



Review of Environmental Factors The Cooks to Cove GreenWay (In-Corridor Works)

Appendix L: Community Engagement Report (Inner West Council, 2021)

June 2021



Greenway In-corridor
Review of Environmental Factors

Engagement outcomes report

May 2021

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1 Summary

The *Greenway In-corridor Works draft Review of Environmental Factors* was completed in early 2021 to fulfil its obligations as a determining authority under section 5.5 of the EP&A Act. The Draft Review of Environmental Factors (REF) report was prepared by Eco Logical Australia for Inner West Council.

Inner West Council placed the Draft REF on public exhibition from 15 February to 15 March 2021.

This report provides the outcomes from the engagement, officer responses as well as proposed changes to the Concept Design based on recommendations in the REF.

Overall, 34 submissions were received on the Draft REF. All submissions including three late responses, were considered. All submissions on the draft REF were from local community members. No submissions on the draft REF were received from the NSW Government or utilities.

Generally, many submissions refer to the design of specific elements along the Greenway and are out of scope to be resolved at the REF stage. Comments raised in submissions that relate to the Master Plan and Concept Designs have only been included in this report if they directly relate to the REF.

The 34 submissions contained multiple points. These were themed and the main issues within each theme collated. The main 15 themes to emerge were:

- Microbats
- Flooding and waterways
- Tree management and protection
- Loss of biodiversity, specifically the loss of wildlife habitats
- Traffic
- Design
- Visual impact
- Bushcare
- Engagement
- Maintenance of new trees and vegetation
- Soil contamination
- Heritage protection
- Noise and vibration along the GreenWay during construction
- Air quality and dust
- Social issues

2 Background

The Cooks River to Iron Cove GreenWay is a 5.8km 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 and Hawthorne Canal, The GreenWay features bike paths and foreshore walks, cultural and historical sites, cafes, bushcare sites and a range of parks, playgrounds and sporting facilities.

The GreenWay travels through the suburbs of Earlwood, Dulwich Hill, Lewisham, Summer Hill, Haberfield and Leichhardt and traverses the Inner West Local Government Area into Canterbury-Bankstown. The corridor is intersected by several major arterial roads, including New Canterbury Road, Old Canterbury Road, Parramatta Road and the City West Link.

Land within the GreenWay corridor is owned and managed by a number of government agencies, including Inner West Council ('Council' or 'IWC'), Sydney Water and Railcorp NSW.

Extensive engagement was undertaken with the community during the preparation of the adopted Greenway Master Plan and Concept Designs. This will guide implementation of infrastructure both built and natural over the next 10 to 15 years. The Master Plan can be viewed here:

<https://www.innerwest.nsw.gov.au/live/environment-and-sustainability/sustainability-programs/greenway>

This work sought to meet the, often conflicting, interests of all users of the Greenway and was endorsed by the elected Council in November 2019.

Based on the Master Plan, Council completed concept designs for much of the Greenway in May 2019. From 2019 to 2023 Council intends to design and construct high priority sections of the GreenWay.

2.1 In Corridor Works

The In-corridor works package considers the construction of a shared path, lighting and landscaping within the Inner West Light Rail Corridor and adjacent land. The in-corridor package consists of two discrete areas known as the central links and the southern links. The central links extends from north of Parramatta Road to south of Old Canterbury Road while the southern links extends from Weston Street to Hercules Street.

2.2 Assessment of Environmental Effects

The Review of Environmental Factors (REF) is to enable Council to fulfil its obligations as a determining authority under section 5.5 of the EP&A Act insofar as "examining and taking into account to the fullest extent possible, all matters affecting or likely to affect the environment by reason of the activity".

The REF must be prepared to address the factors set out under clause 228 of the supporting Environmental Planning and Assessment Regulation 2000 (EP&A Regulation) and the objects of the EP&A Act, including supporting ecologically sustainable development.

The assessment must also be undertaken in accordance with the requirements of all relevant State and Commonwealth legislation including, but not limited to, the NSW Biodiversity Conservation Act 2016 (BC Act) and the Commonwealth Environment Protection & Biodiversity Conservation Act 1999 (EPBC Act).

2.3 Engagement and promotion methods

The public exhibition was promoted via Council's website and a newsletter distributed to 18,750 properties along the Greenway corridor. Emails were also sent to agencies and community groups including:

- NSW Department of Planning, Industry and Environment
- Transport for NSW
- Sydney Water
- Transdev (operators of the Inner West light rail)
- The Greenway Steering Committee (a community committee)

Promotions directed people to Your Say Inner West for more information and submissions were collected via email and post.

3 Engagement summary

Issues raised in the submissions are collated by theme then issue to avoid repetition, with responses provided to each issue. Personal details have been redacted but site-specific references to buildings and/or streets are retained for context. All original, redacted submissions are provided as Appendix A.

Where changes to draft REF and/or additional controls are proposed, these have been bolded in the tables below.

3.1 Theme: Engagement

There were four key issues raised relating to engagement:

Issue	Response
<p>We note the listing of potential health and environmental impacts of construction and their mitigation. We would expect close contact between Construction managers, Strata Manager and Strata Committee and practice of always giving sufficient due notice of major works at proximity to our complex especially involving dust, emissions and noise.</p>	<p>The contractor is required to prepare a Construction Environmental Management Plan prior to any construction works to minimise impacts on the environment as a result of the construction.</p> <p>The Contractor is required to prepare a community engagement plan to keep residents informed of progress and specific construction activities.</p>
<p>Need to keep affected residents fully informed. For weeks now Transgrid have been digging up local roads especially around Constitution and Denison Roads. Residents will be naturally concerned if their streets are going to be affected for weeks.</p>	<p>Council will continue to inform residents of the general progress of the Greenway through its newsletters and websites.</p> <p>The Contractor is required to prepare a community engagement plan to keep residents informed of progress and specific construction activities.</p>
<p>It is also a great shame that people who live alongside Greenway (not just property owners) are not kept better informed of how to access information about the Greenway. The Council website is too challenging to navigate easily.</p>	<p>Council will continue to inform residents of the general progress of the Greenway through its newsletters and websites.</p> <p>The Contractor is required to prepare a community engagement plan to keep residents informed of progress and specific construction activities.</p>

Issue	Response
<p>Effective contractor communication and consultation with residents will be essential for all residents in Waratah Mills and surrounding streets. Residents should be given advance notice of the times when major, high noise construction works will be undertaken, as suggested in the mitigation measures. Clear complaints and speedy complaint resolution mechanisms need to be available to residents to resolve noise issues and related construction impacts fairly and effectively.</p>	<p>The Contractor is required to prepare a community engagement plan to keep residents informed of progress and specific construction activities.</p>

3.2 Theme: Design

There were seven key issues raised about design:

Issue	Response
<p>Construction methodology for Davis Street and Constitution Road bridges. Section 2.2.9 of the REF states that cut and cover tunnels are proposed but a jacked culvert method may also be considered. If two construction methodologies are being considered this should be reflected in the assessments, particularly noise and vibration and traffic. If one methodology is considered least impact to the community, this should be included in the decision making process.</p>	<p>The Contractor will be required to develop the actual construction method for the tunnels with reference to site constraints, impacts and costs. It is highly likely that the site constraints will dictate what construction method is possible. Jacked culverts need a large area on one side of the tunnel and, based on concept design, adequate space is not available at either Davis Street or Constitution Road.</p>
<p>The active transport component of the GreenWay is to deliver an off-road, at-grade cycle/pedestrian path running inside the rail corridor from Dulwich Hill to the Hawthorn Canal and beyond. Unfortunately, there are two locations where the project fails to deliver this component of the GreenWay vision. These are at Old Canterbury Road Crossing at Lewisham West and Hercules Street at Dulwich Grove station. Reference to the treatments at these locations can be found under “Consideration of Alternatives” in the Draft Review.</p>	<p>The master plan and concept design sought to meet the, often conflicting, interests of all users of the Greenway. The Greenway master plan and concept designs have been endorsed by the elected Council based on available funding. The detailed design and construction of the In-corridor works will proceed based on the concept design. It is noted that the acquisition of a property to provide access into the corridor at Hercules Street Dulwich Hill has been undertaken in lieu of a tunnel. The Old Canterbury Road tunnel is currently unfunded.</p>

Issue	Response
<p>As in use at Richard Murden and Jubilee Park, I ask that bushcare areas in Johnson Park and Waratah Mills sites are fenced off once planted to prevent dogs, children and people cutting corners and taking short cuts inadvertently trampling plantings.</p>	<p>The detailed design and construction of the In-corridor works will proceed based on the concept design. Low fences are proposed in some areas and not in others in line with the concept design. This will be considered further during detailed design.</p>
<p>While an active transport corridor will be valuable to the local area, I would like to see priority given to our non-human species, even if it means slowing construction to establish adjacent bush sites to mitigate the loss of existing vegetation.</p>	<p>The master plan and concept design sought to meet the, often conflicting, interests of all users of the Greenway. The Greenway master plan and concept designs have been endorsed by the elected Council and the detailed design and construction of the In-corridor works will proceed based on the concept design.</p>
<p>Several promised areas from the Master plan are no longer proposed eg wetland where the current waste transfer station at Marion St. The Wetland at Lewisham west is 50% less than the Master Plan. No new land has been added from the master plan while area has been taken/shaved away from habitat.</p>	<p>Marion Street is not within the project area. Most works in the Hawthorne Canal Precinct are currently unfunded.</p> <p>The master plan and concept design sought to meet the, often conflicting, interests of all users of the Greenway and consideration of all constraints. To minimise impacts on microbats the path alignment was amended which required the proposed community garden being removed, a small reduction in the size of the dog off leash area and a small reduction in the size of the proposed wetland (by around 25%) at Lewisham West as shown in the concept design.</p>
<p>In the community consultation summary there is no reference to the decision to move off Waratah Mills and commit to a tunnel as the only option. Therefore given the issue raised above, this matter remains potentially unresolved and of deep concern; particularly should failure to gain an 'exemption' result in a 'late' decision to abandon the tunnel option and revert to access via the Waratah Mills Car Park. This is not an acceptable alternative and I would urge the Council to confirm that the tunnel is to proceed as the only solution.</p>	<p>The detailed design and construction of the In-corridor works will proceed based on the concept design which includes a tunnel under Davis Street.</p>

Issue	Response
<p>Allow sufficient distance from the proposed pathway to the boundary walls of the Waratah Mills complex to allow for the planting of fast growing and dense trees/shrubs, which will have the affect of improving visual amenity, as well as the safety and security of the Complex itself.</p> <ul style="list-style-type: none"> - The design of the bike path should also take into account future maintenance access requirements for that Waratah Mills buildings, which should be guaranteed. - Given the easement at 3 metres wide does not meet 3.5 m width requirements for a shared path Council is urged not to move the pathway closer to the Waratah Mills boundary walls for the above reasons 	<p>In this area, the path will be wholly constructed on public land. The proposed path alignment is consistent with adopted Greenway master plan and concept designs.</p>

3.3 Theme: Maintenance

There were three key issues raised regarding ongoing maintenance of new trees and vegetation:

Issue	Response
<p>Who will look after the new plantings after the 12 months maintenance plans are complete, especially in areas that are difficult to access? The light rail offsets at the stations & in the Hercules triangle show how quickly noxious weeds can overrun plantings.</p> <p>[The respondent] is very concerned about the who will look after the new plants after the 12 months maintenance plans are complete, especially in areas which are difficult to access.</p>	<p>The Greenway will be maintained by Council or their Contractors, with the support of local volunteers in appropriate areas.</p>
<p>It is essential that any replacement trees and vegetation are well maintained for longer than 12 months</p>	<p>The Greenway will be maintained by Council or their Contractors, with the support of local volunteers in appropriate areas.</p>

Issue	Response
<p>A plan to establish and maintain the new plantings and bushcare site restoration that includes detailed consultation at all stages with Inner West Environment Group and Waratah Mills residents as well as Council staff/contractors. The obvious lack of maintenance and subsequent degradation of “offset” bushcare zones planted near Arlington Grove and within Johnson Park must not be allowed to occur when the GreenWay path is completed.</p>	<p>The Greenway will be maintained by Council or their Contractors, with the support of local volunteers in appropriate areas.</p>

3.4 Theme: Soil contamination

Three key issues were raised regarding soil contamination:

Issue	Response
<p>There is likely to be pieces of fibro asbestos remaining in the soil. Asbestos fibre air monitoring should be conducted at this location through the construction process to ensure no fibres are released to the surrounding park and residences during any soil disturbance in dry conditions. Ideally all construction work in this area should be done under moist soil conditions and as part of an Asbestos Management Plan.</p>	<p>Detailed soil contamination assessment has been undertaken to inform the REF and the design. Soils will be managed in line with relevant regulations and guidelines.</p> <p>The contractor is required to prepare a Construction Environmental Management Plan prior to any construction works to minimise impacts on the environment as a result of the construction including dust. A specific Asbestos Management Plan will also be required.</p>

Issue	Response
<p>Effective management of dust and airborne particles and safe disposal of chemical waste, heavy metals and any asbestos waste on site must be mandatory.</p> <p>We support the air quality and waste management measures suggested in Tables 5-45 (Air quality) and 5-46 (Waste Management). We also support the measures in Table 5-10 for contamination, including site specific Asbestos Management Plans and requirements for safe removal and appropriate offsite disposal of contaminants including soils affected by heavy metals and chemical spills and asbestos.</p>	<p>Detailed soil contamination assessment has been undertaken to inform the REF and the design. Soils will be managed in line with relevant regulations and guidelines.</p> <p>The contractor is required to prepare a Construction Environmental Management Plan prior to any construction works to minimise impacts on the environment as a result of the construction including dust. A specific Asbestos Management Plan will also be required.</p>
<p>It is very concerning that soil analysis reveals an alarming number of samples that breach the NEPM 2013 EIL-Urban Residential- Public Open Space; for heavy metals, and for Polycyclic Aromatic hydrocarbons (one of which is highly cinogenic). I am concerned about possible leaching of these pollutant to ground water once excavation begins at Hercules St parklands.</p>	<p>Detailed soil contamination assessment has been undertaken to inform the REF and the design. Soils will be managed in line with relevant regulations and guidelines.</p> <p>Exceedances of Polycyclic Aromatic hydrocarbons above Urban Residential- Public Open Space levels are common across inner city regions, including the inner west, due to long history of vehicle and other industry emissions. A few discrete samples Urban Residential- Public Open Space levels were also recorded within the project area.</p> <p>Soils will be managed in line with relevant regulations and guidelines and recommendations of the Detailed soil contamination assessment.</p> <p>Based on leachate testing completed on selected samples to date, leaching is unlikely to occur.</p>

3.5 Theme: Flooding and Waterways

There were eight key issues raised regarding flooding and waterways:

Issue	Response
<p>Are the proposed flood mitigation strategies for Terry St and Hercules St able to cope with intense storms? What about the runoff from Pigott St? Climate Change is resulting in more extreme weather events so it is important that any construction and bush care sites takes that into account.</p>	<p>The detailed design and construction of the In-corridor works will proceed based on the concept design. The proposed drainage works will improve but not eliminate flooding.</p> <p>Pigott Street is not within the project area.</p>
<p>Pigott St and Pigott Bushcare site experiences flooding during rain events</p>	<p>Pigott Street is not within the project area.</p>
<p>drainage works at Terry Rd should retain overland flow across the rail corridor. This is the only drainage line in the entire Hawthorne Canal catchment that is not piped, chanelised or gutter/roadway. The problem is the choke point where it passes from roadway through the fence, not the drainage channel itself. In about 2003 IWEG asked RailCorp not to pipe this section of drainage as they were about to do, so as to retain at least one single small section of overland flow for the entire Hawthorne Canal catchment</p>	<p>The detailed design and construction of the In-corridor works will proceed based on the concept design, which includes a swale and piped drainage to improve capacity. The proposed drainage works will ameliorate but not eliminate flooding.</p>
<p>Minor drainage works at rear of property: It has already been noted in the document that our property has suffered in the past from water ingress and flooding to the lower townhouses. This is a long standing issue, not helped by the haphazard and limited maintenance undertaken to date by the Rail Authority. Given that some of our residents live very close to the property border with the Greenway, consideration be given to this issue. We request that the modest embankment created to divert water away from our property whilst not hindering the flow-through of surface runoff stormwater from Hercules Street be maintained and improved. Planting of some native shrubs on top of the embankment would assist its stability.</p> <p>Wetland - shown as hatched area near to rear of our property: It is not clear the purpose or dimensions of this area. We would strongly oppose any wetland which would exacerbate possible flooding issues along this stretch of the Greenway. Therefore we ask for clarification on this matter</p>	<p>The detailed design and construction of the In-corridor works will proceed based on the concept design.</p> <p>The proposed drainage works will ameliorate but not eliminate flooding in this location. Proposed wetlands will not impact flooding.</p>

Issue	Response
<p>Given the nature and location of the works proposed, comprehensive erosion control measures will need to be put in place AND strictly enforced to ensure this project is not just another in the long line of sedimentation events that have occurred in Hawthorne Canal over the last decade or so.</p>	<p>The contractor is required to prepare a Construction Environmental Management Plan prior to any construction works to minimise impacts on the environment as a result of the construction. This will include stormwater management, erosion and sediment and control.</p>
<p>Planned stormwater mitigation works as part of GreenWay construction at the end of Terry Rd are supported.</p> <p>We urge Council to continue to work with Sydney Water and other relevant infrastructure owners to find a long term solution to the drainage problem in the Southern Links catchment as the frequency of major weather events and flooding is predicted to increase.</p>	<p>Noted. Flood management in the area will continue to be managed by Council inline with the Hawthorne Canal Flood Risk Management Plan.</p>
<p>Council should ensure that the building contractor is aware of the flooding issues at Waratah Mills/Hopper carpark entrance and designs and builds the GreenWay drainage works to reduce not worsen flooding risk from Terry Rd into Waratah Mills.</p>	<p>The contractor is required to prepare a Construction Environmental Management Plan prior to any construction works to minimise impacts on the environment as a result of the construction. This will include stormwater management, erosion and sediment and control.</p>
<p>Council is requested to be show the detailed proposal of all flood mitigation works to the Waratah Mills Resident representatives to confirm this will not affect water entering the Silo Car Park.</p>	<p>The detailed design and construction of the In-corridor works will proceed based on the concept design.</p> <p>The proposed drainage works will ameliorate but not eliminate flooding in this location.</p>

3.6 Theme: Biodiversity

There were seven key issues about loss of biodiversity:

Issue	Response
<p>I am very concerned that little consideration or weight was given to habitat for small birds, insects and reptiles. No importance was placed on retaining areas of weedy habitat vital for small birds (their last refuge before Wolli Creek / Cook's river), insects including butterflies and small reptiles. I am very concerned little to no mention is made of protecting bird habitat at Taverners Hill, at Lewisham West and at Hercules St among others eg removal of fig trees and casuarinas at Parramatta Rd Underpass. These trees are nesting places for a family of White-browed scrub wrens, superb fairy wrens, fig birds, grey fantails, among others</p>	<p>Biodiversity has been assessed in detail in line with statutory requirements. Assessment of weedy areas is included in the assessment.</p> <p>At Lewisham West, the weedy understorey south of the proposed wetland will also be retained for similar purposes to provide refuge for native fauna until revegetated under-storey establishes around the wetland and on the western side of the corridor.</p>
<p>[The respondent] disputes this as insufficient attention has been paid to habitat loss for small birds, reptiles and insects. Large areas of bushcare sites will be lost. The promise wet lands, one has disappeared and the other decreased by 50%. No offset with additional land for Waratah Mills bushcare site loss or the loss of the wetlands.</p>	<p>The project proposes two additional wetlands (one at Lewisham Wet and one in the Hercules Street parkland) and significant additional bush care areas (in Gadigal Reserve, Lewisham West and Hercules Street) when compared to the status quo.</p>
<p>This proposal will not add to the ecosystem values of the rail corridor / GreenWay, it will diminish them... if you are serious about this proposal enhancing biodiversity it needs a radical overhaul. It needs to result in continuous/connected appropriate habitat, for the entire length of the corridor. A few patches of native plantings won't cut it. I realise this proposal is a compromise because the needs of many users need to be considered but this proposal is now so compromised it cannot seriously claim to provide habitat that will enhance the retention of native flora and fauna in the inner west.</p>	<p>The master plan and concept design sought to meet the, often conflicting, interests of all users of the Greenway. The Greenway master plan and concept designs have been endorsed by the elected Council and the detailed design and construction of the In-corridor works will proceed based on the concept design.</p>
<p>It is very concerning that habitat for native fauna and flora has not been of the highest priority the highest priority.</p>	<p>The master plan and concept design sought to meet the, often conflicting, interests of all users of the Greenway. The Greenway master plan and concept designs have been endorsed by the elected Council and the detailed design and construction of the In-corridor works will proceed based on the concept design</p>

Issue	Response
<p>I am also aware of specific concerns raised by [another respondent] particularly in regard impact on biodiversity and plantings. The proposal although by necessity will have adverse impact on a few key bushcare sites, I believe the overall ecological integrity of the whole 5km bush corridor will be retained provided that:</p> <ul style="list-style-type: none"> • there is strict site supervision in the bushcare sites to minimise construction impact, and that some vegetation on the alignment of the shared path could be transplanted • increased effort to be made to provide additional land for bushcare sites along the corridor, and most importantly to provide as far as possible contiguous shrub cover and have no major gaps (over 20m) in shrub cover along the length of the corridor. This will help to provide for small bird habitat and fauna movement along the corridor. • where possible bushcare areas are fenced from the pathway to prevent trampling and disturbance by people and dogs, but using fencing/barrier that does not impact on the effective width of the pathway for shared use. • ideally between Old Canterbury Rd to Longport St on both side of the light rail lines or at the very least on one side, there is contiguous bushcare cover (i.e. grasses and shrubs) and if there are gaps, they are no more than 10-20m • there is Increased shade and biodiversity provided for the pathways using trellis or “treillage” sections where native climber species cover a stainless steel wire lattice. • there is an net increase in the resources and capacity of the local bushcare volunteers to help maintain the existing and future bushcare sites. 	<p>The detailed design and construction of the In-corridor works, including landscaping, will proceed based on the concept design.</p> <p>All worksites will be fenced to exclude access and minimise impacts on surrounding areas during construction.</p> <p>The project proposes two additional wetlands (one at Lewisham Wet and one in the Hercules Street parkland) and significant additional bush care areas (in Gadigal Reserve, Lewisham West and Hercules Street) when compared to the status quo.</p> <p>Low fences are proposed in some areas and not in others in line with the concept design.</p> <p>Council will to continue to facilitate bush care along the Greenway.</p>
<p>Biodiversity - the whole section (and similarly in the main body of the REF) is hard to digest considering it is a document for public consumption. As discussed above there needs to be greater recognition of the generalised impacts on biodiversity as well as the purely statutory considerations</p>	<p>Biodiversity has been assessed in detail in line with statutory requirements.</p>

Issue	Response
<p>The value of the Greenway as a wildlife corridor has been completely missed. The report concentrates on endangered fauna and flora, not the value of the Greenway as a regional corridor. The dense scrubby areas of the Greenway are only mentioned as problem weeds. But these dense areas are the jewels that provide an important bird corridor for migrating birds as well as a place to live. It is this dense shrubbiness that provides the main habitat refuge for small birds in the area between Homebush Bay and Wollie Creek/Tempe. The weedy shrubs and vines contribute enormously to the habitat value of the Greenway because of this. The impact of the loss of this weedy area is not mentioned at all that I can see.</p>	<p>Biodiversity has been assessed in detail in line with statutory requirements. Assessment of weedy areas is included in the assessment.</p> <p>At Lewisham West, the weedy understorey south of the proposed wetland will also be retained for similar purposes to provide refuge for native fauna until revegetated under-storey establishes around the wetland and on the western side of the corridor.</p> <p>All vegetation on the eastern side of the corridor south of Old Canterbury Road will also be retained.</p>

3.7 Theme: Bushcare

There were five key issues raised about bushcare:

Issue	Response
<p>The REF notes bushcare sites are being environmentally sensitive but doesn't say how what be done to protect these areas.</p>	<p>Council staff are to undertake a pre-works briefing advising of sensitive areas and relevant safeguards for these areas.</p> <p>All worksites will be fenced to exclude access and minimise impacts on surrounding areas during construction.</p>
<p>Little consideration has been given to the importance of the bushcare sites and those other sites on the opposite side of the GreenWay: Loftus St, Fred St, Little St, Hoskin's Park and Davis St. These sites offer stepping stone habitat. All these bushcare sites, and the sites mentioned in the report, contain remnant grasses and small ground covers for many small birds, insects and reptiles.</p>	<p>Loftus Street, Fred Street, Little Street, Hoskin's Park and Davis Street will not be impacted by the works.</p>

Issue	Response
<p>I am alarmed that excavators will be used to create the path at Waratah Mill/Johnson park bushcare sites. This would lead to untold collateral damage and ask that hand held tools be used as much as possible. We also ask that the tunnel be built first and all tools/machinery be brought in from the tunnel end to towards Johnson Park, and construction proceed north to south, minimising the damage done to the bushcare site. During construction, could fencing also be installed to protect the areas of bushcare remaining at Johnson and Waratah Mills</p>	<p>Construction access in this area would likely be via Weston Street, Davis Street and Terry Road. The type and scale of the works requires construction machinery; hand tools are not feasible. All worksites will be fenced to exclude access and minimise impacts on surrounding areas during construction.</p>
<p>As a long term resident of Windsor Road Dulwich Hill and one of the first residents involved in planning and developing the native bush planting along the rail line, I am really concerned about the potential destruction of the bush land habitat that we have worked so long to establish and care for and which makes our area so special to live in. Waratah Mills, Hoskins Park, Fred St, Johnson Park and all the pockets of bush land along the Greenway have over the years provided refuge for birds, reptiles and marsupials especially when there has been so much residential development in our area that has seen the removal of trees and bush land. The idea of a cycle way is excellent but I want to remind council that the initial idea of the Greenway was to provide a green corridor in the inner west not just a transport route.</p>	<p>The master plan and concept design sought to meet the, often conflicting, interests of all users of the Greenway.</p> <p>The Greenway master plan and concept designs have been endorsed by the elected Council and the detailed design of the In-corridor works will proceed based on the concept design</p>
<p>Council must specify and adhere to a clear timeframe for replanting and restoration at Waratah Mills, Johnson Park and Williams Pde and other sections of the Southern Links where there has been significant loss of tree and shrub cover.</p> <p>A mix of mature/semi mature indigenous trees and shrubs selected and planted in locations that will reduce light spill and help to abate noise from the GreenWay shared path. This must include appropriate plantings next to the Hopper and the Silo buildings as well as on either side of the shared path past Waratah Mills where mature trees or shrubs were removed during construction.</p>	<p>Revegetation of the Greenway will be undertaken as part of the works. This will likely occur from 2023.</p>

