support retention of the two stops and oppose the concept of amalgamating the two into one.

The idea that walking an extra 200 metres to the stop would have "a negligible impact on stop/ walk catchments" is simply incorrect, especially in the case of people who are invalided or aged.

The leaflet I received exhorts locals to protest against "the extensive, unnecessary and ultimately costly overlap of catchments". This statement is not backed up by any documentation. To me it is an exaggerated statement and designed to prosper the case of some residents of Weston St who are opposed to bikes being ridden along their quiet street.

I urge you to ignore this group of activists and consider the good of all the residents, especially the aged, invalids, mothers with small children etc. I suspect the activists have confused the roles of light and heavy rail. The success of Light Rail is contingent on its accessibility by foot.

Thank you for your consideration,

Julianne Murphy

47/11 Williams Parade,
Dulwich Hill NSW 2203
02 95683904