3.8 Theme: Microbats

There were nine issues raised in relation to the protection of microbats:

Issue	Response
<p>Protecting the Bentwing bat roost is important and I do believe it is possible to have the walkway /bike path as well as protect the roost along with foraging areas.</p> <p>In my opinion and from working with microbat for over 30 years... Lighting is the biggest issue. Trialling different coloured lights, lights which are very directed with minimal adequate intensity, shields to block light spill and use of possible sensor lights , will be crucial in minimizing impacts on the Bentwing bat roost, foraging and commuting areas for microbats and other fauna using the greenway areas. Lighting...is likely to be the most detrimental to the bat roost and important foraging areas. Ecological’s report highlights known impacts that lighting can cause on microbats, particularly at roost sites and from my experience light has much greater impact than noise and vibration which is also highlighted in the report.</p> <p>Street lights can provide good foraging sites however normally there is dark spaces either side of the lights and the microbats are only briefly in the light as they swoop across to catch insects. If the entire bike path is lit up without controlling light spill into the surrounding space this could have quite a major affect on microbats and other fauna.</p> <p>The fully enclosed walkway for 15meters on the roost side and 12meters on other side with no light spill will definitely assist in no direct strong lighting on the roost entry which is great however microbats returning to roost may find the light expelling out of the enclosed walkway along with the open pathway lighting off putting. Ideally the enclosed tunnel would be most beneficial to go all the way to the far side of the truss bridge giving a greater area of darkness for returning Bentwing Bats.</p>	<p>Impacts on biodiversity have been considered in detail in the Ecological Assessment (REF Appendix E Flora and Fauna Assessment and Appendix F Biodiversity Development Assessment Report) has been assessed in detail in line with statutory requirements.</p> <p>Specific protection measures are proposed for microbats in Cadigal Reserve.</p> <p>The enclosed walkway adjacent the bat roost will have opaque internal cladding, to stop light spill near the roost, and non-reflective external cladding (such as timber), to allow echo location.</p>

Issue	Response
<p>Has lighting been considered in relation to the bats and other nocturnal animals?</p>	<p>The concept design report nominates amber coloured lighting focused onto the path, with motion sensors, and lighting turning off along the length of the greenway from half an hour after the last light rail service to half an hour before first light rail service.</p>
<p>It was positive to see the mitigation measures in place to protect the Large Bentwing Bat roost at Cagigal Reserve in Summer Hill. While I am not an expert and have no way of knowing if these measures will be adequate, I would like to endorse anything that can be done to protect these vulnerable creatures in our local environment.</p>	<p>Impacts on biodiversity have been considered in detail in the Ecological Assessment (REF Appendix E Flora and Fauna Assessment and Appendix F Biodiversity Development Assessment Report) has been assessed in detail in line with statutory requirements.</p> <p>Specific protection measures are proposed for microbats in Cadigal Reserve.</p>
<p>I must say I have trouble with the idea that lighting up the truss bridge for aesthetic reasons only would be seen as being more important than protecting an important winter roost and foraging area (during summer and winter) for the threatened Bentwing Bat.</p> <p>Testing this combination would be useful prior to works and if it has an affect alter and try different designs , lighting colour or reduce amount of lighting all together.</p> <p>The use of lighting that will have the least affect will be most important particularly around the Cadigal Bat roost and also along any section of the pathway that has not had lighting previously. Testing the different coloured lighting (red , orange lighting or other low impact soft lighting) prior to construction works is a good idea and useful information to inform best approach for this project and other future projects.</p> <p>Has sensor lighting been considered for the pathway so that during times of low use the lights will not be on? Or that lighting will only be on during peak use times, low directed focused lighting on pathway only so maintaining darker area above and to sides of path?</p>	<p>The concept design report nominates amber coloured lighting focused onto the path, with motion sensors, and lighting turning off along the length of the greenway from half an hour after the last light rail service to half an hour before first light rail service.</p>

Issue	Response
<p>Having just read the GreenWay draft REF it's positive to see some considered measures that look to mitigate negative impacts on the Eastern Bentwing bat roost at Cadigal Reserve from the proposed cycleway. Well done to the team at Council for doing the right thing and protecting our precious threatened species.</p>	<p>Noted</p>
<p>I am concerned in the report it states that there are threatened species that will be impacted by this development, especially local bats. While there appears to be some mitigation strategies in place, the report states that there is still significant risk that these species may be lost to the area.</p> <p>I am largely in favour of the greenway, but it would be great to see this vulnerable group of important animals protected.</p>	<p>Impacts on biodiversity have been considered in detail in the Ecological Assessment (REF Appendix E Flora and Fauna Assessment and Appendix F Biodiversity Development Assessment Report) has been assessed in detail in line with statutory requirements.</p> <p>Specific protection measures are proposed for microbats in Cadigal Reserve.</p>
<p>I have concerns that the rest stop may be too close to the roost and concern for impact of the combination of lighting for rest stop, open walkway and the truss bridge. This could form a deterrent for the Bentwings returning to the roost.</p> <p>The report states that the fence to protect the roost from disturbance will be closer to the roost site than currently positioned. Keeping the fence near where it currently is, would be more appropriate to minimize impacts on the bats and reduce visibility of the roost site tunnel.</p> <p>Great to read that construction works will be targeted for when there will be no or only 1 or 2 bats using the roost over summer months.</p> <p>Keeping the roost tunnel out of site is important to reduce chance from human disturbance. I am concerned if the fence is too close to the roost it will increase the chance of people seeing the tunnel entry and increase risk of human disturbance. I agree with Ecological's report that the Rest stop /bridge viewing area should be far enough away from the microbat roost to minimize potential impacts.</p>	<p>The rest stop under the main western rail lines has been moved into the main area of Gadigal Reserve away from the bat roost. The existing fencing on the western side of the Canal will remain in place.</p>

Issue	Response
<p>I am writing to express how important it is to minimise impact on the colony of micro bats at Cadigal Reserve. The bats have managed to survive this long and anything that we do now must be done with a lot of careful planning so they aren't disturbed or disadvantaged in any way.</p> <p>I have lived in the area for a few decades and have witnessed the change in fauna due to the changes of our local environment and know it is possible to see drastic sudden changes due to constructions and also see the massive benefits that regeneration bush areas have been able to bring back.</p>	<p>Impacts on biodiversity have been considered in detail in the Ecological Assessment (REF Appendix E Flora and Fauna Assessment and Appendix F Biodiversity Development Assessment Report) has been assessed in detail in line with statutory requirements.</p> <p>Specific protection measures are proposed for microbats in Cadigal Reserve.</p>
<p>Good to read that the raised fully enclosed walkway will be 15 meters away from the roost entry rather than right across the front of the tunnel. I do believe that there is a chance that the Bentwings will likely be able to cope with this barrier being 15meters away in regards to manoeuvrability and adapting to the presence of it as long as the lighting and other potential risks are managed. Testing out dummy barriers prior to the start of construction as the report recommends would again be useful for determining potential impacts.</p>	<p>Noted</p>

3.9 Theme: Tree Management

There were seven key issues raised in relation to tree management and protection:

Issue	Response
<p>Replacement trees are not mentioned in the REF arboricultural or landscape and visual sections. The Arborist Assessment, Section 4.4. states that replacement planting would be at a ratio of 1:1 in accordance with Council policies. If one of the aims of the GreenWay is to be a 'connected ecological corridor', Council should be setting a higher replacement or offset ratio for the trees it is removing. Other Councils and state government agencies adopt higher ratios, and I feel this could be a missed opportunity for the GreenWay and Council to be enhancing the local area to support locally native species.</p>	<p>Trees removed will be replaced with advanced tree stock at a minimum rate of 1:1 as part of the works. Replacement species will be locally native and selected based on the adopted Master Plan.</p> <p>The Greenway master plan and concept designs have been endorsed by the elected Council and the detailed design of the In-corridor works will proceed based on the concept design. One of the strategies of the master plan is provide connected habitat, including canopy and understorey.</p>

Issue	Response
<p>Where possible trees and shrubs should be fenced off or protected to limit loss in Johnson Park and Waratah Mills bush care sites before construction begins. There is a very significant eucalypt at the Waratah Mills site that should be protected at all costs.</p>	<p>All worksites will be fenced to exclude access and minimise impacts on surrounding areas during construction.</p> <p>All high value trees are proposed to be retained.</p>
<p>Tree loss should be kept at a minimum to avoid increasing the “heat island” effect. Any replacement plantings should be mature and add to the existing biodiversity. The GreenWay already has planting sites, such as in the Richard Murden Reserve that are suffering from neglect and inappropriate plant selection.</p>	<p>During the development Greenway masterplan and concept design phase, the path alignment and works were designed to minimise impacts on trees. All high value trees are proposed to be retained. In some areas removal of native trees is unavoidable.</p> <p>The majority of trees to be removed (>65%) are classified as weeds or are dead or unhealthy. These trees have not been planted. Council has an obligation to remove noxious weeds under legislation.</p> <p>Trees removed will be replaced with advanced tree stock at a minimum rate of 1:1 as part of the works. Replacement species will be locally native and selected based on the adopted Master Plan.</p>
<p>Would be good to get a picture of what this tree loss means compared to the whole corridor width (say 100m wide). What would be the relative net canopy cover lost or gained over 20 year period?</p>	<p>Council undertakes tracking of canopy cover across the Council areas part of Council’s Urban Forest Strategy.</p> <p>The scope of the REF is the project area rather than the broader Greenway corridor. Impacts on trees has been assessed in detail in line with statutory requirements.</p>

Issue	Response
<p>It is very distressing to read that at least 32% of the trees and as much as 46% of trees will be removed from this mostly Central and Southern section of the GreenWay. Many of these trees have been planted by various community groups 20 – 30 years ago and replacements will not reach the same maturity in many of our lifetimes. It will add to the heating of the GreenWay for many years until canopy will be sufficiently high enough. Replacement with mature trees not seedlings where residents will be affected by Light Spill is necessary</p>	<p>Impacts on trees have been considered in the Arboricultural Impact Assessment (REF Appendix G).</p> <p>The majority of trees to be removed (>65%) are classified as weeds or are dead or unhealthy. These have not been planted and have predominantly grown since the construction of the light rail in 2014. Council has an obligation to remove noxious weeds under legislation.</p> <p>All high value trees are proposed to be retained.</p> <p>Trees removed will be replaced with advanced tree stock at a minimum rate of 1:1 as part of the works. Replacement species will be locally native and selected based on the adopted Master Plan.</p>
<p>It is distressing to read that at least 32% of the trees and as much as 46% of trees will be removed from this mostly Central and Southern section of the GreenWay. Many of these trees have been planted by various community groups 20 – 30 years ago and replacements will take years to reach the same maturity. It will add to the heating of the GreenWay for many years until the canopy will be sufficiently high enough.</p>	<p>The majority of trees to be removed (>65%) are classified as weeds or are dead or unhealthy. These have not been planted and have predominantly grown since the construction of the light rail in 2014. Council has an obligation to remove noxious weeds under legislation. All high value trees are proposed to be retained.</p> <p>Trees removed will be replaced with advanced tree stock at a minimum rate of 1:1 as part of the works. Replacement species will be locally native and selected based on the adopted Master Plan.</p>

Issue	Response
<p>We strongly oppose the wholesale destruction of green cover, significant habitat and native trees on the site of Greenway construction between Constitution Rd bridge and New Canterbury Rd bridge, and strongly oppose the projected destruction of trees, including Tallowwoods, and other planting on our strata footprint for SP58650.</p>	<p>The detailed design and construction of the In-corridor works will proceed based on the concept design.</p> <p>Clearing of the western side of the corridor between Constitution Road and New Canterbury Road is required to complete the Greenway. During the development of the master plan alternative routes were explored but were deemed not to be feasible. The alternate route on the eastern side of the corridor was assessed to have similar impacts on vegetation.</p> <p>The clearing of the vegetation in this area has been assessed in the REF. Harm to the trees will be avoided wherever reasonably possible given the amenity they provide. The arboricultural assessment marked the tallowwoods as having medium retention value, and they are to be retained if possible.</p> <p>The assessment carried out so far indicates that the side of the crown of these trees is raised next to the electrical wires, meaning that the health and safety of the trees is already compromised. There are potential impacts to these trees from the proposed soldier pile retaining wall.</p> <p>Root mapping and a survey will be carried out, as well as tree protection control measures considered and implemented where appropriate in order to preserve established trees where possible once access to the area can be achieved safely.</p> <p>Trees removed will be replaced with advanced tree stock at a minimum rate of 1:1 as part of the works. Replacement species will be locally native and selected based on the adopted Master Plan.</p>

3.10 Theme: Heritage

There were three key issues raised in relation to heritage protection along the GreenWay:

Issue	Response
<p>The retention of Rail heritage at Lewisham West will add aesthetic value and interest. Will not be costly to save the sidings when compared with the cost of removal.</p> <p>IWEG strongly supports the retention of Industrial Heritage along the GreenWay. We particularly wish to champion the retention of rail heritage at Lewisham West. Much of the Goods line has now been removed and the last remaining tracks are at Lewisham West and can easily be incorporated into the path.</p>	<p>The detailed design and construction of the In-corridor works will proceed based on the concept design. The concept design proposes retention of heritage rail elements where appropriate.</p> <p>Interpretation of the heritage along the Greenway will be undertaken as part of the detailed design and construction of the In-corridor works.</p>
<p>The Waratah Mill Complex is of significant heritage value. Any increased 'traffic' around or having access to the Waratah Mills Complex brings with it and increased risk of damage to and destruction of property, through vandalism etc.</p> <p>Any heritage Interpretation Strategy should be shown to waratah Mills Residents as this is our property and we want to know what's said about it and how this matter is to be addressed given the concern mentioned above.</p>	<p>Interpretation of the heritage along the Greenway will be undertaken as part of the detailed design and construction of the In-corridor works.</p>
<p>The mitigation measures proposed in relation to heritage protection and Aboriginal heritage in the Central and Southern Links GreenWay route are supported.</p> <p>The Waratah Mills Owners Corporation and several members of the Waratah Mills GreenWay Resident Group are keenly interested in the history and industrial heritage of our buildings. We request resident input into the GreenWay Interpretation Plan as it relates to Waratah Mills.</p>	<p>Interpretation of the heritage along the Greenway will be undertaken as part of the detailed design and construction of the In-corridor works.</p>

3.11 Theme: Noise and Vibration

There were three key issues raised in relation to noise and vibration:

Issue	Response
<p>We have particular concerns about the impact of tunnelling on the western abutment of Constitution Road bridge on the structural integrity of our 22 year old four storey brick apartment building. We therefore request that a comprehensive Dilapidation Report in advance of works should be funded by the Greenway Project and made available to SP58650 residents so as to assure that causal impacts arising from tunnelling within meters of the building at northern end, and impacts on the building sourced to other Greenway works, can be diagnosed, identified and fully rectified through Project insurance in a timely way as necessary.</p>	<p>The contractor is required to prepare a Construction Environmental Management Plan prior to any construction works to minimise impacts on the environment as a result of the construction including noise and vibration.</p> <p>Where significant groundworks (such as tunnelling or solid pile walls) are proposed in close proximity to structures, dilapidation surveys will be undertaken of structures prior to the commencement of works.</p>
<p>Severe impact on residents in Williams Parade apartments, Waratah Mills apartments and Weston St (Southern end) as the construction works and tunnelling will come very close to residents in Williams Parade. Dilapidation reports must be undertaken before and after works are completed.</p>	<p>The contractor is required to prepare a Construction Environmental Management Plan prior to any construction works to minimise impacts on the environment as a result of the construction including noise and vibration.</p> <p>Where significant groundworks (such as tunnelling or solid pile walls) are proposed in close proximity to structures, dilapidation surveys will be undertaken of structures prior to the commencement of works.</p>
<p>Given the proximity of the GreenWay works to our residences we believe that the noise mitigation strategies and fencing proposed in the Draft Review Report are the minimum mandatory requirements that Council should include in the GreenWay works tender and construction contracts. The use of low noise construction methods and equipment, appropriate fencing and site management noise controls are priorities for residents.</p> <p>No night works should be undertaken in the vicinity of Waratah Mills.</p>	<p>The contractor is required to prepare a Construction Environmental Management Plan prior to any construction works to minimise impacts on the environment as a result of the construction including noise and vibration.</p> <p>Whilst night works will be minimised, some nightworks may be required. Any night works will be managed in line with industry guidelines.</p>

3.12 Theme: Visual Impacts

There were seven key issues raised in relation to visual impacts along the GreenWay:

Issue	Response
<p>Lighting: We do not recall mention in previous documents nor at meetings in your office of post lighting along the Greenway, only low pathway lighting. If there are "luminaires" to be placed along any section at the rear of our property, we are most concerned that the light will affect the residents of townhouses at the rear of our complex, especially given that bedroom windows face onto the Greenway. If post lighting - luminaires are envisage in this section, what assurance can be provided that light will be deflected away from our property?</p>	<p>The detailed design and construction of the In-corridor works will proceed based on the concept design. Path lighting is proposed along the length of the corridor. The concept design considers light spill in the preliminary selection of luminaires and this will be considered further during the detailed design.</p>
<p>The Draft Review Report correctly identifies the negative impact of light spill from 5m high pole mounted lighting on Waratah Mills and other nearby low and medium density residential developments in the Southern Links section of the GreenWay.</p> <p>We recommend that Council should reconsider its current lighting plan for 5 metre poles not bollards at Waratah Mills.</p> <p>We recommend that consultation occurs with residents on planting/revegetation to mitigate light spill, GreenWay noise and privacy impacts for medium density residential developments must occur before construction of the GreenWay path.</p>	<p>The detailed design and construction of the In-corridor works will proceed based on the concept design. Path lighting is proposed along the length of the corridor. The concept design considers light spill in the preliminary selection of luminaires and this will be considered further during the detailed design.</p>
<p>Council is urged to show the proposal to Waratah Mills residents as many apartments are potentially affected by the lighting of the Pathway. Council commits to planting fast growing and dense trees/shrubs to enhance the safety and security of the Waratah Mills Complex.</p>	<p>The detailed design and construction of the In-corridor works will proceed based on the concept design. Path lighting is proposed along the length of the corridor. The concept design considers light spill in the preliminary selection of luminaires and this will be considered further during the detailed design.</p>

Issue	Response
<p>No consideration is given to the removal of vegetation.</p> <p>It should also be pointed out that the works will result in many cases in an improved visual amenity and increased landscape diversity and canopy cover- i.e. a positive net impact over time.</p>	<p>Revegetation of the Greenway will be undertaken as part of the works and trees removed will be replaced with advanced tree stock at a minimum rate of 1:1 as part of the works.</p> <p>It is acknowledged that there will be a short-term reduction in visual amenity due to the removal of vegetation but a long-term benefit.</p>
<p>The REF states Existing trees and shrubs between these apartments and the light rail corridor will provide significant visual screening of the Project. This is Incorrect, the majority of the larger trees will be removed from the western side between path and units creating a significant loss of amenity.</p>	<p>Revegetation of the Greenway will be undertaken as part of the works and trees removed will be replaced with advanced tree stock at a minimum rate of 1:1 as part of the works.</p> <p>It is acknowledged that there will be a short-term reduction in visual amenity due to the removal of vegetation but a long-term benefit.</p>
<p>I was greatly concerned with the amount of clearing that is proposed between the fence line and the Greenway path and the lack of privacy and security this would provide. I have spoken with the owners of [Hercules Street] and they were also greatly concerned. With the extent of vegetation clearing planned, pathway users would have a direct line of sight into my property, and those of my neighbours. Our proposal is a fence that will provide a visual and physical barrier between the greenway and our properties while the replacement vegetation becomes established</p> <p>All of us are concerned about the security implications that come with this, as it would make it far easier for someone to break in via that back path, or easily identify whether anyone is at home.</p>	<p>Revegetation of the Greenway will be undertaken as part of the works and trees removed will be replaced with advanced tree stock at a minimum rate of 1:1 as part of the works. It is acknowledged that there will be a short-term reduction in visual amenity due to the removal of vegetation but a long-term benefit.</p> <p>Provision of temporary fencing and shade cloth or privacy screens will be considered during the establishment of vegetation where appropriate to mitigate impacts on privacy.</p> <p>Activation of public spaces is well established to discourage crime. Refer to the Greenway Master Plan for further information.</p>

Issue	Response
<p>Our other concern is the fencing between our property and what will be the greenway. At present the fencing is sufficient but once the greenway is in and traffic increases our privacy will be greatly compromised. We are hoping that council may consider a fence which allows for privacy from the greenway.</p>	<p>Trees removed will be replaced with advanced tree stock at a minimum rate of 1:1 as part of the works.</p> <p>Provision of temporary fencing and shade cloth or privacy screens will be considered during the establishment of vegetation where appropriate to mitigate impacts on privacy.</p>

3.13 Theme: Air quality and dust

There were three key issues raised in relation to air quality and dust.

Issue	Response
<p>There needs to be very close monitoring of dust due to asbestos contamination of some sites. Work should stop on windy days and the site regularly hosed.</p>	<p>A detailed soil contamination assessment has been undertaken to inform the REF and the design. Soils will be managed in line with relevant regulations and guidelines.</p> <p>The contractor is required to prepare a Construction Environmental Management Plan prior to any construction works to minimise impacts on the environment as a result of the construction including dust. A specific Asbestos Management Plan will also be required.</p>
<p>I am also concerned about contaminated dust pollution onto nearby homes not only during construction but also in dry and windy times when the soil becomes exposed due to over use. Dust mitigation needs urgent consideration in areas of high historical pollutants by not working on windy days and by wetting down where appropriate</p>	<p>The contractor is required to prepare a Construction Environmental Management Plan prior to any construction works to minimise impacts on the environment as a result of the construction including dust. A specific Asbestos Management Plan will also be required.</p>

Issue	Response
<p>Dust & Security during construction: Whilst we realise that the draft document outlines measures to be taken to limit noise and intrusion, dust and security are our two main concerns. Please advise if the council/Greenway construction team will erect a temporary fence along the site to assist in blocking out dust and debris from affecting our property. There is no mention of this in the document which is most detailed. Separate screening material to cover the existing cyclone wire fence during this period would provide us with additional protection. Will this be provided?</p>	<p>The contractor is required to prepare a Construction Environmental Management Plan prior to any construction works to minimise impacts on the environment as a result of the construction, including dust. Mitigation measures are likely to include erection of shade cloth to suppress dust where needed.</p> <p>Where there are properties near the path and there is no or new vegetation, shade cloth will be required to reduce impacts on privacy as well as dust.</p>

3.14 Theme: Traffic

There were seven key issues raised in relation to traffic:

Issue	Response
<p>I'm a resident of local street, have observed an increase in construction trucks travelling on Hampstead Road/Rosedale Street due to Greenway work on Weston Street. The proposed work at Constitution road and Terry street is likely to make this matter worse. What is the council's plan in resolving this challenge and how will this be reflected in the draft REF?</p>	<p>The contractor is required to prepare a Traffic Management Plan prior to the commencement of any construction works to ensure that traffic disruptions, impacts to public access and parking are minimised and the local community and road users are notified of detours and closures.</p>
<p>Construction access - Note that heavy vehicles exiting from Davis St will legally be required to access Old Canterbury Rd using the section of Windsor Rd not closed to >3T vehicles, rather than the 3T limited streets nearby (Hampstead/Rosedale/Fairmount/Windsor Rd W of Davis St etc.</p>	<p>The contractor is required to prepare a Traffic Management Plan prior to the commencement of any construction works to ensure that traffic disruptions, impacts to public access and parking are minimised and the local community and road users are notified of detours and closures. any</p>

Issue	Response
<p>If the Site Compound does operate as suggested in Terry Rd then the Compound must be carefully constructed off road, to ensure that Waratah Mills and other Terry Road residents can continue to access their properties unimpeded.</p> <p>A specific Traffic Management Plan should be developed with input from local residents to control and manage the movement and operation of cement trucks and construction vehicles travelling to site from Terry Road.</p>	<p>The contractor is required to prepare a Traffic Management Plan prior to the commencement of any construction works to ensure that traffic disruptions, impacts to public access and parking are minimised and the local community and road users are notified of detours and closures.</p>
<p>Terry Rd compound site – not appropriate as a heavily used street with car access to apartments either side. Better to be in Weston St, moving along the tunnel as need towards Johnson park, save damage to the bushcare sites and to the park which is now very extensively used.</p>	<p>Terry Road is local street with low traffic volumes and provides the only access to the light rail corridor except for Johnson park, which is heavily used by the community.</p> <p>The contractor is required to prepare a Traffic Management Plan prior to the commencement of any construction works to ensure that traffic disruptions, impacts to public access and parking are minimised and the local community and road users are notified of detours and closures. any</p>
<p>Nowhere in the REF is the issue of the possible use of the easement through the Waratah Mills Car Park mentioned as access to the construction areas. While this is pleasing, I am seeking confirmation that there is no intention, even on a temporary basis to do this.</p> <p>Previous submissions by the Waratah Mills Greenway Committee, individual residents and IWEG have clearly identified the significant risk to residents, children, pets and visitors. This risk would need to be extended to cover property and motor vehicles if such a proposal were resurrected.</p>	<p>The contractor is required to prepare a Traffic Management Plan prior to the commencement of any construction works to ensure that traffic disruptions, impacts to public access and parking are minimised and the local community and road users are notified of detours and closures.</p> <p>Construction access in this area would likely be via Weston Street, Davis Street and Terry Road.</p>

Issue	Response
<p>Traffic impacts due to the closure of Davis Street and Constitution Road bridges</p> <p>Section 5.10.2 states: "The proposed works will also require a closure of the bridges on both Davis Street and Constitution Road, which run parallel and connect Windsor Road and Denison Road. Staging for these works will be taken one after the other to ensure that bridges are not closed simultaneously, and traffic impacts are minimised.</p> <p>These temporary closures are anticipated to require approximately 6 - 8 weeks per bridge."</p> <p>The closure of Davis and Constitution bridges and subsequent detours for up to 8 months each will be a major impact to local traffic. The Ausgrid works (Potts Hill to Alexandria Transmission line) currently working on local roads, have provided an experience of local road disruption and pedestrian safety concerns, particularly during school drop-off and pick-up times</p> <p>I note that a separate Traffic and Transport assessment has not been included in the REF. This should be reconsidered if a stand-alone assessment has not been prepared. Have any traffic counts been done on Windsor and Denison roads and any predictions on the increase of traffic on these roads for up to 16 months? Will this warrant additional, temporary safety measures to be put in place i.e. more than just traffic controllers and detour signs</p> <p>Partial closures should be considered and planned where possible to avoid busier periods (school times). Notifications about detours and road safety messaging should be distributed to local residents but also schools which are the destination for much of the through-traffic particularly on Constitution and Denison Roads (i.e. Trinity, Christian Brothers Lewisham, Lewisham PS, Dulwich Hill PS, Summer Hill PS.)</p>	<p>Please note the road closures are anticipated to be for 6 to 8 weeks not 8 months stated. Whilst there will be inconvenience for road users, diversions will be put in place and will be within the existing capacity of roads in the area.</p> <p>The contractor is required to prepare a Traffic Management Plan prior to the commencement of any construction works to ensure that traffic disruptions, impacts to public access and parking are minimised and the local community and road users are notified of detours and closures.</p> <p>The works will not be concurrent with current Ausgrid works.</p>

Issue	Response
<p>Council should take appropriate actions to ensure continued access to the complex from both Davis St. & Terry Rd at all times for resident and guests, delivery trucks, emergency vehicles etc. In the context of the secure access from Terry Rd to the underground car park where there is limited visibility Council is urged to ensure appropriate safety measure are in place at all times. Waratah Mills does not want our car visitor car parking filled with contractor cars/vehicles or cars/vehicles unable to park in the streets because of the disruption.</p>	<p>The contractor is required to prepare a Traffic Management Plan prior to the commencement of any construction works to ensure that traffic disruptions, impacts to public access and parking are minimised and the local community and road users are notified of detours and closures.</p>
<p>The mitigation strategies for traffic management suggested in the Draft Review Report are sensible and the sequencing of the Davis Street and Constitution Rd tunnel construction is supported so that both key roads used by residents to access New Canterbury Road and the local shopping strip are not out of action simultaneously.</p> <p>The traffic management and heavy vehicle issues and mitigation strategies associated with use of the Terry Rd Site Compound need to be identified and reflected in the Council tender and construction contracts.</p> <p>Conditions and mitigation strategies around movement of heavy vehicles including noise and dust/load controls need to be clearly articulated as minimum standards in the Council tender and construction contracts.</p> <p>Parking for building contractors in and around Davis Street will become an issue that Council will need to manage. On street parking spaces will diminish. The Waratah Mills Visitors Carpark must not be used as defacto contractor parking.</p>	<p>The contractor is required to prepare a Traffic Management Plan prior to the commencement of any construction works to ensure that traffic disruptions, impacts to public access and parking are minimised and the local community and road users are notified of detours and closures.</p>

3.15 Theme: Social Issues

There were three key issues raised in relation to social issues

Issue	Response
<p>Safety issues in Johnson Park that will impact on residents, Park users and cyclists and pedestrians need to be explicitly addressed during the design and construction of the GreenWay Path. These include safety issues at the entrance to Johnson Park from the tunnel at Constitution Road and exit to Waratah Mills and at the interface with the Arlington Grove Light Rail Station.</p> <p>The remainder of Johnson Park should be upgraded as soon as possible to meet demand from our growing local community.</p>	<p>The Greenway detailed design will be coordinated with the works proposed under the Draft Johnson Park Master Plan.</p> <p>The Johnson Park Plan of Management and Master Plan requires approval by the NSW Government before it can be implemented. Council cannot control the timing of this approval.</p>
<p>The REF does not reflect the direct involvement of the community in the Greenway corridor to date: the community bushcare effort over the last 20 years. For instance there is no mention of the words "volunteer" or "regenerator" in the document. The word "community" is referenced 67 times in the document, mostly in the context of vegetation community, or community consultation but none of the "community" references relate to the greatest direct involvement of the community in the Greenway corridor to date: the community bushcare effort over the last 20 years. This can tend to reinforce in the communities mind that the REF is more of a box-ticking exercise than a comprehensive assessment of all impacts and benefits of the proposal</p> <p>The REF does not examine impacts on the bushcare sites in a more general or community sense. Can less vegetation be impacted? Can some grasses and small shrubs be transplanted? Are there ways of building biodiversity and plantings using design? What is the impact on current and future bushcare volunteer work? Talking to those that have been involved in the bushcare work over the previous 20 years would have revealed the not insubstantial effort that has gone into creating the bush corridor as it is today. Some recognition of that in the document and the impacts of the works in a community sense could have been mentioned.</p>	<p>This role of the community in the development of the Greenway is discussed in detail in the adopted Greenway Master Plan.</p> <p>The path alignment was determined during Master Plan and Concept Design phases with a primary consideration to limit impacts on bush care sites. Council will support transplantation efforts where feasible.</p> <p>Council will to continue to facilitate bush care along the Greenway. Whilst there will be no public access to bush care sites at Gadigal Reserve, Waratah Mills and Johnson Park during the works, other bush care sites in the area, including Fred Street, Little Street, Davis Street and Pigott Street will be accessible during this time.</p>

Issue	Response
<p>We recommend that the proposed path from the GreenWay at the Waratah Mills easement remain fenced with access via locked gates for planned GreenWay maintenance, bush care activities and Light Rail maintenance.</p>	<p>Ongoing access to the Greenway via the public access easement through the Waratah Mills complex is proposed to be provided, which is consistent with adopted Greenway master plan and concept designs. The public access easement was included during the Waratah Mills development for this express purpose.</p>

4 Engagement Outcomes

4.1 Changes to Draft REF

Based on the engagement the following amendments have been made to the final REF.

- The Contractor is required to prepare a community engagement plan to keep residents informed of progress and specific construction activities.
- Trees removed are to be replaced with advanced tree stock (min. 200L) at a minimum rate of 1:1 as part of the works. Replacement species will be locally native and selected based on the Greenway Master Plan.
- Where significant groundworks (such as tunnelling or soldier pile walls) are proposed in close proximity to structures (both public and private buildings and infrastructure), undertake pre and post work dilapidation surveys prior to the commencement of works.
- Where there are private properties near the path and there is no established vegetation, provide shade cloth to reduce impacts on privacy as required.

4.2 Changes to Concept Design

Based on the recommendations of the REF and the engagement the following amendments have been made to the concept design.

- The rest stop under the main western rail lines has been moved into the main area of Gadigal Reserve away from the bat roost. The existing fencing on the western side of the Canal will remain in place.
- The heavy lift pad within the Hercules Street parkland, which is used to lift maintenance machinery onto the Inner West light rail line, is to be retained and upgraded.

Appendix A: Original Responses

11 March 2021

I refer to the GREENWAY REF and am writing with respect to issues specific to the Waratah Mills Complex and the proposed Greenway Path between Davis St. and Johnson Park.

DAVIS ST. TUNNEL – Construction Access

Pg.9 of the REF Document identifies under S.2.1.2; *Southern Links* that a proposed cut and cover tunnel [or jacked culvert] is to be built under Davis St.

Pg.9 goes on to mention construction traffic and access to the areas via Davis St and Terry Rd, including the placement of a construction compound in and possible closure of Davis St.

COMMENT; Nowhere in the REF is the issue of the possible use of the easement through the Waratah Mills Car Park mentioned as access to the construction areas. While this is pleasing, I am seeking confirmation that there is no intention, even on a temporary basis to do this.

Previous submissions by the Waratah Mills Greenway Committee, individual residents and IWEG have clearly identified the significant risk to residents, children, pets and visitors. This risk would need to be extended to cover property and motor vehicles if such a proposal were resurrected.

COMMENT; Council should take appropriate actions to ensure continued access to the complex from both Davis St. & Terry Rd at all times for resident and guests, delivery trucks, emergency vehicles etc. In the context of the secure access from Terry Rd to the underground car park where there is limited visibility Council is urged to ensure appropriate safety measure are in place at all times.

Pg. 163 - *traffic amelioration*. There is no reference to mitigation of impact of contractor parking in the adjacent streets.

COMMENT

Waratah Mills does not want our car visitor car parking filled with contractor cars/vehicles or cars/vehicles unable to park in the streets because of the disruption.

DAVIS ST. TUNNEL – Construction of the Tunnel

Pg.110; S.5.11.1 - *existing environment* – Table 5.4.3 notes an issue relating to the ‘signal box in close proximity to the tunnel alignment.’ It goes on to suggest ‘temporary protection during construction and seeking an “exemption from minimum offset”.

COMMENT; In the community consultation summary there is no reference to the decision to move off Waratah Mills and commit to a tunnel *as the only option* [Author’s italics].

Therefore given the issue raised above, this matter remains potentially unresolved and of deep concern; particularly should failure to gain an ‘exemption’ result in a ‘late’ decision to abandon the tunnel option and revert to access via the Waratah Mills Car Park.

THIS IS NOT AN ACCEPTABLE ALTERNATIVE and I would urge the Council to confirm that the tunnel is to proceed AS THE ONLY SOLUTION.

11 March 2021

DAVIS ST. TO JOHNSON PARK PATHWAY

Pg.14-15 Refers to issues around 'make-good' and vegetation along the pathway. However, there is no SPECIFIC mention of issues relating to the Waratah Mills Complex Eastern Boundary, along its entire length.

COMMENT;

- **Allow sufficient distance from the proposed pathway to the boundary walls to allow for the planting of fast growing and dense trees/shrubs, which will have the affect of improving visual amenity, as well as the safety and security of the Complex itself.***
- **The design of the bike path should also take into account future maintenance access requirements for that Waratah Mills buildings, which should be guaranteed.**
- **Given the easement at 3 metres wide does not meet 3.5 m width requirements for a shared path Council is URGED NOT to move the pathway closer to the Waratah Mills boundary walls for the above reasons.**

Pg.102; S.5.9.22 - *visual impacts* - The proposal suggests an 'overall a high-moderate visual impact is expected' [for Silo residents]. This does not however indicate whether this is due to the Pathway itself and or the lighting?

Pg.103; Table 5.3.7 - *mitigation measures* - Identifies planting more trees [see above comment on planting out on Waratah Mills boundary wall*], positioning of lighting poles the type and angle of luminaires.

Pg.103 - Specifically mentions issues around 'safety concerns for people in the David St. tunnel.

[See also comment above*] regarding the need to enhance security along the boundary wall of the complex to address the legitimate safety and security concerns of residents.

COMMENT; Council is urged to show the proposal to Waratah Mills residents as many apartments are potentially affected by the lighting of the Pathway.

COMMENT; Council commits to planting fast growing and dense trees/shrubs to enhance the safety and security of the Waratah Mills Complex.

OTHER – FLOOD MITIGATION

Pg.52 - *Flood mitigation works bottom of Terry Road*

COMMENT; Council is requested to be show the detailed proposal of all flood mitigation works to the Waratah Mills Resident representatives to confirm this will not affect water entering the Silo Car Park.

Pg.83; S.5.7.2; Table 5.2.3 – *Waratah Mills Impact Assessment*

COMMENT; The Waratah Mill Complex is of significant heritage value.

Any increased 'traffic' around or having access to the Waratah Mills Complex brings with it and increased risk of damage to and destruction of property, through vandalism etc.

Any heritage Interpretation Strategy should be shown to waratah Mills Residents as this is our property and we want to know what's said about it and how this matter is to be addressed given the concern mentioned above.

Ryan Hawken

From: [REDACTED]
Sent: Monday, 15 March 2021 9:12 PM
To: Ryan Hawken
Subject: GreenWay Missing Links Review of Environmental Factors submission.

Categories: Yellow Category

Hi Ryan,

I am emailing in regards to the GreenWay REF which is open for public submission. While I am supportive of the Greenway and the opening of open spaces for the public there are a few elements of the REF which are of concern to me.

I have been volunteering with the Inner West Environment Group for a number of years now, creating and maintaining bushland habitat which stands to be impacted by the GreenWay through Dulwich Hill. Council has worked with our group to devise solutions to try and minimise the impact of the bush corridors where the GreenWay will be constructed. I am glad these measures have been put in place and hope this will continue. In saying this there were a few points I would like to share that arose from reading this REF.

- It is very distressing to read that at least 32% of the trees and as much as 46% of trees will be removed from this mostly Central and Southern section of the GreenWay. Many of these trees have been planted by various community groups 20 – 30 years ago and replacements will take years to reach the same maturity. It will add to the heating of the GreenWay for many years until the canopy will be sufficiently high enough.
- Little consideration has been given to the importance of the bushcare sites and those other sites on the opposite side of the GreenWay: Loftus St, Fred St, Little St, Hoskin's Park and Davis St. These sites offer stepping stone habitat. All these bushcare sites, and the sites mentioned in the report, contain remnant grasses and small ground covers for many small birds, insects and reptiles.
- I am alarmed that excavators will be used to create the path at Waratah Mill/Johnson park bushcare sites. This would lead to untold collateral damage and ask that hand held tools be used as much as possible. We also ask that the tunnel be built first and all tools/machinery be brought in from the tunnel end to towards Johnson Park, and construction proceed north to south, minimising the damage done to the bushcare site.
- During construction, could fencing also be installed to protect the areas of bushcare remaining at Johnson and Waratah Mills.
- As in use at Richard Murden and Jubilee Park, I ask that bushcare areas in Johnson Park and Waratah Mills sites are fenced off once planted to prevent dogs, children and people cutting corners and taking short cuts inadvertently trampling plantings.

I hope that these points are taken into consideration when the next steps of the GreenWay are constructed to best preserve the bushland and habitat that already exists in the area.

Kind regards,

[REDACTED]

Ryan Hawken

From: [REDACTED]
Sent: Sunday, 14 March 2021 4:33 PM
To: Ryan Hawken
Subject: GREENWAY DRAFT REF - [REDACTED] HERCULES ST. ISSUES

Categories: Yellow Category

Hello Ryan,

I represent the 10 owners of the Townhouse complex at [REDACTED] Hercules St, Dulwich Hill. The following matters outlined in the Draft REF are of concern to us. Here is our input outlining our concerns and we would appreciate your comments and cooperation to resolve them.

Dust & Security during construction: Whilst we realise that the draft document outlines measures to be taken to limit noise and intrusion, dust and security are our two main concerns. Please advise if the council/Greenway construction team will erect a temporary fence along the site to assist in blocking out dust and debris from affecting our property. There is no mention of this in the document which is most detailed. Separate screening material to cover the existing cyclone wire fence during this period would provide us with additional protection. Will this be provided?

Lighting: We do not recall mention in previous documents nor at meetings in your office of post lighting along the Greenway, only low pathway lighting. If there are "luminaires" to be placed along any section at the rear of our property, we are most concerned that the light will affect the residents of townhouses at the rear of our complex, especially given that bedroom windows face onto the Greenway. If post lighting - luminaires are envisaged in this section, what assurance can be provided that light will be deflected away from our property?

Minor drainage works at rear of property: It has already been noted in the document that our property has suffered in the past from water ingress and flooding to the lower townhouses. This is a long standing issue, not helped by the haphazard and limited maintenance undertaken to date by the Rail Authority. Given that some of our residents live very close to the property border with the Greenway, consideration be given to this issue. We request that the modest embankment created to divert water away from our property whilst not hindering the flow-through of surface runoff stormwater from Hercules Street be maintained and improved. Planting of some native shrubs on top of the embankment would assist its stability.

Wetland - shown as hatched area near to rear of our property: It is not clear the purpose or dimensions of this area. We would strongly oppose any wetland which would exacerbate possible flooding issues along this stretch of the Greenway. Therefore we ask for clarification on this matter

Looking forward to your response,

Regards

[REDACTED]

[REDACTED]

Ryan Hawken

From: [REDACTED]
Sent: Wednesday, 10 March 2021 9:07 PM
To: Ryan Hawken
Subject: Draft REF for Greenway - feedback

Categories: Yellow Category

Hi Ryan,

I'm a residents of local street, have observed an increase in construction trucks travelling on Hampstead Road/Rosedale Street due to Greenway work on Weston Street. The proposed work at Constitution road and Terry street is likely to make this matter worse. What is the councils plan in resolving this challenges and how will this be reflected in the draft REF?

Look forward to hearing from you.

Kind regards,
[REDACTED]

Ryan Hawken

From: [REDACTED]
Sent: Monday, 15 March 2021 6:17 PM
To: Ryan Hawken
Subject: Re: Greenway In-corridor Works Draft Review of Environmental Factors on public exhibition: Response by Residents 3 Williams Pde Dulwich Hill
Attachments: image002.jpg
Categories: Yellow Category

Review of Environmental Factors Greenway

1. Response by residents of 3 Williams Pde Dulwich Hill

This response to the REF for the Greenway is based on concerns of the immediate neighbouring residents and community on the north western section of the rail corridor between Constitution Road bridge and New Canterbury Rd bridge. This is 3 Williams Parade SP58650, a building of 82 apartments, part of Community Scheme DP270052 comprising 1-3 Williams Pde.

2. Background

Our contribution to the Greenway development consultations to date has been via written submission, meeting attendance, and an onsite meeting with Project Manager Ryan Hawken in December 2020 to consider impact of Greenway tunnelling and works to the structural integrity of 3 Williams Pde, and threat to onsite Tallowwood trees and other elements comprising the green canopy enjoyed by residents on the eastern side of our building.

Our primary concerns in the earlier phase were that the design of the Greenway and it's use on completion, as it is extremely close to the eastern perimeter of our (approx) north-south aligned building, would not raise impacts of lighting, noise and security, given that this perimeter is largely unfenced.

In this early phase we were not able to resolve the notion of the Greenway and it's promised green 'experiential' amenity for cyclists and walkers as represented, with the likely impacts on a steep, heavily weedy and overgrown, quiet embankment to the east. It was projected that it was a geotechnically challenging site which would require use of heavy machinery.

3. Opposition to Sacrifice of Green canopy, native trees and significant bird and animal habitat in section Constitution Rd to New Canterbury Rd and sacrifice of any trees and planting on SP58650 footprint.

i) Since the concept phase of the Greenway, we have learnt more about the habitat values of weedy undergrowth and remnant bushland and the value of conserving and gradually replanting them with native ground cover and grasses and smaller shrubs and trees in the preservation and promotion of disappearing habitat for native small birds and animals etc. This has been via collaboration with IWEG in bushcare in the locality and their support for planting of donated native plants from Inner West Council and Birds in Backyards on a shared east-west embankment adjoining the rail corridor between 3 Wms Pde and 553 New Canterbury Rd to the south. In this general area remnant native plants have been found by Inner West Council officers on two inspection visits, including barbed wire grass and tree ferns.

ii) With the publication of the REF and a recent onsite meeting we have become aware that the geotechnical challenges requiring use of heavy machinery in this southern section of corridor mean that most green canopy the length of the section is to be sacrificed. This includes natives such as Pittosporum, identified for destruction as 'non-native to the area'. There is also the threat of felling of mature Tallowwoods and possibly other trees on our building's footprint and within our SP58650 boundaries.

iii) Such large scale clear-out is depicted in the view on p.76 of green shading the length of the section which the key describes as 'planted with natives.' This suggests delivering plantings (hopefully of mature plants) embedded in a barren embankment of weed matting with die-off and replacement at the behest of assorted, likely elusive, contractors for years to come (see examples of failed areas submitted by IWEG).

iv) We support IWEG's statement of opposition to this scale of clearing as unnecessary destruction of valuable habitat, and of the amenity and cooling it provides to residents on the eastern side of our building. For this to be carried out in the construction of a 'Greenway' invokes the Vietnam war era's paradoxical notion of having to 'destroy the village to save it'.

v) We submit that if the biodiversity and habitat values of the corridor were prioritised in this next construction phase **as they were in the selling phase of the Greenway Concept, the expertise of the engineers and the capability of designers and their equipment would be in play to build **without the wholesale destruction of the green canopy, habitat undergrowth and mature native trees - even as threatened within SP58650 boundaries. This all emerges as a necessary 'trade-off' that our resident community is expected to accept.

vi) As demonstration of the active role of our complex in complying with Inner West Council's policy on tree preservation and native plantings we attach the updated Tree Plan of Management commissioned by DP270052 and compiled by Horticulturalist Roger Gazard and team.

With 234 trees on site, both natives and exotics together with our revegetation of the shared embankment with 553 New Canterbury Rd, we have been investing in trees, habitat values and supporting an abundance of birds, and, sadly disappearing wildlife (excepting foxes and cats etc). A recent urban study in 2020 featured in SMH, identified the cooling and amenity benefits of street and local trees in comparative localities.

Williams Parade is demonstrably advantaged by the investment in tree planting by Council and residents over three decades.

We therefore

vii) strongly oppose the wholesale destruction of green cover, significant habitat and native trees on the site of Greenway construction between Constitution Rd bridge and New Canterbury Rd bridge, and

viii) strongly oppose the projected destruction of trees, including Tallowwoods, and other planting on our strata footprint for SP58650.

4. Construction Impacts on health of Residents

We note the listing of potential health and environmental impacts of construction and their mitigation. We would expect close contact between Construction managers, Strata Manager and Strata Committee and practice of always giving sufficient due notice of major works at proximity to our complex especially involving dust, emissions and noise. There are residents with sensitive health conditions and families with babies and infants. Many more residents now also work from home and are onsite during through the week than was the case previously.

5. Construction impacts on structure and integrity of 3 Williams Pde: Request Dilapidation Report for SP58650 in advance of works

We have particular concerns about the impact of tunnelling on the western abutment of Constitution Road bridge on the structural integrity of our 22 year old four storey brick apartment building.

i) We therefore request that a comprehensive Dilapidation Report in advance of works should be funded by the Greenway Project and made available to SP58650 residents so as to assure that causal impacts arising from tunnelling within meters of the building at northern end, and impacts on the building sourced to other Greenway works, can be diagnosed, identified and fully rectified through Project insurance in a timely way as necessary.

Thank you,

[REDACTED]

Ryan Hawken

From: [REDACTED]
Sent: Monday, 15 March 2021 1:08 PM
To: Ryan Hawken
Cc: [REDACTED]; Mayor, Clr Darcy Byrne
Subject: GreenWay REF Ccomments

Categories: Yellow Category

Dear Ryan,

Further to previous email, I have now read *The Cooks to Cove GreenWay (In-Corridor Works) – Draft Review of Environmental Factors*. Comments below.

General Comment on the REF

I, and many colleagues and local residents I know that have been involved in the Greenway over the years fully support the proposal, and generally concur with the outcomes of the REF. We look forward to completion of the shared pathway and rehabilitation work and a fully operational shared path and bush corridor as soon as is practicable!

The REF more than adequately checks off in great detail against (the oftentimes arcane) statutory requirements, but there are the more general and obvious impacts that the community would understand, have largely been glossed over or ignored in the REF. For instance there is no mention of the words "volunteer" or "regenerator" in the document. The word "community" is referenced 67 times in the document, mostly in the context of vegetation community, or community consultation but none of the "community" references relate to the greatest direct involvement of the community in the Greenway corridor to date: the community bushcare effort over the last 20 years. This can tend to reinforce in the communities mind that the REF is more of a box-ticking exercise than a comprehensive assessment of all impacts and benefits of the proposal.

Although the planted vegetation does not satisfy criteria for it to be listed as Sydney Turpentine-Ironbark Forest under the BC Act or EPBC Act it nonetheless fills a vital role in building the biodiversity and habitat in the corridor - and potentially fulfilling the Sydney Turpentine-Ironbark Forest listing in future . The REF does not examine impacts on the bushcare sites in a more general or community sense. Can les vegetation be impacted? Can some grasses and small shrubs be transplanted? Are there ways of building biodiversity and plantings using design? What is the impact on current and future bushcare volunteer work? Talking to those that have been involved in the bushcare work over the previous 20 years would have revealed the not insubstantial effort that has gone into creating the bush corridor as it is today. Some recognition of that in the document and the impacts of the works in a community sense could have been mentioned.

I am also aware of specific concerns raised by IWEG particularly in regard impact on biodiversity and plantings. The proposal although by necessity will have adverse impact on a few key bushcare sites, I believe the overall ecological integrity of the whole 5km bush corridor will be retained provided that:

- there is strict site supervision in the bushcare sites to minimise construction impact, and that some vegetation on the alignment of the shared path could be transplanted
- increased effort to be made to provide additional land for bushcare sites along the corridor, and most importantly to provide as far as possible contiguous shrub cover and have no major gaps (over 20m) in shrub cover along the length of the corridor. This will help to provide for small bird habitat and fauna movement along the corridor.
- where possible bushcare areas are fenced from the pathway to prevent trampling and disturbance by people and dogs, but using fencing/barrier that does not impact on the effective width of the pathway for shared use.
- ideally between Old Canterbury Rd to Longport St on both side of the light rail lines or at the very least on one side, there is contiguous bushcare cover (i.e. grasses and shrubs) and if there are gaps, they are no more than 10-20m

- there is Increased shade and biodiversity provided for the pathways using trellis or "treillage" sections where native climber species cover a stainless steel wire lattice.
- there is an net increase in the resources and capacity of the local bushcare volunteers to help maintain the existing and future bushcare sites.

Note: Species selection for most of the bushcare sites was done using *Missing Jigsaw Pieces of the Cooks River* (Doug Benson) as a guide to the Sydney Turpentine-Ironbark Forest community species. The reason there is not a significant tree canopy is that at the time of establishment and until only recently, tree species were prohibited on the W side of the rail corridor due to the high voltage power lines.

Note: Even in the early days of the Greenway vision it was always anticipated that if the rail formation was not available to construct the pathway then the rail corridor land that was being planted for a bush corridor would need to be used. This factor was taken into account in the location of planting the larger shrubs. Up until the removal of the high voltage power lines on the W side of the rail corridor, no trees were allowed to be planted. The location of larger shrubs vs grassed areas was predicated on the possibility of a trail passing through the bushcare sites (with the trail location assumed to be close to the Mill buildings boundary and furthest from the formation) - and so these grassed areas could be lifted and transplanted.

Detailed comments on the REF

pvii - Introduction, the objectives of Greenway are more than just lifestyle - an environmental and bush corridor and improved biodiversity are key objectives.

pvii - Project outline - "bushland areas" undersells the Greenway vision- the goal is to construct a coherent bushland and ecological, wildlife corridor

px - Biodiversity - the whole section (and similarly in the main body of the REF) is hard to digest considering it is a document for public consumption. As discussed above there needs to be greater recognition of the generalised impacts on biodiversity as well as the purely statutory considerations

px11 - aborigiculture - would be good to get a picture of what this tree loss means compared to the whole corridor width (say 100m wide). What would be the relative net canopy cover lost or gained over 20 year period?

pxiii - Landscape and visual amenity - suggest viewers residing in or at the buildings would be impacted not the buildings themselves. It should also be pointed out that the works will result in many cases in an improved visual amenity and increased landscape diversity and canopy cover- i.e. a positive net impact over time.

pxv - Conclusion - agree that impacts can be adequately managed, but will need strict planning and site supervision and monitoring to ensure the impacts are indeed minimised.

p2 1.2 - Mention should also be made of the two heavy rail corridors and one freight line that traverse the corridor as well as the light rail line that follows the corridor

p9 2.1.2 - drainage works at Terry Rd should retain overland flow across the rail corridor. This is the only drainage line in the entire Hawthorne Canal catchment that is not piped, chanelised or gutter/roadway. The problem is the choke point where it passes from roadway through the fence, not the drainage channel itself. In about 2003 IWEG asked RailCorp not to pipe this section of drainage as they were about to do, so as to retain at least one single small section of overland flow for the entire Hawthorne Canal catchment.

p9 2.1.2 - boardwalk should be low enough (<200mm?) to not require any railing/balustrade. If railing/balustrade is required the path width should be increased by at least 500mm to retain effective width.

p10 2.2.1 - Construction access - Note that heavy vehicles exiting from Davis St will legally be required to access Old Canterbury Rd using the section of Windsor Rd not closed to >3T vehicles, rather than the 3T limited streets nearby (Hampstead/Rosedale/Fairmount/Windsor Rd W of Davis St etc. This was the whole point of having the 3T signs erected in the early 1990s so that heavy vehicle accessing Waratah Mills used Windsor Rd not the smaller side streets.

p10 2.2.2 Fencing - there is always a vegetation and weed maintenance issue for the bushcare areas along these boundary fences. A maintenance plan needs to be developed to ensure bushcare work is not compromised by either weeds along the fence seeding into the bushcare sites, or overspray from weed control killing the bushcare areas (as has happened multiple times in the past).

p12 2.2.6, the existing asphalt pathway should be retained to allow for cyclists to access Parramatta Rd footpath (Sth side) given that there will only be stairs connecting the new path to Parramatta Rd on the E side of Hawthorne Canal. Or at the very least the informal path be able to be cycled (say compacted crushed granite) , and the concrete ramp up to Parramatta Rd retained

p14 2.2.8 Reference to "landscaping" should primarily be native vegetation plantings and shrub cover rather than industrial/managed landscaping. There is plenty of the hard landscaping already in the apartments sites.

p15 2.2.10 - Site supervision to include qualified bushcare regenerator (Cert 4 or similar). Where possible shrubs and large tussock clumps should be removed for transplanting at other sites (e.g. Hercules St). Some of the native grass clumps in the bushcare site just Sth Terry Rd and adjacent to the warehouse apartments (e.g. *Themeda*, *Cymbopogon*) were grown from seed collected in the rail corridor at Dulwich Hill from remnant grass patches and are quite ecologically significant in the region and should be regarded as a remnant species. I could indicate which clumps these are if needs be. Low-level directed and warm/natural lighting should be used not pole lighting, to reduce impact on native mammal species.

p17. 2.2.13 It is not detailed as to what comprises the "landscaping" This should primarily be species as used for the Greenway bushcare sites: associated with the Sydney Turpentine-Ironbark forest

p22 3.2.2 Urban Forest and ecology - as well as canopy cover in a planning sense, overall biodiversity and increasing habitat are also key targets, as put forward in other strategies such as for green grids.

p35 5.1.3 Over the previous 20 years I have witnessed (and documented) many instances of where despite erosion control mitigation measures in place for major earthworks in the corridor, when there was a major rain event Hawthorne Canal is flooded with sediment-laden storm water from easily identifiable construction sites in the catchment. Mostly this is due to large areas of exposed and excavated soil remaining uncovered, as well as poorly monitored and/or maintained mitigation measures. Construction erosion control mitigation measures should ensure that there is minimal stored soil stockpiles, and that all bare surfaces are covered when not actually being worked on. Given the nature and location of the works proposed, comprehensive erosion control measures will need to be put in place AND strictly enforced to ensure this project is not just another in the long line of sedimentation events that have occurred in Hawthorne Canal over the last decade or so.

p38 Table 5.6 - In 2007-2008 myself as contractor and IWEG as part of a Federally funded bushcare program collected approximately 1-2cubic metres of corrugated bonded asbestos sheeting remnants lying on or just below the soil surface in the bushcare site adjacent to the former Waratah Mills warehouse building and along the embankment up to and alongside Johnson Park (to the double rail corridor gates). Marrickville Council were aware of and approved these works and the work was done in accordance with OH&S and Workcover NSW best practice guidelines current at the time. Most of this fibro came from (vandalised) roofing over the former warehouse siding that was not removed from the site during the Waratah Mills reconstruction in early 2000-2002. There is likely to be pieces of fibro asbestos remaining in the soil. Asbestos fibre air monitoring should be conducted at this location through the construction process to ensure no fibres are released to the surrounding park and residences during any soil disturbance in dry conditions. Ideally all construction work in this area should be done under moist soil conditions and as part of an Asbestos Management Plan.

Regards



Ryan Hawken

From: [REDACTED]
Sent: Monday, 15 March 2021 12:59 PM
To: Ryan Hawken
Subject: Feedback on Greenway REF

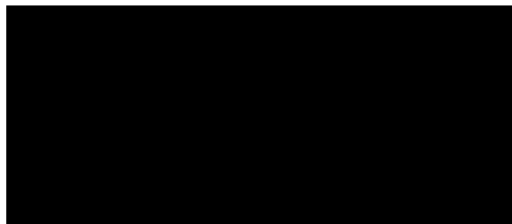
Categories: Yellow Category

Hi Ryan

A read of these 2 appendices Appendix E Flora and Fauna Assessment (ELA, 2021) Appendix F Biodiversity Development Assessment Report (ELA, 2021) shows that the value of the Greenway as a wildlife corridor has been completely missed. The report concentrates on endangered fauna and flora, not the value of the Greenway as a regional corridor. The dense scrubby areas of the Greenway are only mentioned as problem weeds. But these dense areas are the jewels that provide an important bird corridor for migrating birds as well as a place to live. It is this dense shrubbiness that provides the main habitat refuge for small birds in the area between Homebush Bay and Wolli Creek/Tempe. The weedy shrubs and vines contribute enormously to the habitat value of the Greenway because of this. That is why we see Superb Fairywrens, White-browed Scrubwrens, Silvereyes plus Grey Fantail and Golden Whistler as well as Spotted Pardalotes. These birds are pretty much locally extinct in other parts of the inner west. The impact of the loss of this weedy area is not mentioned at all that I can see. It seems that the terms of reference have not reflected all the input from birdwatchers over the years to Greenway consultations.

[REDACTED]

SUBMISSION REGARDING DEVELOPMENT OF GREENWAY
SITES.



Date. 15th March, 2020.

To whom it may concern,

The new "Community Update" reports describing the state of the Cook's Greenway Report are most welcome. This submission is aimed at relating this information to that which can be found in in this report and that to be found the recent download and whatever product from IWEG's recent work with bird data; to which reasonable provenance can be ascribed.

In the past, much good work was done on gathering information on fauna including insects, amphibians, micro-bats and bandicoots. Also, a large bank of information on fauna was gathered. Products such as "timelines" and the noting of areas where endangered small birds can find food and shelter from predators. The importance of bird migrations and the rôle of the Greenway as a strategic "crossways" has been emerging. However, the amalgamation of the councils and all the associated strife has caused most of this work to be lost. The most basic of tasks such as noting whether the relevant site improved or deteriorated as a sequel to the action is lost. The "Tick and Flick" response, combined with the need to be "seen to be doing something" has usually prevailed. There is ample photographic evidence whereby the result of "tidying up" a site has been the appearance of a monumental growth of exotic vines very soon after the arrival of the next bit of rain.

My task has been to amalgamate the data that has been gathered and housing it in a "cascading" database i.e. Filemaker Pro and to back it up by whatever means it can be translated. This is essential if the resulting product is to be used and widely dispersed among a much wider group of interested parties.

Assembling the Result.

The "Bird" file contains over a thousand entries. By amalgamating this with the product of the Community Update, reference gleaned from other sources such as the download, reports from the science team working with the tributaries to the Parramatta River and whatever turns up during our field work.

The first foray began by sorting out the months to which entries refer. It would be pretentious to produce entries to relate to shorter time intervals. This round of work can be used to sort the entries into three sections i.e. Planned Construction Name, Underway Construction Name, and Construction Complete Name. Occasionally a note that an entry to a time outside the current financial

year is used, a "Year" field may be needed. This yields 37 "mini reports".

The "territory" aspect is dealt with by noting the "Subregion" and the "Layer" that offers 4 choices.

The next fields cover "Task", "Equipment", "Licences Etc." and "Executed by "Who?". As these numbers rise exponentially and we need to convey the results to a lot of people coming from a wide range of backgrounds, a lot of paper, time and computer space if we don't pause at this point. For instance, volunteers are not allowed to climb ladders so, somebody on the payroll, who has the relevant insurance cover, will need to take over. Similarly, a skip and a set of retractable bollards may be needed if a large noxious load is being moved, a tarpaulin and/or a set of plastic buckets may be used to limit tramping around the site. Our project has been plagued by the ill-advised use of herbicides through which a team's entire efforts are obliterated and erosion worsened. Another problem involves dropping node-bearing pieces of morning glory on the ground. The alternative of hanging loose remnants out to dry looks untidy but is much more effective.

This is a good point at which to look at the "bottom line". Also, this emphasis on "tidying up" can be an accountant's nightmare. Another expensive priority is the emphasis on the "manicured garden" and the failure to value plants that just arrive excludes the very ones that drive biodiversity.

My intention was to produce a summary of what to do next but time is defeating me. If I shall use the 37 page printout as a summary and keep another copy to work upon, and send the whole deck to you, there will be a chance to get a sample of other points of view before I get back to build scripts to build a range of automated scripts that can be tailored as this is where the real power of a data base abides.

Thanking you,



Ryan Hawken

From: [REDACTED]
Sent: Sunday, 14 March 2021 9:28 PM
To: Ryan Hawken
Subject: greenway lewisham/dulwich hill

Categories: Yellow Category

Dear Ryan,

As a long term IWEG weeder, planter and volunteer bush regenerator I am very concerned about the destructive impacts of Greenway bike path construction on the limited but flourishing bush habitats developed over the past few decades along the light rail corridor.

How rare is any native bushland in the Dulwich hill/Lewisham areas ?

It is of great concern that 32%-46% of trees will be removed !..Trees that support a diversity of bird life, provide shade and an urban bush retreat in this time of rising temperatures.

I urge you and the builders to do everything to protect what has been established in the last 30 or so years by IWEG or the point of the "Green"way will be defeated.

In particular, path construction should proceed from a north south direction and minimise to use of excavators around the Hill Street/Waratah Mills tunnel site (though I think the tunnel is an unnescessary indulgence !).

Attention needs to be given to the protection and development of habitat in the Fred St, Hoskins Park , Little St and Hercules St areas.

It is so sad to see the loss of the trees supporting a diversity of bird life around the Taverners Hill and Summer Hill sections of the path among others.

And, don't get me wrong...I am a cyclist and use this path often and view is as pretty adequate in its current form.

As far as I am concerned the only thing needed to improve the Greenway is street lights at the the Weston St crossing over Old Canterbury Rd ! But....

To conclude I fully support the requests made by [REDACTED] in her email to you as they ensure the protection of the habitat of a very vulnerable area of rare urban bushland in the Dulwich Hill/ Lewisham West area.

Thank you for your attention

[REDACTED]

Ryan Hawken

From: [REDACTED]
Sent: Friday, 12 March 2021 4:32 PM
To: Ryan Hawken
Subject: Greenway proposals

Categories: Yellow Category

I am writing to express my concern about aspects of the proposed development of the Greenway route.

As a long term resident of Windsor Road Dulwich Hill and one of the first residents involved in planning and developing the native bush planting along the rail line, I am really concerned about the potential destruction of the bush land habitat that we have worked so long to establish and care for and which makes our area so special to live in.

Waratah Mills, Hoskins Park, Fred St, Johnson Park and all the pockets of bush land along the Greenway have over the years provided refuge for birds, reptiles and marsupials especially when there has been so much residential development in our area that has seen the removal of trees and bush land.. The idea of a cycle way is excellent but I want to remind council that the initial idea of the Greenway was to provide a green corridor in the inner west not just a transport route.

This week's report by the Australian Conservation Foundation has provided a timely warning about dwindling green spaces in our cities and the impact this has on climate change and temperatures in cities. My concern is that the current Greenway plan does not value the importance of the mature trees and under storey bush and grass vegetation that we have and the habitat it provides. I have tawny frogmouths, wrens visiting my my garden, even had a brush turkey stroll by, a number of blue tongue lizards live in and around Waratah Mills and Hoskins Park, there a small marsupials along the corridor. Their habitat needs protection not destruction.

[REDACTED]

"If you don't stand for anything you'll go for nothing"
Gil Scott Heron

Ryan Hawken

From: [REDACTED]
Sent: Sunday, 14 March 2021 11:37 AM
To: Ryan Hawken
Subject: Feedback draft Ref

Categories: Yellow Category

Dear Council

I am writing to express how important it is to minimise impact on the colony of micro bats at Cadigal Reserve. The bats have managed to survive this long and anything that we do now must be done with a lot of careful planning so they aren't disturbed or disadvantaged in any way.

I have lived in the area for a few decades and have witnessed the change in fauna due to the changes of our local environment and know it is possible to see drastic sudden changes due to constructions and also see the massive benefits that regeneration bush areas have been able to bring back.

Today we have the chance to do things right which is better than trying to fix problems down the line. If anything negative happens to the micro bat colony it will be cause of huge regret, and it would be seen as Council's fault.

Thank you for your time.

[REDACTED]

Ryan Hawken

From: [REDACTED]
Sent: Tuesday, 16 March 2021 3:20 PM
To: Ryan Hawken
Subject: Greenway comments
Categories: Yellow Category

Hi Ryan - I missed the deadline for commenting on the Greenway, and I'm not sure exactly what you were asking about, but I just wanted to say that I'm really looking forward to it opening. I'm a keen cyclist and I try to use my bike for transport, not just exercise. It would be great to have the Greenway to help locals move around the area without using cars.

Cheers

[REDACTED]

Sent from my Galaxy

Ryan Hawken

From: [REDACTED]
Sent: Saturday, 13 March 2021 4:16 PM
To: Ryan Hawken
Cc: [REDACTED]; Clr Tom Kiat; [REDACTED]
Subject: FW: Response to GreenWay R.E.F.

Categories: Yellow Category

Hi Ryan,

Thank you for the opportunity to respond.

Although generally favourable to the proposed R.E.F. I have the following concerns;

1. Need to keep affected residents fully informed. For weeks now Transgrid have been digging up local roads especially around Constitution and Denison Roads. Residents will be naturally concerned if their streets are going to be affected for weeks.
2. The loss of mature trees and the resultant impact on local fauna. Tree loss should be kept at a minimum to avoid increasing the "heat island" effect. Any replacement plantings should be mature and add to the existing biodiversity. The GreenWay already has planting sites, such as in the Richard Murden Reserve that are suffering from neglect and inappropriate plant selection. It is essential that any **replacement trees and vegetation are well maintained for longer than 12 months**
3. Are the proposed flood mitigation strategies for Terry St and Hercules St able to cope with intense storms? What about the runoff from Pigott St? Climate Change is resulting in more extreme weather events so it is important that any construction and bush care sites takes that into account.
4. There needs to be very close monitoring of dust due to asbestos contamination of some sites. Work should stop on windy days and the site regularly hosed.
5. Where possible trees and shrubs should be fenced off or protected to limit loss in Johnson Park and Waratah Mills bush care sites before construction begins. There is a very significant eucalypt at the Waratah Mills site that should be protected at all costs.
6. Has lighting been considered in relation to the bats and other nocturnal animals? Who is going to maintain the bat boxes?

Regards

[REDACTED]

Ryan Hawken

From: [REDACTED]
Sent: Saturday, 13 March 2021 7:59 PM
To: Ryan Hawken
Subject: Review of Environmental Factors (REF) for the GreenWay. Feedback

Categories: Yellow Category

It is very distressing to read that at least 32% of the trees and as much as 46% of trees will be removed from this mostly Central and Southern section of the GreenWay. Many of these trees have been planted by various community groups 20 – 30 years ago and replacements will not reach the same maturity in many of our lifetimes. It will add to the heating of the GreenWay for many years until canopy will be sufficiently high enough.

No consideration given to the importance of the bushcare sites and those other sites on the opposite side of the GreenWay: Loftus St, Fred St, Little St, Hoskin's Park and Davis St. These sites offer stepping stone habitat. All these bushcare sites and the those mentioned in the report contain remnant grasses and small ground covers.

I am very concerned little mention is made of protecting bird habitat at Taverners Hill, at Lewisham West and at Hercules St among others, eg removal of fig trees and casuarinas at Parramatta Rd Underpass. These trees are nesting places for a family of White-browed scrub wrens, superb fairy wrens, fig birds, grey fantails, among others.

I am alarmed that excavators will be used to create the path at Waratah Mill/Johnson park bushcare sites. This would lead to untold collateral damage and ask that hand held tools be used as much as possible. We also ask that the tunnel be built first and all tools/machinery be bought in from the tunnel end to towards Johnson Park, and construction proceed north to south, minimising the damage done to the bushcare site.

Regards

[REDACTED]
Dulwich Hill 2203

FEEDACK ON THE REVIEW OF ENVIERONMENTAL FACTORS (REF)
for the GreenWay in-corridor works (upgrades along the light rail line)

Table 3.1 Page 24. Section of In-corridor Works Package

I'm glad the tunnel option for Davis Street has been adopted.

I support IWEG's calls for

work to progress from the Davis st tunnel through the Waratah Mills site where possible.

hand held tools to be used as much as possible.

that fencing be installed to protect the areas of bushcare remaining at Johnson and Waratah mills during construction

that fencing off of bushcare areas in Johnson Park and Waratah Mills sites continue into the future as used in Richard Murden and at Jubilee Park Glebe to prevent dogs, children and people cutting corners and taking short cuts inadvertently trampling plantings.

Yours sincerely,



Hurlstone Park

Submission on the Review of Environmental Factors

IWEG welcomes the Review of environmental Factors, however we have the following concerns. We would like to comment further on some aspects of the report and appendices and challenge conclusions drawn on the report particularly over aspects of biodiversity and habitat, Fauna and Fauna. It is after all a GreenWay not a bike way or a cement way.

IWEG is distressed that yet again when hard decisions need to be made it is at the loss of habitat. We are very concerned that little consideration or weight was given to habitat for small bird, insects, butterflies and other reptiles. No importance was placed on retaining areas of weedy habitat vital for small birds (their last refuge before Wolli Creek / Cook's river), insects including butterflies and small reptiles.

IWEG is very concerned about the who will look after the new plants after the 12 months maintenance plans are complete, especially in areas which are difficult to access. The community certainly doesn't see it as their role *and many of the areas are not near any housing. One needs only to look at the Light Rail offsets at the Light rail Stations and in the Hercules triangle, to see how noxious weeds can quickly overrun plantings* We are also very concerned about the qualifications of contractors used. **Urgent consideration needed.**

IWEG has been very disappointed at the quality of planting and replanting in the northern end of the GreenWay. The planting needs to be twice as dense, watered far more often and dead plants replaced. See pictures: F,G **Urgent attention needed.**

IWEG ask Council that they ensure there is strict site supervision in the bushcare sites to minimise construction impact and accidental removal of plantings and vegetation.

Review of Environmental Factors

It is very distressing to read that at least 32% of the trees and as much as 46% of trees will be removed from this Central and southern section of the GreenWay. Many of these trees have been planted by various community groups 20 – 30 years ago. Any replacements will not reach the same maturity in many of our lifetimes. It will add to the heating of the GreenWay and surrounding residents for many years until canopy will be sufficiently high enough.

IWEG welcomes the use of temporary fences to prevent accidental damage and removal of plants from bushcare areas.

IWEG are exceedingly alarmed that excavators will be used to create the path at Waratah Mills/Johnson park bushcare sites. This would lead to untold collateral damage and we ask that hand held tools be used. We also ask that the tunnel be built first and all tools/machinery be bought in from the tunnel end to towards Johnson Park, minimising the damage done to the bushcare site. Working and extending the path linearly from North to South.

Pg1. Significant new spaces at Dulwich Hill – Dulwich hill parks are already under stress additional travel along the path will only add to this.

RE1: Public Recreation pg4

*To protect and enhance the natural environment for recreational purposes – nothing is mentioned about the importance of bushcare as a recreational activity. No protection of small bird habitat is mentioned. The success of IWEG's 2 local bird watching groups indicates that bird watching is increasing in popularity amongst local residents and there is more scope to promote this as a leisure activity along the Greenway if small bird habitat is enhanced. Birdwatching could also be a draw card for visitors to the area. **Urgent attention needed.***

2.2.10 Davis Street to Johnson Park

Clearing and grubbing of the site using an excavator. Extreme care will be needed to limit the impact on adjacent bush care areas. **IWEG are very alarmed at this and urges that hand held machinery be used.** Construction of the low level elevated shared path would take place typically in a north to south direction. Footings would be constructed using an excavator. **IWEG steeks SEEKS assurances as to how this will be done. Is this necessary – surely a small post hole digger is all that is needed.**

Following completion of the earthworks, paths and lighting, soil and mulch would be trucked or blown in as required to enabling landscaping. It is necessary to blow or truck in. Blowing in mulch is incredibly noisy and will impact on plants, grasses and seeds in the soil which will regenerate if encouraged but not through a depth of mulch. **IWEG is alarmed at this.**

2.2.11 Constitution Road to New Canterbury Road

Clearing and grubbing of the site using an excavator and trucks. Removal of several trees near Constitution Road will be required to facilitate access and construction, possibly including trees in the adjacent private property – IWEG strongly opposes the removal of trees (almost 2/3) over privacy and screening issues. These trees were planted over 20 years ago and if removal was necessary, would need to be replaced with mature trees

2.3.2 Access

No mention of fencing to protect bushcare at Johnson Park and Waratah mills. **IWEG strongly request this** to protect as much of the remaining bushcare as possible.

Terry Rd compound site – **not appropriate** as a heavily used street with car access to apartments either side. Better to be in Weston St, moving along the tunnel as need towards Johnson park, save damage to the bushcare sites and to the park which is now very extensively used.

5.3.1.1 Hawthorne Canal Catchment – Pigott St and Pigott Bushcare site experiences flooding during rain events

5.7.3 Mitigation Measures

Dust mitigation needs urgent consideration in areas of high legacy pollutants, including not working on windy days and by wetting down where appropriate.

The bike path has come at the expense of the habitat and Biodiversity and the green vision which was of equal value but habitat continually comes last.

Table 5-50 Clause 228 Factors

Any reduction in the range of beneficial uses of the environment? No reduction in the range of beneficial uses of the environment will result as part of the works. The works will provide a useable recreational asset and be constructed primarily on previously disturbed areas. The works have been designed to ensure that negative impacts to threatened species and ecological communities are minimised.

IWEG disputes this as insufficient attention has been paid to habitat loss for small birds, reptiles and insects. Large areas of bushcare sites will be lost. The promise wet lands, one has disappeared and the other decreased by 50%. No offset with additional land for Waratah Mills bushcare site loss or the loss of the wetlands.

Any reduction of the aesthetic, recreational, scientific or other environmental quality or value of a locality? The GreenWay In-Corridor Works Package will improve the aesthetic and recreational values of the area by providing local residents with an opportunity for active recreation within the area. The design of the GreenWay is in line with the strategic plan for the area and will improve the overall amenity of the area. The scientific use of the area will not be reduced, and mitigation measures will be implemented to ensure that the environmental qualities of the locality are not negatively impacted

Negative effect on small birds numbers loss of habitat and connectivity, this has not been considered.

Any effect on a locality, place or building having aesthetic, anthropological, archaeological, architectural, cultural, historical, scientific or social significance or other special value for present or future generations?

The retention of Rail heritage at Lewisham West will add aesthetic value and interest. Will not be costly to save the sidings when compared with the cost of removal.

Any endangering of any species of animal, plant or other form of life whether living on land, in water or in the air? As stated above, there will be impacts to both the Large Bentwinged Bat and Little Bent-winged Bat, and mitigation measures will require implementation to minimise these impacts. IWEG supports these measures but what about other fauna and flora within the GreenWay whose numbers are dwindling. These areas along the GreenWay are one of their last refuges before Wolli Creek/Cooks River.

Pg 137

Consider designing pathways using porous materials (eco-paving, porous asphalt, decomposed granite) to allow water and oxygen to reach the root zone.

Loss of Habitat and Biodiversity

IWEG is greatly concerned and dismayed that at least 32% of the trees and as much as 46% of trees will be removed from this section of the GreenWay. **Urgent reconsideration needed.** Many of these trees have been planted by various community groups 20 – 30 years ago and when replaced will not reach the same maturity in many of our lifetimes. It will add to the heating of the GreenWay for many years until canopy will be sufficiently high enough. **All trees are important as per the IWC tree DCP**

The REF notes bushcare sites are being environmentally sensitive but doesn't say how what be done to protect these areas. Several promised areas from the Master plan are no longer proposed eg wetland where the current waste transfer station at Marion St. The Wetland at Lewisham west is 50% less than the Master Plan. No new land has been added from the master plan while area has been taken/shaved away from habitat. **Urgent revision needed**

IWEG is very concerned little to no mention is made of protecting bird habitat eg removal of fig trees and casuarinas at Parramatta Rd Underpass. These trees are nesting places for a family of White-browed scrub wrens and superb fairy wrens, and figbirds and grey fantails, among others are regularly seen in these trees. IWEG is happy to supply bird lists from monthly survey. **Urgent revision needed**

It is that the dense scrubby areas of the Greenway provide the main habitat refuge for small birds in the area between Homebush Bay and Wolli Creek/Tempe. The weedy shrubs and vines contribute enormously to the habitat value of the Greenway because of this. That is why we see Superb Fairywrens, White-browed Scrubwrens, Silvereyes plus Grey Fantail, Eastern Spinebill, Horsfield Bronze Cuckoo, Yellow faced honeyeaters, White-Naped Honeyeater, White Plumed Honeyeater, and Golden Whistler as well as Spotted Pardalotes. These birds are pretty much locally extinct in other parts of the inner west. **Urgent Revision Needed.**

No mention has been made of protection and retention of weedy habitat between Parramatta Road and Marion St, a crucial small bird habitat, small reptiles and insects and a very important stepping stone and connectivity in the wildlife corridor. This area has been very heavily impacted by the burgeoning pet ownership (by dogs off leash, chasing larger birds and just their presence discourages small birds' presence – see studies by Sydney University and during Covid over the last year and the most recent drought. **Urgent attention needed.**

Rf: https://www.glebesociety.org.au/wp-content/uploads/BlueWrens_Report.pdf

https://research-management.mq.edu.au/ws/portalfiles/portal/76747027/Publisher_version.pdf

<https://eprints.utas.edu.au/12310/2/whole.pdf>

Significant landscaping works will also be undertaken to ensure that trees are replaced with native species where possible. Must be replaced with natives to enhance the habitat and biodiversity value including small bird habitat trees and shrubs. Natives require less water and maintenance.

No consideration given to bushcare sites and those other sites on the opposite side of the GreenWay: Loftus St, Fred St, Little St, Hoskins Park and Davis St. These sites offer *stepping stone* habitat. All these bushcare sites and the those mentioned in the report contain indigenous grasses and small ground covers.

IWEG strongly urges the fencing off of bushcare areas particularly in Johnson Park areas and at Waratah Mills as at Richard Murden and at Jubilee Park Glebe to prevent dogs and children inadvertently trampling plantings and people cutting corners and taking short cuts. See photos: B, C, D, E

The removal of trees (suggest to be around 2/3rds by project manager) will have a highly detrimental effect on the habitat value between Constitution Rd and New Canterbury Road. While only 20 plus years old, they provide considerable habitat and canopy. This area is a very active small bird habitat including Golden Whistlers and IWC staff have identified remnant plant species there. They provide shade, privacy and amenity for the residents and will leave the area denuded and exposed.

There has been mention of which plants should be used, how dense they should be planted. How will areas with steep banks be managed, planted and weeded?

Habitat features

Almost no attention has been paid to reptiles including blue tongues, spiders, butterflies, skinks which are widely present. Leaf litter habitats are widely present in our bushcare sites including those in Johnson park and Waratah mills which are about to be destroyed.

Fauna Assessment

IWEG is very alarmed that they were not contacted to supply more than 4 years of bird data collected from two sites along the Greenway. Data is also available for 18 months for the Cooks River bird surveys.

Powerful Owls have been sighted in the gardens of residents who back onto the Greenway in the last 4 years. A powerful owl was found roosting with prey in the Loft St bushcare site. Possums have been reported as being seen in the Davis St bushcare site. A baby ringtail possum was found dead in the gutter of Denison

and Pigott (10/3/2021) St, one block from the GreenWay, indicating their presence in the area and more that like the Greenway. Please see Photo A.

White throated Needletail are often spotted flying over the greenway, Satin Flycatchers have been seen in a bird scaped garden in Weston St. **Urgent revision needed.**

Heritage

IWEG strongly supports the retention of Industrial Heritage along the GreenWay. We particularly wish to champion the retention of **rail heritage at Lewisham West**. Much of the Goods line has now been removed and the last remaining tracks are at Lewisham West and can easily be incorporated into the path. The area could be easily be turned into an important tourist stop with rail and milling history and nearby bird watching spots. The moving of the dog park to the eastern side provides opportunity to show off rail heritage on the western side. A goods car can be incorporated as art instillations on the site and storey boards/interpretative signage of these items to increase appreciation. **Urgent consideration needed**

We are concerned that the description of the heritage values at Waratah Mills and Allied Mills sites are more than twenty years out of date as both sites have been extensively modified and most of the industrial heritage items mentioned have been removed.

Landscape and Visual Impact

LANDSCAPE ZONE 2: LIGHT RAIL CORRIDOR

No consideration is given to the loss of habitat in area being described only as congested with exotic weed growth, which is excellent for small birds. Several Superb Fairy Wren colonies exist at Lewisham West Light rail station in the wattles, lantana and other weeds close to the platforms. **Urgent revision needed**

LANDSCAPE ZONE 4: EXISTING GREENWAY CORRIDOR

No mention is made of the existing bush care sites at Waratah Mills, Johnson Park, which will be highly impacted by the path **Urgent revision needed.**

LANDSCAPE ZONE 8: LOW DENSITY RESIDENTIAL DEVELOPMENT

No mention of effect on residents in Hercules St.

LANDSCAPE ZONE 9: MEDIUM DENSITY RESIDENTIAL DEVELOPMENT

Very significant effect on William Parade (Constitution Rd) as many large screen trees will be removed and at Waratah Mills as the path will come close to the apartment buildings and no trees or shrubs will be retained for screening. More than 60% of the trees site will be removed at Constitution Rd end.

Viewpoint 2. This area is a significant small bird habitat area. Families of Suburb Fairy Wren, White browed Scrub Wrens, Grey Fantails are known to forage in the area along with fig birds in areas to be affected by the path under the bridge.

Viewpoint 3: IWEG values the retention of the fig trees for habitat value for figbirds

Viewpoint 4: IWEG values the retention of the fig trees for habitat value for figbirds

Views 7-10 contain a significant Superb Fairy Wren habitat which must be protected

Viewpoint 13: Significant small bird habitat on both side of the rail line and must be protected. Marrickville Council officers have identified remnant species previously.

Waratah Mills:

Viewpoint2 – does not accurately reflect the positioning of path which will come much closer to the silo and hopper buildings

*Overall, a high-moderate visual impact is expected here. The impact is reduced due to the existing dense visual screening provided by existing vegetation within the GreenWay corridor. **Incorrect as much of the vegetation will be removed to make way for the path.*** The residents of the Mills, particularly the Hopper Building will be highly impacted by noise and light pollution. Mechanisms to minimise light spill need urgent consideration. No mention is made of the loss of view from Hoskin's Park whose vista is through tree canopy to the Waratah Mills bushcare site which is being removed. A loss of rich, dense view. No mention of loss of visual amenity for residents in 6-8 Hill St who look onto the GreenWay and will be affected by loss of trees and light pollution. Urgent revision needed

Viewpoint 7

A majority of the major trees will be from the apartments side, creating light, noise, significant loss of amenity

Viewpoint 8

Existing trees and shrubs between these apartments and the light rail corridor will provide significant visual screening of the Project. Incorrect, the majority of the larger trees will be removed from the western side between path and units creating a significant loss of amenity. Significant loss of habitat for small birds eg golden whistler, silver eyes, superb fairy wrens, new Holland honey eaters.

Hercules St View point 3-6: Significant impact on habitat and on the privacy of residents in Hercules St

Noise and Vibration:

Severe impact on residents in Williams Parade as the construction works and tunnelling will come very close to residents in Williams Parade. Dilapidation reports must be undertaken before and after works are completed. **Urgent revision needed**

Severe impact on residents in the Waratah Mills apartment complex, Terry St apartment complex and Weston St (Southern end) as the construction works and tunnelling will come very close to residents. Dilapidation reports must be undertaken before and after works are completed. Why was there no monitoring undertaken at Waratah Mills and Lightrail end of Weston St. **Urgent revision needed.**

Soils and Contamination Report

The choice of laboratory for the Metals and organics results is exceedingly disappointing.

- It is very disappointing that the comments have been cut off from many of the pages of the report.
- QC/Report: levels on zinc in the rinsate? Has this been investigated?
- There are a large number of QC failures for the duplicates which can't all be explained a way as hot spots, especially when results for more than one analyte is outside the acceptability range. Repeat analysis should have been carried out.
- Results between labs is poor particularly for PAHs and are concerning
- It's disappointing that no spike levels are given for field samples
- No internal lab QC reports for CRMs or spikes is given so it is difficult to evaluate the quality of the results, concerning
- It is very concerning that a number of samples that breach the NEPM 2013 EIL-Urban Residential-Public Open Space. IWEG have previous alerted Council, on a number of occasions, to the presence

of B(a)Pyrene (a highly carcinogenic compound) in levels above guidelines in Area 4 (Mound in Hercules triangle).

- Are the pieces of Asbestos found friable?
- The presence of ground water in Hercules area is very concerning and the possibility of contamination with PAHs and TPHs once construction begins. How will this be managed.

Will the contaminated soil be removed? How will dust be controlled during construction particularly for residents in Hercules St. During dry times when the areas become dusty and windblown, how will this be managed? How will planting be managed in these areas. IWEG were by told by Transdev that people planting in the mound would wear full PPE. A recent experience of resident of Weston St with dust and poor contractor control of dust during GreenWay construction highlights this issue.

Construction of wetland at Lewisham West is in a designated Acid Sulphate Soil area. How will this be managed and will suitable plants be chosen?

Urgent review of results and their significance needed.

Funding

IWEG urges Council not to proceed with any section unless there is sufficient funding to complete the individual section. A section which is not properly revegetated will only cause more difficulties and cost even more to go back and fix later. There are insufficient volunteer groups to maintain the vegetation along the corridor. Please don't skimp on habitat regeneration it will only lead to a detrimental outcome.

Changes to Gadigal Reserve

IWEG welcomes:

- Moving the path to the Eastern side of the bank
- The protection and fencing off of the microbat cave
- The new sandstone path on Western side

IWEG is concerned about:

- Loss of bushcare area and habitat on the Eastern side and would seek offsets. The area on the Western side (Nature conservation area) will not compensate for losses on Eastern side as the path is not being completely removed
- Recent vandalising of habitat. Points to the importance of having some areas of bushcare fenced off
- Any loss of bushcare work done by Ashfield Boys high (loss of motivation by students)
- The loss of the large banksia on Western side near Parramatta Rd. It was originally slated for removal but we are unsure from the map if this is still **the**

IWEG would like to see

- Equal area of offsets for loss of habitat
- The bushcare area on the Eastern side by fenced to prevent unintended damage
- The crushed sandstone path to be narrowed to prevent use by bike riders
- The crushed sandstone path to end at Haig St (not continuing to Parramatta Rd) to help establish habitat area and be used as an offset
- An interesting pedestrian/shared path precinct could be created in French's Lane to give access to Haig St and the path.

Changes to Lewisham West

IWEG welcomes:

- The path running in the Rail Corridor will be safer for users
- Creates an opportunity for rail heritage along the bike path
- Creates opportunity for planting additional habitat (currently excellent habitat for Superb Fairy Wren colony) on the Western side along the bike path to help offset 50% loss of wetland on the Eastern side

IWEG is concerned about:

- Decreased area set aside for wetland by moving to southern side of outgoing Light rail station. Loss of approx. 50%.
- Path from proposed Unit development at 130C Old Canterbury Rd impacting on wetland and further lessening the area for habitat especially for small birds. Even if on private land, there will be light pollution in the evenings and greater opportunity for litter to end up in the wet land.
- keeping dogs be kept out of Wetland area
- The map appears not to show the exact area of the Light rail station on the Eastern side.
- The vegetation areas behind the outgoing LR platform has become very trodden and any replanting needs to be protected
- Maintaining vehicle access from Hudson St will leading to loss of habitat and damage to native grass area. Will this impact on existing wheat sculpture?

IWEG would like to see:

- Offsets for loss of wetland area. The wet land has been reduced by
- The wetland area to be fenced and a no pets zone
- Confirmation the dog of leash area is to be fenced (is this the pink line?)
- Habitat to be created for local Superb Fairy-wrens to ensure their survival
- The planned revegetated area behind the outbound LR platform be fenced in some way to stop pedestrians and pets walking through the area

Davis St to New Canterbury Road.

IWEG is concerned about:

- The entrance via easement through Waratah Mills carpark (safety, loss of bushcare area, and ill feeling created). The access point will be used by few users as it is so close to the Weston St exit which is less steep. Increases potential for mischief making within the site and damage to the bushcare site. This was not addressed by the REF.
- The path from Terry St seems to be a significant distance from the wall which will increase damage and decrease the bushcare area.
- Some of the trees in the Johnson Park bushcare have grown since the tree survey was done and will now be more than the 6" diameter criteria for protection. Their removal would greatly affect the work done on the site.
- The path through the bushcare site seems to be routed solely to suit the cycle path and it's created with no regard to the impact on our site.
- We are concerned that there is a "low fence" only between the park and our frog pond. This will not be a legal as a pool fence in NSW needs to be at least 1.2 metres and would leave Council open to liability.

IWEG would like to see:

- The path hug closely the apartment block from south of Terry St and deviate close to the tree near the entrance to the park to minimise loss of habitat and bushcare site and stop speeding. This has successfully been done at Richard Murden
- The site be resurveyed to maximise bushcare and loss of large trees
- A much higher fence be built around the bushcare areas to stop wandering of small children and mischief making by others



Photo A Ringtail



Photo B: Jubilee Park Glebe – without fencing Photo C: The other side for the path with fencing



Photo D: Fenced areas jubilee Park



Photo E: Fenced area in Richard Murden to protect plantings



Areas of Richard Murden where plants have not thrived Photos: F and G

[Redacted]

For the Inner west Environment Group

15th March 2021

[Redacted]

Ryan Hawken

From: [REDACTED]
Sent: Monday, 15 March 2021 3:45 PM
To: Ryan Hawken
Subject: The Cooks to Cove GreenWay (In-Corridor Works) – Draft Review of Environmental Factors

Categories: Yellow Category

Dear Ryan,

I have reviewed the draft REF - particularly with respect to Microbats and am satisfied that the proposed measures will adequately protect the microbats on the site from any serious deleterious impact.

regards,

[REDACTED]

Newtown NSW

Ryan Hawken

From: [REDACTED]
Sent: Saturday, 13 March 2021 3:37 PM
To: Ryan Hawken
Subject: Feedback on the Review of Environmental Factors (REF) for the GreenWay

Categories: Yellow Category

Dear Ryan

Please accept the following as my submission on feedback for the REF.

- It angers me that yet again, when hard decisions need to be made, it is at the loss of habitat and no new/additional land has been offered as replacement.
- It is very distressing to read that at least 32% of the trees and as much as 46% of trees will be removed from this mostly Central and Southern section of the GreenWay. Many of these trees have been planted by various community groups 20 – 30 years ago and replacements will not reach the same maturity in many of our lifetimes. It will add to the heating of the GreenWay for many years until canopy will be sufficiently high enough.
- Replacement with mature trees not seedlings where residents will be affected by Light Spill is necessary
- No consideration given to the importance of the bushcare sites and those other sites on the opposite side of the GreenWay: Loftus St, Fred St, Little St, Hoskin's Park and Davis St. These sites offer stepping stone habitat. All these bushcare sites and the those mentioned in the report contain remnant grasses and small ground covers. I have been part of these bushcare groups and this upsets me greatly!
- I am very concerned that little consideration or weight was given to habitat for small birds, insects and reptiles. No importance was placed on retaining areas of weedy habitat vital for small birds (their last refuge before Wolli Creek / Cook's river), insects including butterflies and small reptiles.
- I am very concerned little to no mention is made of protecting bird habitat at Taverners Hill, at Lewisham West and at Hercules St among others eg removal of fig trees and casuarinas at Parramatta Rd Underpass. These trees are nesting places for a family of White-browed scrub wrens, superb fairy wrens, fig birds, grey fantails, among others
- I am is very concerned about the who will look after the new plantings after the 12 months maintenance plans are complete, especially in areas which are difficult to access. One needs only to look at the Light Rail offsets at the Light rail Stations and at in the Hercules triangle, to see how quickly noxious weeds can quickly overrun plantings We are also very concerned about the qualifications of contracted used.
- It's very disappointed to see the quality of planting and replanting in the northern end of the GreenWay. The planting needs to twice as dense, watered much more often and dead plants replaced.
- I am alarmed that excavators will be used to create the path at Waratah Mill/Johnson park bushcare sites. This would lead to untold collateral damage and ask that hand held tools be used as much as possible. We also ask that the tunnel be built first and all tools/machinery be bought in from the tunnel end to towards Johnson Park, and construction proceed north to south, minimising the damage done to the bushcare site.
- I ask that fencing be installed to protect the areas of bushcare remaining at Johnson and Waratah mills during construction

- I strongly urge the fencing off of bushcare areas in Johnson Park and Waratah Mills sites into the future as used in Richard Murden and at Jubilee Park Glebe to prevent dogs, children and people cutting corners and taking short cuts inadvertently trampling plantings
- It is very concerning that soil analysis reveals an alarming number of samples that breach the NEPM 2013 EIL-Urban Residential- Public Open Space; for heavy metals, and for Polycyclic Aromatic hydrocarbons (one of which is highly cinegenic). I am concerned about possible leaching of these pollutant to ground water once excavation begins at Hercules St parklands. I am also concerned about contaminated dust pollution onto nearby homes not only during construction but also in dry and windy times when the soil becomes exposed due to over use. Dust mitigation needs urgent consideration in areas of high historical pollutants by not working on windy days and by wetting down where appropriate.

Thanking you

 Lewisham 2049

Ryan Hawken

From: [REDACTED]
Sent: Wednesday, 24 February 2021 11:42 AM
To: Ryan Hawken
Subject: re: The Cooks to Cove GreenWay (In-Corridor Works) – Draft Review of Environmental Factors
Categories: Yellow Category

Hi Ryan

I am concerned in the report it states that there are threatened species that will be impacted by this development, especially local bats. While there appears to be some mitigation strategies in place, the report states that there is still significant risk that these species may be lost to the area.

I am largely in favour of the greenway, but it would be great to see this vulnerable group of important animals protected.

Kind regards

[REDACTED]

[REDACTED]

[REDACTED]

Ryan Hawken

From: [REDACTED]
Sent: Sunday, 14 March 2021 8:46 AM
To: Brian Barrett; Ryan Hawken; Inner West Council
Subject: response to draft REF for the Greenway

Categories: Yellow Category

Dear Council,

I have just read the Greenway draft Review of Environmental Factors. It was positive to see the mitigation measures in place to protect the Large Bentwing Bat roost at Cagigal Reserve in Summer Hill.

While I am not an expert and have no way of knowing if these measures will be adequate, I would like to endorse anything that can be done to protect these vulnerable creatures in our local environment.

I support the ecological value of the Greenway and as a long-term resident who lives one block away I have seen firsthand the increase in birdlife since major planting began with the ceasing of the goods train.

While an active transport corridor will be valuable to the local area, I would like to see priority given to our non-human species, even if it means slowing construction to establish adjacent bush sites to mitigate the loss of existing vegetation.

Regards,

[REDACTED]

Ryan Hawken

From: [REDACTED]
Sent: Monday, 15 March 2021 4:42 PM
To: Ryan Hawken
Subject: Greenway Environmental Factors

Categories: Yellow Category

Ryan

I believe today is the final day for comment.

I have worked my way through the document and whilst I cannot say I have been able to do an analysis of every bit of it, I can say that I found it comprehensive and I am more than satisfied with the outcomes.

[REDACTED]

Ryan Hawken

From: [REDACTED]
Sent: Friday, 12 March 2021 7:26 PM
To: Ryan Hawken; Brian Barrett; Inner West Council
Subject: GreenWay draft REF - IWC meeting Threatened Species responsibilities

Categories: Yellow Category

Dear Council,

Having just read the GreenWay draft REF it's positive to see some considered measures that look to mitigate negative impacts on the Eastern Bentwing bat roost at Cadigal Reserve from the proposed cycleway.

Well done to the team at Council for doing the right thing and protecting our precious threatened species.

Regards,

[REDACTED]

Ryan Hawken

From: [REDACTED]
Sent: Monday, 15 March 2021 4:36 PM
To: Ryan Hawken
Subject: comments on greenway

Categories: Yellow Category

The light rail / goods rail corridor provides an irreplaceable opportunity to ensure a largely continuous habitat corridor for endangered flora and fauna in the inner west, running from the cooks river / wollie creek corridor to the harbour foreshore. Indeed that is what the rail corridor has been doing for 100 plus years since it was created, as dense urban development replaced the original indigenous habitat. Even though it became weedy, dense weeds are better habitat than no habitat and have allowed flora and fauna species to hang on and allowed protection from predators for small birds, mammals and reptiles.

But disgracefully this proposal will not add to the ecosystem values of the rail corridor / GreenWay, it will diminish them. This proposal seems to have been created by engineers or people with no understanding of biodiversity or habitat, certainly not by ecologists. the plan seems to consider some native plantings here and there constitute enough habitat to preserve species. It doesn't. A native garden can enhance habitat, but replacing existing habitat with some native plant garden does not. if you are serious about this proposal enhancing biodiversity it needs a radical overhaul. it needs to result in continuous/connected appropriate habitat, for the entire length of the corridor. a few patches of native plantings won't cut it. Councils own urban ecology team would be able to tell you that.

I realise this proposal is a compromise because the needs of many users need to be considered but this proposal is now so compromised it cannot seriously claim to provide habitat that will enhance the retention of native flora and fauna in the inner west. indeed the proposal is full of examples of the removal of existing habitat eg at minimum 32% of the trees are to be removed.

The increasing urban density thru the inner west will continue and wildlife refuge outside the corridor will continue to diminish. for instance the rail corridor represents the only substantial habitat between the cooks river and harbour for small birds which have largely disappeared from the inner west. As the small birds disappear so will larger bird of prey.

there are no other opportunities to replicate a wildlife corridor thru the inner west if the opportunity isn't taken to preserve and enhance existing habitat along the rail corridor. This is our last chance.

This is our only chance.

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

MARCH 13, 2021

Ryan Hawken
Inner West Council
PO Box 14, Petersham, 2049

Hello Ryan,

I am pleased to see that microbats, particularly the Cadigal roost site have been given a lot of consideration on how to minimize impacts on it with the proposed Greenway works. I have contributed previously on providing advice around the microbats and so have included some similar comments. I had a read over some of the relevant sections of Ecological's reports.

I still harbor great concerns particularly about the lighting near the Cadigal Bentwing roost site and also the affect lighting may have along the whole pathway for microbats and other fauna.

My concerns and praises are listed below:

Topic of lighting:

This is likely to be the most detrimental to the bat roost and important foraging areas.

Ecological's report highlights known impacts that lighting can cause on microbats, particularly at roost sites and from my experience light has much greater impact than noise and vibration which is also highlighted in the report.

Street lights can provide good foraging sites however normally there is dark spaces either side of the lights and the microbats are only briefly in the light as they swoop across to catch insects. If the entire bike path is lit up without controlling light spill into the surrounding space this could have quite a major affect on microbats and other fauna. These connected green spaces can form important corridors for fauna movement and foraging.

The Cadigal Bentwing roost is currently in a surprising protected space amongst a busy urban landscape. If the tunnel entrance was higher at the road level it is much less likely the bats would use it and for that reason increasing lighting would change that space.

The fully enclosed walkway for 15meters on the roost side and 12meters on other side with no light spill will definitely assist in no direct strong lighting on the roost entry which is great however microbats returning to roost may find the light expelling out of the enclosed walkway along with the open pathway lighting off putting. Ideally the enclosed tunnel would be most beneficial to go all the way to the far side of the truss bridge giving a greater area of darkness for returning Bentwing Bats.

Am I correct in thinking that the fully enclosed walkway will have no light spills at all exuding from it ? no perforations?

Have you been able to address the outside of the walkway to be non-reflective so no sunlight deflects into the tunnel?

Testing lighting on the truss bridge as the report recommends would be very useful to closely monitor effects on the microbat activity and adjust plans if necessary. E.g. alter lighting direction or intensity, have restricted time periods that the lights are on and off or no lighting at all. Trailing very focused subtle lighting high up close to the bridge to maintain as much darkness below the bridge and potentially having restricted times that it is on to reduce potential impacts on the roost and foraging microbats.

I must say I have trouble with the idea that lighting up the truss bridge for aesthetic reasons only would be seen as being more important than protecting an important winter roost and foraging area (during summer and winter) for the threatened Bentwing Bat.

I have concerns that the rest stop may be too close to the roost and concern for impact of the combination of lighting for rest stop, open walkway and the truss bridge. This could form a deterrent for the Bentwings returning to the roost. Testing this combination would be useful prior to works and if it has an affect alter and try different designs , lighting colour or reduce amount of lighting all together.

Could the rest stop be placed in the small park to side of bike path if trial lighting shows impact to microbats?

The use of lighting that will have the least affect will be most important particularly around the Cadigal Bat roost and also along any section of the pathway that has not had lighting previously. Testing the different coloured lighting (red , orange lighting or other low impact soft lighting) prior to construction works is a good idea and useful information to inform best approach for this project and other future projects.

Has sensor lighting been considered for the pathway so that during times of low use the lights will not be on? Or that lighting will only be on during peak use times, low directed focused lighting on pathway only so maintaining darker area above and to sides of path?

Are there plans to only have lights on for part of the night?

Great to read that construction works will be targeted for when there will be no or only 1 or 2 bats using the roost over summer months.

Topic of physical barrier structures:

Good to read that the raised fully enclosed walkway will be 15 meters away from the roost entry rather than right across the front of the tunnel. Am I correct in thinking that the walkway will be on opposite side of the canal to the bat roost or still on the same side??

The report said the enclosed walkway will be 3 meters above ground opposite the roost entry. Fences and barriers can cause injuries to microbats if they collide with them particularly near roost sites so the design and distance away from roost is important. E.g. At Naracoorte Caves a low barrier was installed at which Bentwings were hitting and dying. They removed the barrier and the deaths stopped. Due to the lower number of Bentwings exiting this roost compared with Naracoorte it may be less of an issue and I do believe that there is a chance that the Bentwings will likely be able

to cope with this barrier being 15meters away in regards to maneuverability and adapting to the presence of it as long as the lighting and other potential risks are managed. Testing out dummy barriers prior to the start of construction as the report recommends would again be useful for determining potential impacts.

Does the walkway have to be 3 meters above roost tunnel ground level due to the canal being there and where the tunnel can go through the wall under the road or is this being done for the Bentwing bats?

The report states that the fence to protect the roost from disturbance will be closer to the roost site than currently positioned. Keeping the fence near where it currently is, would be more appropriate to minimize impacts on the bats and reduce visibility of the roost site tunnel.

Is the bike track being designed for walkers and riders to be able to view the Cadigal mural when approaching the roost site / rest stop area?

Topic of roost disturbance:

Keeping the roost tunnel out of site is important to reduce chance from human disturbance. I am concerned if the fence is too close to the roost it will increase the chance of people seeing the tunnel entry and increase risk of human disturbance.

I agree with Ecological's report that the Rest stop /bridge viewing area should be far enough away from the microbat roost to minimize potential impacts.

Also wondering how human safety is going to be managed if people under the truss bridge? looked like bits fall off it at times e.g. bolts.

Topic of micro bat predation increase: I agree with Ecological report about potential increase with cat and owl predating on the microbats exiting if there is increased light on the Cadigal bat roost entry area or increased restricted flight path areas.

In summary:

Protecting the Bentwing bat roost is important and I do believe it is possible to have the walkway /bike path as well as protect the roost along with foraging areas. Lighting is the biggest issue though in my opinion and from working with microbat for over 30 years. Trialing different coloured lights, lights which are very directed with minimal adequate intensity, shields to block light spill and use of possible sensor lights , will be crucial in minimizing impacts on the Bentwing bat roost, foraging and commuting areas for microbats and other fauna using the greenway areas. Prioritizing protecting the bat roost over lighting up truss bridge and rest stop I would hope would be the outcome if there was signs of impacts.

It is important to have a good microbat management plan and suitable monitoring program for prior to, throughout and post construction works to measure success of the Bentwings continuing to use the roost. I do hope this is actioned well.

The greenway project can really show leadership to trial fauna friendly lighting and other tests to ensure that the works will have minimal affect on the threatened microbat species roost site , foraging areas of microbats and other fauna while providing a great walkway /bike path.

Warm regards,

████████████████████

██

Ryan Hawken

From: [REDACTED]
Sent: Monday, 15 March 2021 9:41 PM
To: Ryan Hawken
Subject: Confidential submission to REF of Greenway

Categories: Yellow Category

Hi Ryan

I love the Greenway as a resident of the Inner West.

It is disappointing that Council appears to be in favour of habitat loss with no new additional land offered to replace it.

It is terrible that at least 32% of trees and as much as 46% of trees will be removed from the Central and Southern sections of the Greenway. Many of these precious trees were planted by community groups 20-30 years ago - I'll be lucky to see them all replaced in my lifetime.

In an era of climate change it will add to heating along the Greenway by reducing the canopy - this completely avoidable harm to our community's future is of deep concern.

There has been no consideration of the importance of bushcare sites and other sites on the opposite side of the Greenway: Loftus St, Fred St, Little St, Hoskins Park & Davis St. These sites offer stepping stone habitat - all sites contain remnant grasses & small ground cover.

I'm very concerned there has been little or no consideration of habitat for small birds, insects & reptiles. This weedy habitat is the last refuge for small birds before Wolli Creek/Cooks River.

There was little or no mention to protect bird habitat at Taverners Hill at Lewisham West and Hercules St, eg removal of fig trees & casuarinas at the Parramatta Rd underpass. They are nesting places for a family of white browed scrub wrens, superb fairy wrens, fig birds, and grey fantails amongst others.

Who will look after the new plantings after the 12 months maintenance plans are complete, especially in areas that are difficult to access? The light rail offsets at the stations & in the Hercules triangle show how quickly noxious weeds can overrun plantings.

The qualifications of the contractors are also of concern.

It's very disappointing to see the quality of planting and replanting in the northern end of the Greenway. It needs to be twice as dense, watered much more often & the dead plants replaced.

I'm alarmed to think that excavators will be used to create the path at the Waratah Mill and Johnson Park bushcare sites. This will lead to untold collateral damage. I ask that handheld tools be used as much as possible. I ask that the tunnel be built first and all tools/machinery be bought in from the tunnel end towards Johnson Park and construction proceed north to south to minimise the damage to the bushcare site.

I strongly urge that bushcare sites in Johnson Park and Waratah Mills are fenced off, similar to fences used in Richard Murden and Jubilee Park, Glebe to prevent dogs and people cutting corners and taking shortcuts, inadvertently trampling plantings.

It is of concern that soil analysis reveals an alarming number of samples that breach the NEPM 2013 EIL - Urban Residential - Public Open Space: for heavy metals and for Polycyclic Aromatic hydrocarbons (one of which is highly carcinogenic).

I'm concerned about the possible leaching of these pollutants into ground water once excavation begins at the Hercules St parklands. I'm also concerned about contaminated dust polluting nearby homes, not only during construction but also in dry & windy times when the soil becomes exposed due to over use. Dust mitigation needs urgent consideration in areas of high historical pollutants - by not working on windy days and by wetting down, where appropriate.

I ask that my submission not be published/remain private.

Thank you for taking my serious concerns about the proposal into account.

Yours sincerely

A solid black rectangular box used to redact the sender's name and signature.

Submission - Draft Review of Environmental Factors for the GreenWay



13/03/21

The active transport component of the GreenWay is to deliver an off-road, at-grade cycle/pedestrian path running inside the rail corridor from Dulwich Hill to the Hawthorn Canal and beyond.

Unfortunately, there are two locations where the project fails to deliver this component of the GreenWay vision. These are at Old Canterbury Road Crossing at Lewisham West and Hercules Street at Dulwich Grove station. Reference to the treatments at these locations can be found under "Consideration of Alternatives" in the Draft Review.

Old Canterbury Road Crossing and Lewisham West

Two options were considered at this location

- a tunnel on the western side of the light rail tracks
- a signalised crossing on the western side at Edward and Weston Streets.

This Draft Review says, "Although a tunnel **was found to provide better user outcomes**, due to the relative cost, signalisation has been adopted as the preferred option in the short to medium term".

This is a significant departure from the ambition to deliver an off-road, at-grade cycle/pedestrian path running inside the rail corridor.

The decision to prioritise signalisation is poor and ***the tunnel option on the west side of the rail tracks should be made the short term option.***

Hercules Street/Dulwich Grove Station

At Dulwich Grove Station the preferred short term option is for the pathway to climb out of the corridor from the south, then veer west onto Hercules Street, cross at the existing pedestrian crossing before heading north to connect to the existing elevated pedestrian path. It descends again into the corridor via a new ramp on the west of the station.

This is particularly unsatisfactory as it forces pedestrians out of the corridor, significantly impeding their safe and easy travel within the corridor. It would also force pathway users who wanted to bypass Dulwich Hill to ascend and descend steep ramps rather than simply ride on through at grade. It represents a significant departure from the GreenWay vision.

The decision not to prioritise an off-road, at-grade cycle/pedestrian path under Hercules Street and along the south western side of Dulwich Grove station is disappointing. In the GreenWay Design Drawings ***the Hercules Street underpass*** is a long term option. It ***should be made a short term option.***

Ryan Hawken

From: [REDACTED]
Sent: Monday, 15 March 2021 4:21 PM
To: Ryan Hawken
Subject: Feedback on Greenway

Categories: Yellow Category

G'day Ryan,

I refer to <https://yoursay.innerwest.nsw.gov.au/greenway>

There are many exciting and developments in the plans for the Greenway which I strongly support as an active transport corridor from Cooks River to BayRun - particularly the sections crossing Parramatta Rd and New Canterbury Road

Thank you

[REDACTED]

Ryan Hawken

From: [REDACTED]
Sent: Monday, 15 March 2021 5:19 PM
To: Ryan Hawken
Subject: Greenway missing link

Categories: Yellow Category

Hi Ryan,

The missing links of Greenway project are like a hole

The filling missing link are would the complete the project.

[REDACTED]

Sent from my iPad

Ryan Hawken

From: [REDACTED]
Sent: Tuesday, 16 March 2021 11:04 AM
To: Ryan Hawken
Subject: greenway

Categories: Yellow Category

Dear Ryan

Please accept the following as my submission on feedback for the REF.

- It angers me that yet again, when hard decisions need to be made, it is at the loss of habitat and no new/additional land has been offered as replacement.
- It is very distressing to read that at least 32% of the trees and as much as 46% of trees will be removed from this mostly Central and Southern section of the GreenWay. Many of these trees have been planted by various community groups 20 – 30 years ago and replacements will not reach the same maturity in many of our lifetimes. It will add to the heating of the GreenWay for many years until canopy will be sufficiently high enough.
- Replacement with mature trees not seedlings where residents will be affected by Light Spill is necessary
- No consideration given to the importance of the bushcare sites and those other sites on the opposite side of the GreenWay: Loftus St, Fred St, Little St, Hoskin's Park and Davis St. These sites offer stepping stone habitat. All these bushcare sites and the those mentioned in the report contain remnant grasses and small ground covers. I have been part of these bushcare groups and this upsets me greatly!
- I am very concerned that little consideration or weight was given to habitat for small birds, insects and reptiles. No importance was placed on retaining areas of weedy habitat vital for small birds (their last refuge before Wolli Creek / Cook's river), insects including butterflies and small reptiles.
- I am very concerned little to no mention is made of protecting bird habitat at Taverners Hill, at Lewisham West and at Hercules St among others eg removal of fig trees and casuarinas at Parramatta Rd Underpass. These trees are nesting places for a family of White-browed scrub wrens, superb fairy wrens, fig birds, grey fantails, among others
- I am is very concerned about the who will look after the new plantings after the 12 months maintenance plans are complete, especially in areas which are difficult to access. One needs only to look at the Light Rail offsets at the Light rail Stations and at in the Hercules triangle, to see how quickly noxious weeds can quickly overrun plantings We are also very concerned about the qualifications of contracted used.
- It's very disappointed to see the quality of planting and replanting in the northern end of the GreenWay. The planting needs to twice as dense, watered much more often and dead plants replaced.
- I am alarmed that excavators will be used to create the path at Waratah Mill/Johnson park bushcare sites. This would lead to untold collateral damage and ask that hand held tools be used as much as possible. We also ask that the tunnel be built first and all tools/machinery be bought in from the tunnel end to towards Johnson Park, and construction proceed north to south, minimising the damage done to the bushcare site.
- I ask that fencing be installed to protect the areas of bushcare remaining at Johnson and Waratah mills during construction
- I strongly urge the fencing off of bushcare areas in Johnson Park and Waratah Mills sites into the future as used in Richard Murden and at Jubilee Park Glebe to prevent dogs, children and people cutting corners and taking short cuts inadvertently trampling plantings
- It is very concerning that soil analysis reveals an alarming number of samples that breach the NEPM 2013 EIL-Urban Residential- Public Open Space; for heavy metals, and for Polycyclic Aromatic hydrocarbons (one of which is highly cinegenic). I am concerned about possible leaching of these pollutant to ground water once excavation begins at Hercules St parklands. I am also concerned about contaminated dust pollution

onto nearby homes not only during construction but also in dry and windy times when the soil becomes exposed due to over use. Dust mitigation needs urgent consideration in areas of high historical pollutants by not working on windy days and by wetting down where appropriate.

Kind regards



Dulwich Hill

Ryan Hawken

From: [REDACTED]
Sent: Friday, 12 March 2021 3:15 PM
To: Ryan Hawken
Subject: environmental feedback Greenway

Categories: Yellow Category

Submission regarding Environmental Factors Greenway

It is very concerning that habitat for native fauna and flora has not been of the highest priority the highest priority. This is reflected in the many detailed and excellent points made by [REDACTED] in her submission to you and council.

I trust that submissions [REDACTED] [REDACTED] on this topic are clearly available to the whole community.

It is also a great shame that people who live alongside Greenway (not just property owners) are not kept better informed of how to access information about the Greenway. The Council website is too challenging to navigate easily.

Thank you for consideration

Regards

[REDACTED]

Ryan Hawken

From: [REDACTED]
Sent: Saturday, 13 March 2021 7:04 PM
To: Ryan Hawken
Subject: GreenWay Missing Links REF feedback

Categories: Yellow Category

Dear Ryan,

I am writing to provide comment on the Greenway Missing Links REF. I am a supporter of the Greenway itself and as a local resident on [REDACTED] Dulwich Hill, will be using the Greenway with my family once it is completed.

1. Construction methodology for Davis Street and Constitution Road bridges

Section 2.2.9 of the REF states that cut and cover tunnels are proposed but a jacked culvert method may also be considered. If two construction methodologies are being considered this should be reflected in the assessments, particularly noise and vibration and traffic. If one methodology is considered least impact to the community, this should be included in the decision making process.

2. Traffic impacts due to the closure of Davis Street and Constitution Road bridges

Section 5.10.2 states: "The proposed works will also require a closure of the bridges on both Davis Street and Constitution Road, which run parallel and connect Windsor Road and Denison Road. Staging for these works will be taken one after the other to ensure that bridges are not closed simultaneously, and traffic impacts are minimised. These temporary closures are anticipated to require approximately 6 - 8 weeks per bridge."

The closure of Davis and Constitution bridges and subsequent detours for up to 8 months each will be a major impact to local traffic. The Ausgrid works (Potts Hill to Alexandria Transmission line) currently working on local roads, have provided an experience of local road disruption and pedestrian safety concerns, particularly during school drop-off and pick-up times. This recent experience has prompted these comments.

- I note that a separate Traffic and Transport assessment has not been included in the REF. This should be reconsidered if a stand-alone assessment has not been prepared. Have any traffic counts been done on Windsor and Denison roads and any predictions on the increase of traffic on these roads for up to 16 months? Will this warrant additional, temporary safety measures to be put in place i.e. more than just traffic controllers and detour signs.
- Partial closures should be considered and planned where possible to avoid busier periods (school times).
- Notifications about detours and road safety messaging should be distributed to local residents but also schools which are the destination for much of the through-traffic particularly on Constitution and Denison Roads (i.e. Trinity, Christian Brothers Lewisham, Lewisham PS, Dulwich Hill PS, Summer Hill PS.)
- Consideration should be given to night works particularly during light rail trackwork, or other methods to fast-track construction and limit the duration of road closures.
- Measure should be put in place to ensure construction worker parking is restricted in local streets.

3. Replacement tree planning opportunities

Replacement trees are not mentioned in the REF arboricultural or landscape and visual sections. The Arborist Assessment, Section 4.4. states that replacement planting would be at a ratio of 1:1 in accordance with Council policies. If one of the aims of the GreenWay is to be a 'connected ecological corridor', Council should be setting a higher replacement or offset ratio for the trees it is removing. Other Councils and state government agencies adopt higher ratios, and I feel this could be a missed opportunity for the GreenWay and Council to be enhancing the local area to support locally native species.

I look forward to seeing how my comments will be considered and addressed within the Final REF.

Many thanks
[REDACTED]

WARATAH MILLS OWNERS CORPORATION AND GREENWAY WORKING GROUP SUBMISSION IN RESPONSE TO COOKS TO COVE GREENWAY (IN CORRIDOR WORKS) DRAFT REVIEW OF ENVIRONMENTAL FACTORS

MARCH, 2021

For further information contact [REDACTED]
[REDACTED]

INTRODUCTION

This submission from the Waratah Mills Owners Corporation and the Waratah Mills Residents GreenWay Working Group is responding to the findings of the **In Corridor Works Draft Review of Environmental Factors Report 2021**. The Draft Review was commissioned by IWC to assess whether the proposed GreenWay design and construction complies with relevant State and Federal planning and environmental legislation.

The Draft Review Report also sets out the scope of works and type of construction methods required to deliver the Final GreenWay Concept Design in the Southern and Central Links. It includes the findings of a range of environmental and technical studies related to construction and outlines the mitigation strategies that need to be included in the tender by Council and implemented by the successful building contractor to comply with NSW legislation.

The Draft Review Report raises significant concerns for residents of Waratah Mills about some aspects of the approved Concept Design and the planned construction. We urge Council to consider these issues and work with our residents to ensure they are addressed appropriately in the design and the tender specifications for construction works and their implementation. We are also concerned about the major GreenWay construction impacts in Johnson Park and Williams Parade.

Our submission covers 6 main areas:

- Construction impacts and proposed mitigation strategies for Waratah Mills.
- The need for an explicit landscape and revegetation plans, timeframes and specification of works at Waratah Mills and throughout the Southern Links including restoration of affected bushcare sites at Waratah Mills and Johnson Park. We note with concern that 33 % of existing tree canopy on overall GreenWay route that will be removed to construct the GreenWay path. The Inner West Council catchment is one of the most sparsely treed localities in metropolitan Sydney with only 16% tree cover compared to 40% Sydney wide. GreenWay revegetation must be undertaken as an urgent priority.
- The need for the Johnson Park upgrade to be undertaken in parallel or immediately after GreenWay path works through Johnson Park are completed.

- Requirement for fencing/gates to be retained between the GreenWay path and Waratah Mills Carpark to control random unsafe and unnecessary use of the easement through the Waratah Mills carpark
- Major concerns about the lack of promised resident input into the final detailed design of the GreenWay in the Southern Links and potential risks of the design and construct procurement method for the GreenWay.
- The need for ongoing community consultation and input into the design and operation of the GreenWay

1. PROPOSED GREENWAY CONSTRUCTION ARRANGEMENTS

The Draft Review describes the GreenWay scope of works and likely construction methods and the impacts on Waratah Mills, our neighbourhood and the local road systems during construction.

We understand that ***two site compounds will be established on either side of Waratah Mills to undertake GreenWay works between Davis Street and Constitution Road. The construction work undertaken in and around these site compounds will directly affect our residents and the operation of the road system for a period of 10 months in 2022 (5 months) and 2023 (5 months).***

Davis Street Site Compound

The Davis Street site compound will be built **on road in Davis Street** to undertake construction of the cut and cover (or jacked culvert) tunnel under Davis Street and works to brace the Davis Street Bridge. Heavy equipment associated with tunnel construction as well as work sheds etc will be stored on site. There will be regular truck movements to remove fill and bring equipment and materials to the site. Fencing will be required and the **Davis Street will be closed in full or in part for 6 to 8 weeks during construction of the Davis St tunnel.**

The timeframe for operation of the Davis St site compound suggested in the Draft Review is 5 months from Feb/March to June 2022.

Terry Road Works and Site Compound

Construction of the raised path, associated lighting and replanting from the Davis Street tunnel through the Waratah Mills bushcare site and into Johnson Park will be undertaken via a **site compound in Terry Road** as will stormwater works to connect to the Sydney Water culvert and reduce flooding risk on the Light Rail line and from Terry Rd.

The raised path excavation and footing construction will use heavy equipment such as mechanical excavators and concrete for the footings will be pumped in from Terry Road. Works will be undertaken during the day and the site compound will be in use for 5 months from January to June 2023.

Hours of construction work

Expected hours of construction will be 8am to 6pm Monday to Friday and 8am to 1pm on Saturday. No night time works are anticipated for the Davis Street Tunnel or the Waratah Mills/Johnson Park path BUT night works and road closures are expected in Constitution Road associated with the construction of the Constitution Road Tunnel and the elevated path next to Williams Parade.

Construction impacts and issues of concern to Waratah Mills residents

The key construction issues of concern that have been raised by Waratah Mills owners and residents relate to the operation of the site compounds, especially the Terry Road site compound, traffic flow and residential road closures, noise and management of dust, air quality and potential contamination on the building site.

1.1 Terry Road Resident Access given proposed Terry Rd Site Compound Location

The Draft Review Report indicates that the Terry Rd Site Compound will be used for path related construction at Waratah Mills and Johnson Park for a 5 month period.

The principle resident carpark for Waratah Mills is located on Terry Road immediately adjacent to the GreenWay corridor and bushcare site. Terry Rd is the only entry and exit point to this carpark which houses two thirds of the vehicles in the Waratah Mills complex.

While there is no through traffic, Terry Road is the only entry and exit point to their properties for residents of Terry Rd. On street parking is generally used by local residents.

Waratah Mills resident impacts and recommendations

Resident parking and overall traffic management for Terry Road has not been considered in the Draft Review Report. We note that the operations and impact of the proposed Terry Rd Site Compound are mentioned inconsistently in the Report. Clarification on the need for and use of a site compound on Terry Road is requested.

Recommendations on Terry Road Site Compound

1. If the Site Compound does operate as suggested in Terry Rd then the Compound must be carefully constructed off road, to ensure that Waratah Mills and other Terry Road residents can continue to access their properties unimpeded.
2. A specific Traffic Management Plan should be developed with input from local residents to control and manage the movement and operation of cement trucks and construction vehicles travelling to site from Terry Road.

1.2 Construction Noise Mitigation

The Draft Review indicates that **Davis Street Site Compound will generate significant noise during construction** and suggests residential Noise Management Levels of between 50 decibels “noise affected” and 75 decibels “highly noise affected” as a guide for day time construction noise limits.

These noise levels significantly exceed the current average background (40 dcb) and ambient noise levels (55 dcb) measured in the sampling sites in Dulwich Hill quoted in the Draft Review Report.

The Draft Review Report also indicates that **when heavy equipment is used, including excavators for path construction, noise levels are likely to achieve or exceed the “highly affected” 75 NML for Waratah Mills residents close to the Davis Street tunnelling works and during the path construction works through the bushcare site.**

Heavy vehicle movements to remove spillage will also generate noise during construction in Davis Street and Terry Road.

Waratah Mills impacts and recommendations

All Waratah Mills residents will experience noise impacts as part of the GreenWay path construction. Residents of the Annex and the Mill will be most directly affected by noise from the Davis Street Site Compound, tunnel construction, path construction and Davis St construction vehicle movements. Those in the Hopper and the Silo will be directly affected by path works and construction vehicle movements in Terry Rd.

Waratah Mills houses a broad mix of residents who will be impacted by daytime construction noise including retirees, families with babies and young children, shift workers and students. The number of residents working from home either full time or part-time has increased dramatically during COVID and is continuing. Noise management during construction is a key issue for our residents.

Recommendations in respect of Noise Management

1. Given the proximity of the GreenWay works to our residences we believe that the noise mitigation strategies and fencing proposed in the Draft Review Report are the minimum mandatory requirements that Council should include in the GreenWay works tender and construction contracts. The use of low noise construction methods and equipment, appropriate fencing and site management noise controls are priorities for residents.
2. Effective contractor communication and consultation with residents will be essential for all residents in Waratah Mills and surrounding streets.
3. Residents should be given advance notice of the times when major, high noise construction works will be undertaken, as suggested in the mitigation measures.
4. No night works should be undertaken in the vicinity of Waratah Mills.
5. Clear complaints and speedy complaint resolution mechanisms need to be available to residents to resolve noise issues and related construction impacts fairly and effectively.

1.3 Heavy Vehicle Traffic and Road Closures

The Draft Review Report indicates that GreenWay construction overall will require close to 800 heavy vehicle trips to move approximately 7,500 tonnes of material. In the Southern Links this will include truck movements to and from compounds in Davis Street, Weston Street, Constitution Rd and Hercules Rd.

Works in Hercules Street are expected to generate 4 vehicle movements to site through Weston, Davis and Hercules Streets per hour. Approximately 88 vehicle movements per day to the Davis Street compound will be required during the construction of the cut and cover tunnel.

The Constitution Rd tunnel construction will involve 132 vehicle movement per day.

Temporary closure of the Davis Street bridge will be required for 6 to 8 weeks and Constitution Road will be closed for a similar time frame.

Waratah Mills impacts and recommendations

Traffic management will be a major issue for Dulwich Hill residents in and around Waratah Mills during GreenWay construction.

The need to detour during the Davis Street tunnel construction and sequential 6 to 8 week road closure proposed in Davis Street and in Constitution Rd will impact all our residents and neighbours.

Recommendations in respect of traffic management

1. The mitigation strategies for traffic management suggested in the Draft Review Report are sensible and the sequencing of the Davis Street and Constitution Rd tunnel construction is supported so that both key roads used by residents to access New Canterbury Road and the local shopping strip are not out of action simultaneously.
2. The traffic management and heavy vehicle issues and mitigation strategies associated with use of the Terry Rd Site Compound need to be identified and reflected in the Council tender and construction contracts.
3. Changes to traffic management must be communicated to residents in advance and carefully signposted.
4. Conditions and mitigation strategies around movement of heavy vehicles including noise and dust/load controls need to be clearly articulated as minimum standards in the Council tender and construction contracts.
5. Parking for building contractors in and around Davis Street will become an issue that Council will need to manage. On street parking spaces will diminish. The Waratah Mills Visitors Carpark must not be used as defacto contractor parking.

1.4 Landscape and Visual Amenity Assessment including GreenWay Lighting Impacts

A study on Landscape and Visual Amenity assessed the impacts of changes flowing from the GreenWay and rated the visual/landscape impact of these changes.

Waratah Mills impacts and recommendations

The Draft Review Report indicates that GreenWay path will run close to Low and Medium Density residential properties in the Southern Links portion of the GreenWay altering the current landscape significantly. The impact of the GreenWay on adjacent medium density residential buildings in the Southern Links (visual impact of the GreenWay path, light spill, operational noise and construction issues) and possible solutions are listed in Draft Review Table 5-35.

Lighting recommendations

a. Light selection and spill management at Waratah Mills should be reconsidered

The Draft Review Report correctly identifies the negative impact of light spill from 5m high pole mounted lighting on Waratah Mills and other nearby low and medium density residential developments in the Southern Links section of the GreenWay.

Since the release of the Draft GreenWay MasterPlan, Waratah Mills residents have consistently identified the impact of the proposed lighting and light spill as major visual and sleep disturbance issues that Council must address. Residents in the 7 story Silo building and the 5 storey Hopper building will be directly affected by the proposed 5 metre pole lighting because of the close proximity of the GreenWay path and the proposed 5m poles on the path 1 metre away from the Hopper building and slightly further away from the Silo. These impacts are acknowledged in the

Draft Review Report. Upper levels of the Mill and the Annex may also be affected, depending on light pole placement.

The Lighting Report prepared for the GreenWay Concept Design proposed two technically feasible lighting options in response to these concerns – the 5 metre poles with lamps selected to contain light spill and 1.5 metre upward facing bollards with spacing and lamps selected to cast sufficient light for cyclists and pedestrians but reduce light spill for adjoining residents.

Waratah Mills residents indicated strongest preferences for the bollard option in our comments on the Draft Concept Design. However, we note that Council staff have continued to reject the bollards in their analysis of the community feedback on the Draft Concept Design (July 2020) on the grounds that P3 bollards do not comply with Australian cycleway lighting standards and because of maintenance costs.

We have reviewed the most recent edition of the relevant design guidance for shared pedestrian and cycle paths and believe that Council has flexibility to consider bollard lights in the vicinity of Waratah Mills.

We recommend that Council should reconsider its current lighting plan for 5 metre poles not bollards at Waratah Mills. The *Austrroads Guide to Road Design Part 6A: Paths for Walking and Cycling. Feb 2021* clearly distinguishes between the lighting design requirements for cycleways near roads and for off road shared paths and suggest that designers have discretion in relation to provision of lighting. The Standards indicate that lighting should be provided to assist cyclists on designated cycleways and paths that are heavily trafficked by cyclists at dawn, dusk and over night and on cycleways and paths near intersections.

Council has consistently told the community that the GreenWay, especially through the off road residential areas such as Waratah Mills, is a shared path for recreational use of pedestrians and cyclists of all ages NOT A COMMUTER CYCLEWAY. The GreenWay demand studies quoted in the MasterPlan indicated that pedestrians were 90% of GreenWay Path users for Johnson Park. We appreciate that cyclist usage of large sections of the GreenWay will increase due to the connected nature of the route and growth in cycling demand due to population growth.

We believe that under the Austroad Design Standards, Council does have the discretion to opt for P3 lighting solutions in locations such as Waratah Mills without compromising the safety of cyclists or pedestrian users. As well as reducing light spill for our residents, P3 lighting will also improve habitat and return of Waratah Mills bushcare site fauna.

We therefore request that Council consult with the Waratah Mills Owners Corporation on the lighting design, pole place and lighting type before finalising the lighting specifications in the construction tender documents.

b. Revegetation planned to mitigate impact of light spill from the GreenWay path.

The Draft Review Report indicates in Table 5-35 indicates that existing trees and shrubs and revegetation are proposed to alleviate the light spill and visual impacts for residents where the share path is adjacent to residential building, including at Waratah Mills and Williams Pde.

We recommend that consultation occurs with residents on planting/revegetation to mitigate light spill, GreenWay noise and privacy impacts for medium density residential developments must occur before construction of the GreenWay path. See Waratah Mills full comments on revegetation and restoration of the bushcare site and revegetation below.

1.5 Environmental and construction management concerns and impacts

The Draft Review Report includes information on a range of environmental factors and risks identified in ecological and technical studies (ecological, geological formations, groundwater, contaminants etc) and the mitigation measures needed to manage risks to human health that need to be put in place as part of GreenWay construction.

The key issues and risks were identified in Area 3 (South of Davis Street and North of Hercules Street or to New Canterbury Road) that includes Waratah Mills, Johnson Park and surrounding streets that need to be managed during construction are listed below.

Environmental concern	Location
Waste and contaminants (B(a)P), (TEQ) and some heavy metals exceeding human health guidelines and asbestos as compressed fibre cement	Culvert below Davis Street GreenWay path through Waratah Mills bushcare site to Johnson Park
Dust generation, airborne particle drift, erosion and increased sediment load entering storm water associated with excavation	Tunnel and path construction management issues

Waratah Mills impacts and recommendations

During path and tunnel construction at Waratah Mills the building contractor will encounter and need to address several of the environmental hazards identified in the Draft Review Report. These include potentially harmful contaminants, dust and airborne particles and safe removal of construction waste and materials.

We understand that asbestos panels were found and largely removed from the Waratah Mills bushcare site in the early 2000s but small fragments in the soil may remain. Contaminated soils were removed from several sections of the corridor when the Light Rail Line was built and IWEG has detected chemical concentrations in a few small areas of the Waratah Mills bushcare site where there were soil colouration differences and plants consistently die.

While the degree and risks of contamination are unknown, we believe a very cautious approach to waste management and removal are warranted for the health of the contractors and our residents.

Dust control and drift of airborne particles will also need careful management on the site as suggested in the Draft Review Report. Our residents have observed a wind tunnel effect in moderately windy conditions near the Silo and the Mill buildings and particle drift associated with the passage of the Light Rail vehicles under normal conditions is also common.

1. Effective management of dust and airborne particles and safe disposal of chemical waste, heavy metals and any asbestos waste on site must be mandatory.
2. We support the air quality and waste management measures suggested in Tables 5-45 (Air quality) and 5-46 (Waste Management).
3. We also support the measures in Table 5-10 for contamination, including site specific Asbestos Management Plans and requirements for safe removal and appropriate offsite disposal of contaminants including soils affected by heavy metals and chemical spills and asbestos.

1.6 Flooding and Water Management

The Light Rail corridor is part of the Hawthorn Canal catchment and low lying areas at Terry Road and Piggott Street are subject to flooding during minor storm events and the whole of the light rail corridor between Davis Street and Constitution Road can flood during major rain events.

Waratah Mills impacts and recommendations

Council is aware that the main Waratah Mills carpark on Terry Road is regularly inundated by water flowing down Terry Road during significant storm events. Waratah Mills residents appreciate that Council will undertake storm water works to protect the GreenWay site that may also improve drainage and control flooding in Terry Road.

If design and construct is used for the GreenWay construction it will be essential for the building contractor to be made aware of the flooding issues from Terry Road that currently impact Waratah Mills and other private properties.

1. Planned stormwater mitigation works as part of GreenWay construction at the end of Terry Rd are supported.
2. Council should ensure that the building contractor is aware of the flooding issues at Waratah Mills/Hopper carpark entrance and designs and builds the GreenWay drainage works to reduce not worsen flooding risk from Terry Rd into Waratah Mills.
3. We urge Council to continue to work with Sydney Water and other relevant infrastructure owners to find a long term solution to the drainage problem in the Southern Links catchment as the frequency of major weather events and flooding is predicted to increase.

1.7 Heritage values and indigenous sites

Waratah Mills and Hoskin Park are both heritage listed. The Draft Report concludes that the proposed GreenWay works are unlikely to adversely impact on the heritage values in either location.

In the Central Links, Battle Bridge, Allied Mills, Cadigal Reserve and the Lewisham Railway Viaduct and Whipple Truss Bridge are all heritage listed. The Draft Review Report lists the heritage mitigation measures required during construction. The Draft Review Report also concludes there are no known sites of Aboriginal significance in the study area but sets out the measures required to contain and manage any archaeological finds during construction.

Waratah Mills impacts and recommendations

The mitigation measures proposed in relation to heritage protection and Aboriginal heritage in the Central and Southern Links GreenWay route are supported.

We support the proposals to sensitively highlight heritage and environmental features along the GreenWay path as proposed in the GreenWay Masterplan and referenced in the Draft Review Report. We assume that the GreenWay Interpretation Plan will be prepared by Council in parallel with construction.

The Waratah Mills Owners Corporation and several members of the Waratah Mills GreenWay Resident Group are keenly interested in the history and industrial heritage of our buildings.

We request resident input into the GreenWay Interpretation Plan as it relates to Waratah Mills.

2. URGENT REVEGETATION PLAN FOR WARATAH MILLS, JOHNSON PARK AND WILLIAMS PARADE

The GreenWay has been promoted to the community as a chance to increase green spaces for recreation and community use and overcome well known deficits in tree cover and parklands in the Inner West Council area and Dulwich Hill.

The Draft Review Report indicates that 32% of the current tree cover or 232 trees will be removed for GreenWay construction with a further 106 trees likely to be impacted by path construction. Only 396 trees or 54% of the current trees along the Greenway route will be retained.

The Draft Review Report says significant landscaping works will be undertaken to ensure that trees are replaced with native species but there is no clear timeline indicating when these works will be undertaken.

The Draft Review Report also recommends appointment of an arborist by the construction contractor and the use of shallow excavation for path construction and use of non-destructive digging techniques for lighting installation to increase the prospect of saving the 106 trees likely affected by path construction.

Waratah Mills impacts and recommendations

The 32% loss of tree cover and the destruction or degradation of several of the bushcare sites, including at Waratah Mills set out in the Draft Review Report is a major concern for Waratah Mills residents and our community. The GreenWay is in danger of becoming little more than a cycleway not the path through an urban forest planted with native species residents have been promised.

The Council approved *GreenWay MasterPlan (2018)* indicates that plans for site specific revegetation will be prepared during detailed design. It also indicates that revegetation will take time and careful maintenance after planting to re-establish.

Our residents are extremely concerned that there is no detailed landscape and bushcare site revegetation implementation plan and timeframe for the GreenWay at Waratah Mills or elsewhere in the Southern Links despite the destruction of the long established bushcare site at Waratah Mills and loss of established trees along the GreenWay path near Williams Parade.

Alarmingly the Final MasterPlan indicates that the revegetation budget for the Dulwich Hill Parks precinct, which includes Waratah Mills and Johnson Park, will be spread over Priority A and Priority B funding and implementation timeframes. It is Waratah Mill's residents understanding that there are only sufficient funds committed to the project to undertake Priority A works in the near term.

The *GreenWay MasterPlan (2018)*, the approved *Concept Design Plan (2020)* and now the *Draft Review of Environmental Factors for In-Corridor Works (2021)* all indicate that the impact on residents of light spill (and we would add operational noise) on the shared path will be offset by established and newly planted tree cover. This will only occur if revegetation is undertaken as part of Priority A works as soon as the GreenWay path construction is completed.

Mature trees and shrub also need to be used to revegetate the Waratah Mills bushcare site and the GreenWay path near Williams Parade in the short term to offset loss of existing vegetation.

Need for a Detailed Revegetation and Landscape Plan and Timeframe

Waratah Mills residents recommend that Council prepare a detailed **Revegetation and Landscape Plan** for the Waratah Mills bushcare site and shared path that includes:

1. A mix of mature/semi mature indigenous trees and shrubs selected and planted in locations that will reduce light spill and help to abate noise from the GreenWay shared path. This must include appropriate plantings next to the Hopper and the Silo buildings as well as on either side of the shared path past Waratah Mills where mature trees or shrubs were removed during construction.
2. A mix of new plantings throughout the site, including indigenous trees, shrubs and grasses, to restore the ecological, visual and habitat values of the bushcare site.
3. A plan to establish and maintain the new plantings and bushcare site restoration that includes detailed consultation at all stages with Inner West Environment Group and Waratah Mills residents as well as Council staff/contractors. The obvious lack of maintenance and subsequent degradation of “offset” bushcare zones planted near Arlington Grove and within Johnson Park must not be allowed to occur when the GreenWay path is completed.
4. Council must specify and adhere to a clear timeframe for replanting and restoration at Waratah Mills, Johnson Park and Williams Pde and other sections of the Southern Links where there has been significant loss of tree and shrub cover.

3. RETAIN FENCING BETWEEN WARATAH MILLS CARPARK AND GREENWAY

Waratah Mills residents have campaigned to ensure the GreenWay Path did not use a narrow easement through Waratah Mills resident carpark as the GreenWay route to Davis Street on user safety grounds. This was accepted by Council and the tunnel under Davis Street was adopted by Council as the GreenWay route in the approved MasterPlan. We support and thank Council for this decision.

Our residents were very alarmed that Concept Design Plan continued to show an unfenced entry to the GreenWay at Waratah Mills from the easement despite the Davis Street tunnel being used as the exit path for the GreenWay.

We acknowledge that the easement exists and may need to be used from time to time for planned maintenance as currently occurs with IWEG and for GreenWay and Light Rail maintenance.

Our residents want the gates/fencing retained between the GreenWay and our property to ensure there is no risk of random use of our carpark as an informal GreenWay entry/exit on user safety and on resident security grounds.

Our residents raised these concerns in our comments and submissions on the GreenWay Concept Design and are very concerned that our views have been ignored. Council response to our submissions restates the purpose of the easement and then states “This will be a secondary entrance to the GreenWay path and the number of users accessing the GreenWay from this point will be low” ... “and highly likely that the majority of users will be residents of the Waratah Mills complex”.

This response does not address the safety or security concerns Waratah Mills residents have raised consistently and the risks remain without any benefits to our residents or the wider community.

We believe that random cyclists and pedestrians using the easement as “a secondary entrance to the GreenWay” present equally significant risks to their own and our residents’ safety. This is because GreenWay usage patterns will be inconsistent and not part of safe everyday cyclist or

pedestrian practice. It is in exactly these 'unexpected' circumstances that accidents and collisions will occur.

There is an open entry way for people wanting to join or exit the GreenWay at Terry Road, less than 300 metres away from the proposed easement path. The GreenWay path is accessible to residents and local cyclists at that point.

We are very confident that the ***Terry Road entry will be the GreenWay access point of choice for residents of Waratah Mills.*** We have recently undertaken a survey to look at the need to upgrade resident bike storage within the Waratah Mills complex. We know, based on cycle storage needs, the major entry and exit point for cyclists from Waratah Mills is now and will be from the Hopper carpark onto Terry Road. Terry Road is also closer to the entrances of all our residential buildings except the Annex and the walk time from all our buildings to Terry Road is the same as to the easement fence.

We therefore recommend that the proposed path from the GreenWay at the Waratah Mills easement remain fenced with access via locked gates for planned GreenWay maintenance, bushcare activities and Light Rail maintenance.

4. COORDINATE UPGRADE OF JOHNSON PARK WITH GREENWAY WORKS

We are aware the Council has received and recently approved a MasterPlan with short, medium and long term priorities to upgrade Dulwich Hill Parks including Johnson Park. Specific timeframes for the proposed works in Johnson Park are unclear to us.

Waratah Mills impacts and recommendations

Johnson Park will need significant upgrade in the short term to rehabilitate the park landscape and bushcare site and relocate displaced recreation facilities as soon as the GreenWay shared path and Constitution Rd tunnel construction are completed.

1. Safety issues in Johnson Park that will impact on residents, Park users and cyclists and pedestrians need to be explicitly addressed during the design and construction of the GreenWay Path. These include safety issues at the entrance to Johnson Park from the tunnel at Constitution Road and exit to Waratah Mills and at the interface with the Arlington Grove Light Rail Station.
2. The landscape surrounding the GreenWay path needs to be restored and planting integrated with the bushcare site and GreenWay revegetation plan immediately after the GreenWay path is completed.
3. The remainder of Johnson Park should be upgraded as soon as possible to meet demand from our growing local community.

5. DESIGN AND CONSTRUCT CONSTRUCTION CONTRACT PROPOSAL CONCERNS FOR WARATAH MILLS

The Draft Review of Environmental Factors suggests for the first time that the GreenWay in the Southern Links will be built using design and construct methods. This approach means that the successful building contractor can/will determine the final design and buildability as construction

progresses and there will be no opportunities for residents to have input to any changes made by the builder.

As one example, the Draft Review Report indicates that the location and gradient of the GreenWay path could be amended by the contractor.

Waratah Mills impacts and recommendations

All previous GreenWay Planning documents and consultation/discussions with Council officers at meetings and workshops indicate that GreenWay construction procurement and contracts would be based on Detailed GreenWay Designs.

We were also advised repeatedly that Waratah Mills residents would have further opportunities to comment on the finer points of the design and outstanding issues (revegetation and landscape design and timeframes, lighting selection and location, signage and way finding, historical interpretation, location of seating and viewing places near Waratah Mills, path construction materials for noise abatement etc) when the Detailed Design Plan for the Southern Links was released for public comment and before construction commenced. This will not occur if a Design and Construct procurement is used.

Design and Construct procurement method is successful on standard building projects on sites where most risks are known and costly variations can be avoided. It is much less common for civil works and non standard projects with lots of local variation. The GreenWay is not a standard construction project. **What assurances can Council give that the building contractor will not be able to ignore the important changes Waratah Mills residents have advocated for that are included in the approved MasterPlan?**

Recommendations

1. Council should consider preparing separate detailed design and construction tenders and contracts for the GreenWay given the complexity, scale and sensitivity of the build.
2. If design and construct procurement is used, Council must include detailed specification of works at Waratah Mills and across the GreenWay in the tender documentation to ensure that GreenWay construction remains faithful to the approved GreenWay MasterPlan and Concept Design Plan. In relation to Waratah Mills this includes specifications in relation to:
 - GreenWay path construction including specific location of the raised path and materials used through the Waratah Mills bushcare site
 - Construction of the tunnel at Davis Street as only the GreenWay entry/exit route at Waratah Mills and retention of gated fencing into the Waratah Mills carpark
 - Low impact lighting, appropriate heritage interpretation and signage/wayfinding and storm water/drainage works
 - Clear revegetation plans and specification of works to replace the significant tree canopy loss and bushcare site destruction at Waratah Mills and elsewhere in the Southern Links
 - Construction mitigation standards in relation to noise control, dust and contaminant risk management, hours of works, road and traffic management and consultation and information for residents
3. Whatever the procurement method used, residents should have the opportunity to comment on the planned design **BEFORE** construction commences.

6. CONTINUING RESIDENT AND COMMUNITY CONSULTATION ON THE GREENWAY

The GreenWay has been sold to the community as a major amenity for the Inner West providing enhanced greenspace, opportunities for recreation for people of all ages and all abilities and an active transport corridor for pedestrians, runners and recreational cyclists.

Waratah Mills impacts and recommendations

The community and residents directly impacted by the proximity of the GreenWay need to have ongoing options for consultation on the design and operations of the GreenWay so it becomes the asset the community has been promised. This will ensure the community is practically engaged with and feels a sense of 'ownership' of the GreenWay in the same way that IWEG and the Cooks River Mud Crabs have provided advocacy and extensive volunteer labour to rehabilitate and maintain our River and community greenspace.

A range of Implementation Plans have been foreshadowed in the MasterPlan and community consultations and it is assumed that these will be prepared and operationalised by Council. Consultation and engagement with the community needs to be a continuing and valued part of the GreenWay. To achieve this we recommend the following:

1. Re-establish the GreenWay Steering Committee with project officer support to guide the future development of all aspects of the GreenWay. As well as current stakeholder groups such as cycle groups and IWEG, each major precinct on the GreenWay route should have a community representative on the GreenWay Steering Committee to provide local community perspectives and advice on GreenWay operations, maintenance and planning.
2. Waratah Mills residents request continuing input into the implementation of the GreenWay in the following key areas:
 - Revegetation, plantings, bushcare and landscape and habitat maintenance plans
 - Lighting, noise management and rules for neighbour friendly use of the GreenWay
 - Heritage interpretation and way finding
 - Integrating GreenWay operations with parklands
 - Roads and traffic management issues

WARATAH MILLS OWNERS CORPORATION AND GREENWAY WORKING GROUP SUBMISSION IN RESPONSE TO COOKS TO COVE GREENWAY (IN CORRIDOR WORKS) DRAFT REVIEW OF ENVIRONMENTAL FACTORS

MARCH, 2021

For further information contact [REDACTED]
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INTRODUCTION

This submission from the Waratah Mills Owners Corporation and the Waratah Mills Residents GreenWay Working Group is responding to the findings of the **In Corridor Works Draft Review of Environmental Factors Report 2021**. The Draft Review was commissioned by IWC to assess whether the proposed GreenWay design and construction complies with relevant State and Federal planning and environmental legislation.

The Draft Review Report also sets out the scope of works and type of construction methods required to deliver the Final GreenWay Concept Design in the Southern and Central Links. It includes the findings of a range of environmental and technical studies related to construction and outlines the mitigation strategies that need to be included in the tender by Council and implemented by the successful building contractor to comply with NSW legislation.

The Draft Review Report raises significant concerns for residents of Waratah Mills about some aspects of the approved Concept Design and the planned construction. We urge Council to consider these issues and work with our residents to ensure they are addressed appropriately in the design and the tender specifications for construction works and their implementation. We are also concerned about the major GreenWay construction impacts in Johnson Park and Williams Parade.

Our submission covers 6 main areas:

- Construction impacts and proposed mitigation strategies for Waratah Mills.
- The need for an explicit landscape and revegetation plans, timeframes and specification of works at Waratah Mills and throughout the Southern Links including restoration of affected bushcare sites at Waratah Mills and Johnson Park. We note with concern that 33 % of existing tree canopy on overall GreenWay route that will be removed to construct the GreenWay path. The Inner West Council catchment is one of the most sparsely treed localities in metropolitan Sydney with only 16% tree cover compared to 40% Sydney wide. GreenWay revegetation must be undertaken as an urgent priority.
- The need for the Johnson Park upgrade to be undertaken in parallel or immediately after GreenWay path works through Johnson Park are completed.

- Requirement for fencing/gates to be retained between the GreenWay path and Waratah Mills Carpark to control random unsafe and unnecessary use of the easement through the Waratah Mills carpark
- Major concerns about the lack of promised resident input into the final detailed design of the GreenWay in the Southern Links and potential risks of the design and construct procurement method for the GreenWay.
- The need for ongoing community consultation and input into the design and operation of the GreenWay

1. PROPOSED GREENWAY CONSTRUCTION ARRANGEMENTS

The Draft Review describes the GreenWay scope of works and likely construction methods and the impacts on Waratah Mills, our neighbourhood and the local road systems during construction.

We understand that ***two site compounds will be established on either side of Waratah Mills to undertake GreenWay works between Davis Street and Constitution Road. The construction work undertaken in and around these site compounds will directly affect our residents and the operation of the road system for a period of 10 months in 2022 (5 months) and 2023 (5 months).***

Davis Street Site Compound

The Davis Street site compound will be built **on road in Davis Street** to undertake construction of the cut and cover (or jacked culvert) tunnel under Davis Street and works to brace the Davis Street Bridge. Heavy equipment associated with tunnel construction as well as work sheds etc will be stored on site. There will be regular truck movements to remove fill and bring equipment and materials to the site. Fencing will be required and the **Davis Street will be closed in full or in part for 6 to 8 weeks during construction of the Davis St tunnel.**

The timeframe for operation of the Davis St site compound suggested in the Draft Review is 5 months from Feb/March to June 2022.

Terry Road Works and Site Compound

Construction of the raised path, associated lighting and replanting from the Davis Street tunnel through the Waratah Mills bushcare site and into Johnson Park will be undertaken via a **site compound in Terry Road** as will stormwater works to connect to the Sydney Water culvert and reduce flooding risk on the Light Rail line and from Terry Rd.

The raised path excavation and footing construction will use heavy equipment such as mechanical excavators and concrete for the footings will be pumped in from Terry Road. Works will be undertaken during the day and the site compound will be in use for 5 months from January to June 2023.

Hours of construction work

Expected hours of construction will be 8am to 6pm Monday to Friday and 8am to 1pm on Saturday. No night time works are anticipated for the Davis Street Tunnel or the Waratah Mills/Johnson Park path BUT night works and road closures are expected in Constitution Road associated with the construction of the Constitution Road Tunnel and the elevated path next to Williams Parade.

Construction impacts and issues of concern to Waratah Mills residents

The key construction issues of concern that have been raised by Waratah Mills owners and residents relate to the operation of the site compounds, especially the Terry Road site compound, traffic flow and residential road closures, noise and management of dust, air quality and potential contamination on the building site.

1.1 Terry Road Resident Access given proposed Terry Rd Site Compound Location

The Draft Review Report indicates that the Terry Rd Site Compound will be used for path related construction at Waratah Mills and Johnson Park for a 5 month period.

The principle resident carpark for Waratah Mills is located on Terry Road immediately adjacent to the GreenWay corridor and bushcare site. Terry Rd is the only entry and exit point to this carpark which houses two thirds of the vehicles in the Waratah Mills complex.

While there is no through traffic, Terry Road is the only entry and exit point to their properties for residents of Terry Rd. On street parking is generally used by local residents.

Waratah Mills resident impacts and recommendations

Resident parking and overall traffic management for Terry Road has not been considered in the Draft Review Report. We note that the operations and impact of the proposed Terry Rd Site Compound are mentioned inconsistently in the Report. Clarification on the need for and use of a site compound on Terry Road is requested.

Recommendations on Terry Road Site Compound

1. If the Site Compound does operate as suggested in Terry Rd then the Compound must be carefully constructed off road, to ensure that Waratah Mills and other Terry Road residents can continue to access their properties unimpeded.
2. A specific Traffic Management Plan should be developed with input from local residents to control and manage the movement and operation of cement trucks and construction vehicles travelling to site from Terry Road.

1.2 Construction Noise Mitigation

The Draft Review indicates that **Davis Street Site Compound will generate significant noise during construction** and suggests residential Noise Management Levels of between 50 decibels “noise affected” and 75 decibels “highly noise affected” as a guide for day time construction noise limits.

These noise levels significantly exceed the current average background (40 dcb) and ambient noise levels (55 dcb) measured in the sampling sites in Dulwich Hill quoted in the Draft Review Report.

The Draft Review Report also indicates that **when heavy equipment is used, including excavators for path construction, noise levels are likely to achieve or exceed the “highly affected” 75 NML for Waratah Mills residents close to the Davis Street tunnelling works and during the path construction works through the bushcare site.**

Heavy vehicle movements to remove spillage will also generate noise during construction in Davis Street and Terry Road.

Waratah Mills impacts and recommendations

All Waratah Mills residents will experience noise impacts as part of the GreenWay path construction. Residents of the Annex and the Mill will be most directly affected by noise from the Davis Street Site Compound, tunnel construction, path construction and Davis St construction vehicle movements. Those in the Hopper and the Silo will be directly affected by path works and construction vehicle movements in Terry Rd.

Waratah Mills houses a broad mix of residents who will be impacted by daytime construction noise including retirees, families with babies and young children, shift workers and students. The number of residents working from home either full time or part-time has increased dramatically during COVID and is continuing. Noise management during construction is a key issue for our residents.

Recommendations in respect of Noise Management

1. Given the proximity of the GreenWay works to our residences we believe that the noise mitigation strategies and fencing proposed in the Draft Review Report are the minimum mandatory requirements that Council should include in the GreenWay works tender and construction contracts. The use of low noise construction methods and equipment, appropriate fencing and site management noise controls are priorities for residents.
2. Effective contractor communication and consultation with residents will be essential for all residents in Waratah Mills and surrounding streets.
3. Residents should be given advance notice of the times when major, high noise construction works will be undertaken, as suggested in the mitigation measures.
4. No night works should be undertaken in the vicinity of Waratah Mills.
5. Clear complaints and speedy complaint resolution mechanisms need to be available to residents to resolve noise issues and related construction impacts fairly and effectively.

1.3 Heavy Vehicle Traffic and Road Closures

The Draft Review Report indicates that GreenWay construction overall will require close to 800 heavy vehicle trips to move approximately 7,500 tonnes of material. In the Southern Links this will include truck movements to and from compounds in Davis Street, Weston Street, Constitution Rd and Hercules Rd.

Works in Hercules Street are expected to generate 4 vehicle movements to site through Weston, Davis and Hercules Streets per hour. Approximately 88 vehicle movements per day to the Davis Street compound will be required during the construction of the cut and cover tunnel.

The Constitution Rd tunnel construction will involve 132 vehicle movement per day.

Temporary closure of the Davis Street bridge will be required for 6 to 8 weeks and Constitution Road will be closed for a similar time frame.

Waratah Mills impacts and recommendations

Traffic management will be a major issue for Dulwich Hill residents in and around Waratah Mills during GreenWay construction.

The need to detour during the Davis Street tunnel construction and sequential 6 to 8 week road closure proposed in Davis Street and in Constitution Rd will impact all our residents and neighbours.

Recommendations in respect of traffic management

1. The mitigation strategies for traffic management suggested in the Draft Review Report are sensible and the sequencing of the Davis Street and Constitution Rd tunnel construction is supported so that both key roads used by residents to access New Canterbury Road and the local shopping strip are not out of action simultaneously.
2. The traffic management and heavy vehicle issues and mitigation strategies associated with use of the Terry Rd Site Compound need to be identified and reflected in the Council tender and construction contracts.
3. Changes to traffic management must be communicated to residents in advance and carefully signposted.
4. Conditions and mitigation strategies around movement of heavy vehicles including noise and dust/load controls need to be clearly articulated as minimum standards in the Council tender and construction contracts.
5. Parking for building contractors in and around Davis Street will become an issue that Council will need to manage. On street parking spaces will diminish. The Waratah Mills Visitors Carpark must not be used as defacto contractor parking.

1.4 Landscape and Visual Amenity Assessment including GreenWay Lighting Impacts

A study on Landscape and Visual Amenity assessed the impacts of changes flowing from the GreenWay and rated the visual/landscape impact of these changes.

Waratah Mills impacts and recommendations

The Draft Review Report indicates that GreenWay path will run close to Low and Medium Density residential properties in the Southern Links portion of the GreenWay altering the current landscape significantly. The impact of the GreenWay on adjacent medium density residential buildings in the Southern Links (visual impact of the GreenWay path, light spill, operational noise and construction issues) and possible solutions are listed in Draft Review Table 5-35.

Lighting recommendations

a. Light selection and spill management at Waratah Mills should be reconsidered

The Draft Review Report correctly identifies the negative impact of light spill from 5m high pole mounted lighting on Waratah Mills and other nearby low and medium density residential developments in the Southern Links section of the GreenWay.

Since the release of the Draft GreenWay MasterPlan, Waratah Mills residents have consistently identified the impact of the proposed lighting and light spill as major visual and sleep disturbance issues that Council must address. Residents in the 7 story Silo building and the 5 storey Hopper building will be directly affected by the proposed 5 metre pole lighting because of the close proximity of the GreenWay path and the proposed 5m poles on the path 1 metre away from the Hopper building and slightly further away from the Silo. These impacts are acknowledged in the

Draft Review Report. Upper levels of the Mill and the Annex may also be affected, depending on light pole placement.

The Lighting Report prepared for the GreenWay Concept Design proposed two technically feasible lighting options in response to these concerns – the 5 metre poles with lamps selected to contain light spill and 1.5 metre upward facing bollards with spacing and lamps selected to cast sufficient light for cyclists and pedestrians but reduce light spill for adjoining residents.

Waratah Mills residents indicated strongest preferences for the bollard option in our comments on the Draft Concept Design. However, we note that Council staff have continued to reject the bollards in their analysis of the community feedback on the Draft Concept Design (July 2020) on the grounds that P3 bollards do not comply with Australian cycleway lighting standards and because of maintenance costs.

We have reviewed the most recent edition of the relevant design guidance for shared pedestrian and cycle paths and believe that Council has flexibility to consider bollard lights in the vicinity of Waratah Mills.

We recommend that Council should reconsider its current lighting plan for 5 metre poles not bollards at Waratah Mills. The *Austrroads Guide to Road Design Part 6A: Paths for Walking and Cycling. Feb 2021* clearly distinguishes between the lighting design requirements for cycleways near roads and for off road shared paths and suggest that designers have discretion in relation to provision of lighting. The Standards indicate that lighting should be provided to assist cyclists on designated cycleways and paths that are heavily trafficked by cyclists at dawn, dusk and over night and on cycleways and paths near intersections.

Council has consistently told the community that the GreenWay, especially through the off road residential areas such as Waratah Mills, is a shared path for recreational use of pedestrians and cyclists of all ages NOT A COMMUTER CYCLEWAY. The GreenWay demand studies quoted in the MasterPlan indicated that pedestrians were 90% of GreenWay Path users for Johnson Park. We appreciate that cyclist usage of large sections of the GreenWay will increase due to the connected nature of the route and growth in cycling demand due to population growth.

We believe that under the Austroad Design Standards, Council does have the discretion to opt for P3 lighting solutions in locations such as Waratah Mills without compromising the safety of cyclists or pedestrian users. As well as reducing light spill for our residents, P3 lighting will also improve habitat and return of Waratah Mills bushcare site fauna.

We therefore request that Council consult with the Waratah Mills Owners Corporation on the lighting design, pole place and lighting type before finalising the lighting specifications in the construction tender documents.

b. Revegetation planned to mitigate impact of light spill from the GreenWay path.

The Draft Review Report indicates in Table 5-35 indicates that existing trees and shrubs and revegetation are proposed to alleviate the light spill and visual impacts for residents where the share path is adjacent to residential building, including at Waratah Mills and Williams Pde.

We recommend that consultation occurs with residents on planting/revegetation to mitigate light spill, GreenWay noise and privacy impacts for medium density residential developments must occur before construction of the GreenWay path. See Waratah Mills full comments on revegetation and restoration of the bushcare site and revegetation below.

1.5 Environmental and construction management concerns and impacts

The Draft Review Report includes information on a range of environmental factors and risks identified in ecological and technical studies (ecological, geological formations, groundwater, contaminants etc) and the mitigation measures needed to manage risks to human health that need to be put in place as part of GreenWay construction.

The key issues and risks were identified in Area 3 (South of Davis Street and North of Hercules Street or to New Canterbury Road) that includes Waratah Mills, Johnson Park and surrounding streets that need to be managed during construction are listed below.

Environmental concern	Location
Waste and contaminants (B(a)P), (TEQ) and some heavy metals exceeding human health guidelines and asbestos as compressed fibre cement	Culvert below Davis Street GreenWay path through Waratah Mills bushcare site to Johnson Park
Dust generation, airborne particle drift, erosion and increased sediment load entering storm water associated with excavation	Tunnel and path construction management issues

Waratah Mills impacts and recommendations

During path and tunnel construction at Waratah Mills the building contractor will encounter and need to address several of the environmental hazards identified in the Draft Review Report. These include potentially harmful contaminants, dust and airborne particles and safe removal of construction waste and materials.

We understand that asbestos panels were found and largely removed from the Waratah Mills bushcare site in the early 2000s but small fragments in the soil may remain. Contaminated soils were removed from several sections of the corridor when the Light Rail Line was built and IWEG has detected chemical concentrations in a few small areas of the Waratah Mills bushcare site where there were soil colouration differences and plants consistently die.

While the degree and risks of contamination are unknown, we believe a very cautious approach to waste management and removal are warranted for the health of the contractors and our residents.

Dust control and drift of airborne particles will also need careful management on the site as suggested in the Draft Review Report. Our residents have observed a wind tunnel effect in moderately windy conditions near the Silo and the Mill buildings and particle drift associated with the passage of the Light Rail vehicles under normal conditions is also common.

1. Effective management of dust and airborne particles and safe disposal of chemical waste, heavy metals and any asbestos waste on site must be mandatory.
2. We support the air quality and waste management measures suggested in Tables 5-45 (Air quality) and 5-46 (Waste Management).
3. We also support the measures in Table 5-10 for contamination, including site specific Asbestos Management Plans and requirements for safe removal and appropriate offsite disposal of contaminants including soils affected by heavy metals and chemical spills and asbestos.

1.6 Flooding and Water Management

The Light Rail corridor is part of the Hawthorn Canal catchment and low lying areas at Terry Road and Piggott Street are subject to flooding during minor storm events and the whole of the light rail corridor between Davis Street and Constitution Road can flood during major rain events.

Waratah Mills impacts and recommendations

Council is aware that the main Waratah Mills carpark on Terry Road is regularly inundated by water flowing down Terry Road during significant storm events. Waratah Mills residents appreciate that Council will undertake storm water works to protect the GreenWay site that may also improve drainage and control flooding in Terry Road.

If design and construct is used for the GreenWay construction it will be essential for the building contractor to be made aware of the flooding issues from Terry Road that currently impact Waratah Mills and other private properties.

1. Planned stormwater mitigation works as part of GreenWay construction at the end of Terry Rd are supported.
2. Council should ensure that the building contractor is aware of the flooding issues at Waratah Mills/Hopper carpark entrance and designs and builds the GreenWay drainage works to reduce not worsen flooding risk from Terry Rd into Waratah Mills.
3. We urge Council to continue to work with Sydney Water and other relevant infrastructure owners to find a long term solution to the drainage problem in the Southern Links catchment as the frequency of major weather events and flooding is predicted to increase.

1.7 Heritage values and indigenous sites

Waratah Mills and Hoskin Park are both heritage listed. The Draft Report concludes that the proposed GreenWay works are unlikely to adversely impact on the heritage values in either location.

In the Central Links, Battle Bridge, Allied Mills, Cadigal Reserve and the Lewisham Railway Viaduct and Whipple Truss Bridge are all heritage listed. The Draft Review Report lists the heritage mitigation measures required during construction. The Draft Review Report also concludes there are no known sites of Aboriginal significance in the study area but sets out the measures required to contain and manage any archaeological finds during construction.

Waratah Mills impacts and recommendations

The mitigation measures proposed in relation to heritage protection and Aboriginal heritage in the Central and Southern Links GreenWay route are supported.

We support the proposals to sensitively highlight heritage and environmental features along the GreenWay path as proposed in the GreenWay Masterplan and referenced in the Draft Review Report. We assume that the GreenWay Interpretation Plan will be prepared by Council in parallel with construction.

The Waratah Mills Owners Corporation and several members of the Waratah Mills GreenWay Resident Group are keenly interested in the history and industrial heritage of our buildings.

We request resident input into the GreenWay Interpretation Plan as it relates to Waratah Mills.

2. URGENT REVEGETATION PLAN FOR WARATAH MILLS, JOHNSON PARK AND WILLIAMS PARADE

The GreenWay has been promoted to the community as a chance to increase green spaces for recreation and community use and overcome well known deficits in tree cover and parklands in the Inner West Council area and Dulwich Hill.

The Draft Review Report indicates that 32% of the current tree cover or 232 trees will be removed for GreenWay construction with a further 106 trees likely to be impacted by path construction. Only 396 trees or 54% of the current trees along the Greenway route will be retained.

The Draft Review Report says significant landscaping works will be undertaken to ensure that trees are replaced with native species but there is no clear timeline indicating when these works will be undertaken.

The Draft Review Report also recommends appointment of an arborist by the construction contractor and the use of shallow excavation for path construction and use of non-destructive digging techniques for lighting installation to increase the prospect of saving the 106 trees likely affected by path construction.

Waratah Mills impacts and recommendations

The 32% loss of tree cover and the destruction or degradation of several of the bushcare sites, including at Waratah Mills set out in the Draft Review Report is a major concern for Waratah Mills residents and our community. The GreenWay is in danger of becoming little more than a cycleway not the path through an urban forest planted with native species residents have been promised.

The Council approved *GreenWay MasterPlan (2018)* indicates that plans for site specific revegetation will be prepared during detailed design. It also indicates that revegetation will take time and careful maintenance after planting to re-establish.

Our residents are extremely concerned that there is no detailed landscape and bushcare site revegetation implementation plan and timeframe for the GreenWay at Waratah Mills or elsewhere in the Southern Links despite the destruction of the long established bushcare site at Waratah Mills and loss of established trees along the GreenWay path near Williams Parade.

Alarming the Final MasterPlan indicates that the revegetation budget for the Dulwich Hill Parks precinct, which includes Waratah Mills and Johnson Park, will be spread over Priority A and Priority B funding and implementation timeframes. It is Waratah Mill's residents understanding that there are only sufficient funds committed to the project to undertake Priority A works in the near term.

The *GreenWay MasterPlan (2018)*, the approved *Concept Design Plan (2020)* and now the *Draft Review of Environmental Factors for In-Corridor Works (2021)* all indicate that the impact on residents of light spill (and we would add operational noise) on the shared path will be offset by established and newly planted tree cover. This will only occur if revegetation is undertaken as part of Priority A works as soon as the GreenWay path construction is completed.

Mature trees and shrub also need to be used to revegetate the Waratah Mills bushcare site and the GreenWay path near Williams Parade in the short term to offset loss of existing vegetation.

Need for a Detailed Revegetation and Landscape Plan and Timeframe

Waratah Mills residents recommend that Council prepare a detailed **Revegetation and Landscape Plan** for the Waratah Mills bushcare site and shared path that includes:

1. A mix of mature/semi mature indigenous trees and shrubs selected and planted in locations that will reduce light spill and help to abate noise from the GreenWay shared path. This must include appropriate plantings next to the Hopper and the Silo buildings as well as on either side of the shared path past Waratah Mills where mature trees or shrubs were removed during construction.
2. A mix of new plantings throughout the site, including indigenous trees, shrubs and grasses, to restore the ecological, visual and habitat values of the bushcare site.
3. A plan to establish and maintain the new plantings and bushcare site restoration that includes detailed consultation at all stages with Inner West Environment Group and Waratah Mills residents as well as Council staff/contractors. The obvious lack of maintenance and subsequent degradation of “offset” bushcare zones planted near Arlington Grove and within Johnson Park must not be allowed to occur when the GreenWay path is completed.
4. Council must specify and adhere to a clear timeframe for replanting and restoration at Waratah Mills, Johnson Park and Williams Pde and other sections of the Southern Links where there has been significant loss of tree and shrub cover.

3. RETAIN FENCING BETWEEN WARATAH MILLS CARPARK AND GREENWAY

Waratah Mills residents have campaigned to ensure the GreenWay Path did not use a narrow easement through Waratah Mills resident carpark as the GreenWay route to Davis Street on user safety grounds. This was accepted by Council and the tunnel under Davis Street was adopted by Council as the GreenWay route in the approved MasterPlan. We support and thank Council for this decision.

Our residents were very alarmed that Concept Design Plan continued to show an unfenced entry to the GreenWay at Waratah Mills from the easement despite the Davis Street tunnel being used as the exit path for the GreenWay.

We acknowledge that the easement exists and may need to be used from time to time for planned maintenance as currently occurs with IWEG and for GreenWay and Light Rail maintenance.

Our residents want the gates/fencing retained between the GreenWay and our property to ensure there is no risk of random use of our carpark as an informal GreenWay entry/exit on user safety and on resident security grounds.

Our residents raised these concerns in our comments and submissions on the GreenWay Concept Design and are very concerned that our views have been ignored. Council response to our submissions restates the purpose of the easement and then states “This will be a secondary entrance to the GreenWay path and the number of users accessing the GreenWay from this point will be low” ... “and highly likely that the majority of users will be residents of the Waratah Mills complex”.

This response does not address the safety or security concerns Waratah Mills residents have raised consistently and the risks remain without any benefits to our residents or the wider community.

We believe that random cyclists and pedestrians using the easement as “a secondary entrance to the GreenWay” present equally significant risks to their own and our residents’ safety. This is because GreenWay usage patterns will be inconsistent and not part of safe everyday cyclist or

pedestrian practice. It is in exactly these 'unexpected' circumstances that accidents and collisions will occur.

There is an open entry way for people wanting to join or exit the GreenWay at Terry Road, less than 300 metres away from the proposed easement path. The GreenWay path is accessible to residents and local cyclists at that point.

We are very confident that the ***Terry Road entry will be the GreenWay access point of choice for residents of Waratah Mills.*** We have recently undertaken a survey to look at the need to upgrade resident bike storage within the Waratah Mills complex. We know, based on cycle storage needs, the major entry and exit point for cyclists from Waratah Mills is now and will be from the Hopper carpark onto Terry Road. Terry Road is also closer to the entrances of all our residential buildings except the Annex and the walk time from all our buildings to Terry Road is the same as to the easement fence.

We therefore recommend that the proposed path from the GreenWay at the Waratah Mills easement remain fenced with access via locked gates for planned GreenWay maintenance, bushcare activities and Light Rail maintenance.

4. COORDINATE UPGRADE OF JOHNSON PARK WITH GREENWAY WORKS

We are aware the Council has received and recently approved a MasterPlan with short, medium and long term priorities to upgrade Dulwich Hill Parks including Johnson Park. Specific timeframes for the proposed works in Johnson Park are unclear to us.

Waratah Mills impacts and recommendations

Johnson Park will need significant upgrade in the short term to rehabilitate the park landscape and bushcare site and relocate displaced recreation facilities as soon as the GreenWay shared path and Constitution Rd tunnel construction are completed.

1. Safety issues in Johnson Park that will impact on residents, Park users and cyclists and pedestrians need to be explicitly addressed during the design and construction of the GreenWay Path. These include safety issues at the entrance to Johnson Park from the tunnel at Constitution Road and exit to Waratah Mills and at the interface with the Arlington Grove Light Rail Station.
2. The landscape surrounding the GreenWay path needs to be restored and planting integrated with the bushcare site and GreenWay revegetation plan immediately after the GreenWay path is completed.
3. The remainder of Johnson Park should be upgraded as soon as possible to meet demand from our growing local community.

5. DESIGN AND CONSTRUCT CONSTRUCTION CONTRACT PROPOSAL CONCERNS FOR WARATAH MILLS

The Draft Review of Environmental Factors suggests for the first time that the GreenWay in the Southern Links will be built using design and construct methods. This approach means that the successful building contractor can/will determine the final design and buildability as construction

progresses and there will be no opportunities for residents to have input to any changes made by the builder.

As one example, the Draft Review Report indicates that the location and gradient of the GreenWay path could be amended by the contractor.

Waratah Mills impacts and recommendations

All previous GreenWay Planning documents and consultation/discussions with Council officers at meetings and workshops indicate that GreenWay construction procurement and contracts would be based on Detailed GreenWay Designs.

We were also advised repeatedly that Waratah Mills residents would have further opportunities to comment on the finer points of the design and outstanding issues (revegetation and landscape design and timeframes, lighting selection and location, signage and way finding, historical interpretation, location of seating and viewing places near Waratah Mills, path construction materials for noise abatement etc) when the Detailed Design Plan for the Southern Links was released for public comment and before construction commenced. This will not occur if a Design and Construct procurement is used.

Design and Construct procurement method is successful on standard building projects on sites where most risks are known and costly variations can be avoided. It is much less common for civil works and non standard projects with lots of local variation. The GreenWay is not a standard construction project. **What assurances can Council give that the building contractor will not be able to ignore the important changes Waratah Mills residents have advocated for that are included in the approved MasterPlan?**

Recommendations

1. Council should consider preparing separate detailed design and construction tenders and contracts for the GreenWay given the complexity, scale and sensitivity of the build.
2. If design and construct procurement is used, Council must include detailed specification of works at Waratah Mills and across the GreenWay in the tender documentation to ensure that GreenWay construction remains faithful to the approved GreenWay MasterPlan and Concept Design Plan. In relation to Waratah Mills this includes specifications in relation to:
 - GreenWay path construction including specific location of the raised path and materials used through the Waratah Mills bushcare site
 - Construction of the tunnel at Davis Street as only the GreenWay entry/exit route at Waratah Mills and retention of gated fencing into the Waratah Mills carpark
 - Low impact lighting, appropriate heritage interpretation and signage/wayfinding and storm water/drainage works
 - Clear revegetation plans and specification of works to replace the significant tree canopy loss and bushcare site destruction at Waratah Mills and elsewhere in the Southern Links
 - Construction mitigation standards in relation to noise control, dust and contaminant risk management, hours of works, road and traffic management and consultation and information for residents
3. Whatever the procurement method used, residents should have the opportunity to comment on the planned design **BEFORE** construction commences.

6. CONTINUING RESIDENT AND COMMUNITY CONSULTATION ON THE GREENWAY

The GreenWay has been sold to the community as a major amenity for the Inner West providing enhanced greenspace, opportunities for recreation for people of all ages and all abilities and an active transport corridor for pedestrians, runners and recreational cyclists.

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The community and residents directly impacted by the proximity of the GreenWay need to have ongoing options for consultation on the design and operations of the GreenWay so it becomes the asset the community has been promised. This will ensure the community is practically engaged with and feels a sense of 'ownership' of the GreenWay in the same way that IWEG and the Cooks River Mud Crabs have provided advocacy and extensive volunteer labour to rehabilitate and maintain our River and community greenspace.

A range of Implementation Plans have been foreshadowed in the MasterPlan and community consultations and it is assumed that these will be prepared and operationalised by Council. Consultation and engagement with the community needs to be a continuing and valued part of the GreenWay. To achieve this we recommend the following:

1. Re-establish the GreenWay Steering Committee with project officer support to guide the future development of all aspects of the GreenWay. As well as current stakeholder groups such as cycle groups and IWEG, each major precinct on the GreenWay route should have a community representative on the GreenWay Steering Committee to provide local community perspectives and advice on GreenWay operations, maintenance and planning.
2. Waratah Mills residents request continuing input into the implementation of the GreenWay in the following key areas:
 - Revegetation, plantings, bushcare and landscape and habitat maintenance plans
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 - Roads and traffic management issues

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[REDACTED]

15th April 15, 2021

Ryan Hawken
Project Manager GreenWay Delivery
Inner West Council

Re: Proposed Greenway Project works at the rear of [REDACTED] Hercules St Dulwich Hill and adjoining properties

Dear Ryan,

Thank you for taking the time to meet me at Hercules St on the 5th of March and describing the proposed works at the rear of [REDACTED] Hercules St and adjoining properties.

I was greatly concerned with the amount of clearing that is proposed between the fence line and the Greenway path and the lack of privacy and security this would provide. I have spoken with the owners of numbers [REDACTED] and they were also greatly concerned.

As I understand it, there is an expectation of a large volume of foot and bicycle traffic along this path each day. With the extent of vegetation clearing planned, all these pathway users would have a direct line of sight into my property, and those of my neighbours. All of us are concerned about the security implications that come with this, as it would make it far easier for someone to break in via that back path, or easily identify whether anyone is at home. There have also been ongoing issues with kids from the skatepark breaking through the fence and using this corridor as a pathway. On numerous occasions, they have thrown rocks at my house and my neighbours', in at least one instance smashing roof tiles at [REDACTED] Hercules St. Currently they throw these rocks through a gap in the trees, and we are all concerned that if the vegetation is removed this kind of dangerous activity will continue or escalate. The police have been notified, but have not been able to effectively curb this behavior as yet. Fires have also been lit along that back corridor, and fireworks set off. I understand that the council believes that the works will reduce the prevalence of vandalism however I am concerned that while this might be the case during the day when there is regular pedestrian traffic, but this will not be the case at night when this antisocial behavior often occurs.

We understand that vegetation will be planted that will eventually provide a screen and barrier, however this will take time to become established and the security and privacy benefits this will provide are years away. Further, as the back pathway is currently reasonably inaccessible to the public, none of the properties have been designed to keep people out along the back fence. We may have personal costs incurred in order to increase security if direct access is made easier, as it would be if that vegetation is cleared.



Fig 1. Current state of vegetation



Fig 2. Proposed clearing



Fig3 Unobstructed view into the rear of [redacted] Hercules St

Ryan Hawken

From: [REDACTED]
Sent: Thursday, 15 April 2021 9:58 AM
To: Ryan Hawken
Subject: Fwd: [REDACTED] Hercules St, Dulwich Hill

[REDACTED]

Sent from my iPad

Begin forwarded message:

[REDACTED]

Dear Ryan

Thank you for taking the time to clarify and assuage the concerns we had regarding vegetation and the green corridor which will be going past our property.

We would appreciate consideration, that the weeds which come right up to our property be controlled while we are waiting for the greenway works to start, as these are still a long way off. We have high numbers of mosquitoes as a result of these weeds, and the problem has greatly increased since the vegetation has become so dense. I have been wanting to discuss this for some time but was not aware who was responsible for the area. In the past, before council took over, it has been a phone dance and very frustrating trying to speak with someone to communicate our problem. It was such a relief to speak with you the other day and be able to relay our concerns.

Our other concern is the fencing between our property and what will be the greenway. At present the fencing is sufficient but once the greenway is in and traffic increases our privacy will be greatly compromised. We are hoping that council may consider a fence which allows for privacy from the greenway.

We thank you for any assistance you can offer,
Kindest regards

[REDACTED]

Sent from my iPad