



**SUBMISSION BY INNER WEST COUNCIL**  
**ON THE DRAFT URBAN DESIGN & LANDSCAPE PLAN**  
**FOR WESTCONNEX STAGE 3B: ROZELLE INTERCHANGE**

**4 SEPTEMBER 2020**

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**1. Summary**

Following is a summary of the main points made in this submission:

- Although Council continues to oppose WestConnex it acknowledges the community will benefit from the new parks and active transport connections created by the Urban Design & Landscape Plan (UDLP)
- In general terms, the UDLP has been developed to a high standard and the main design elements are supported
- Considerable work will however be needed at subsequent design stages, and it is anticipated that the issues raised in this submission will assist that process
- The Inner West Mayor has recently held discussions with local sporting groups about future recreational needs that could be accommodated within the Rozelle Rail Yards (RRY) park
- Council has resolved to prioritise consideration of future recreational needs, along with facilities necessary to support these
- Consideration by the UDLP of a future light rail link to White Bay is sought

- In general terms the UDLP's proposed path hierarchy and associated widths and separation arrangements is supported, but more detailed design work is needed
- A potential short-cut from the northern end of the land bridge adjacent to the vent stack through to the main E-W path at Gordon Street should be formalised by constructing a walk/cycle path
- The UDLP should include improved active transport connectivity between Roberts and Springside Streets, as required by Condition of Approval E58
- UDLP works should be expanded to include all listed bicycle routes around Whites Creek
- A number of walk/cycle crossings will need to be upgraded and new crossings provided
- The UDLP should consider future links to the new metro rail station at White Bay and the Glebe Island Bridge
- All elements of the UDLP should achieve a high standard of universal design
- Further work will be needed to manage traffic and parking demand impacts generated by the new park
- Additional consideration should be given to protecting some paths and park areas from traffic noise
- The UDLP should prioritise local tree species that can provide canopy cover, fauna habitat and screening of larger structures
- Additional planting could be achieved through use of soil vaults
- The UDLP's Water Sensitive Urban Design (WSUD) elements are generally supported, although consideration should be given to naturalising the western drainage channel
- Future recreational use of the park should be guided by Council's assessment of local recreational needs
- Further work is needed on the UDLP's heritage interpretation and public art strategies, and Council is keen to assist
- Consideration should be given to a simpler version of the proposed sculptural treatment of the vent stacks within the RRY park
- Council seeks to discuss and resolve management and maintenance responsibilities for the UDLP lands at the earliest opportunity

## **2. Introduction**

Inner West (IW) Council appreciates the opportunity to comment on this draft UDLP. A draft of this submission was developed with input from relevant Council staff, circulated to Councillors and posted on Council's website. Councillors were provided with an opportunity to make comments on the draft prior to the submission deadline, with comments integrated into the final version. On 25 August 2020 Council considered a Mayoral Minute on this matter and made a resolution, outlined below. If any further comments are received from councillors after the submission deadline, they will be lodged as a late addendum to this submission.

Council has a long-standing position of opposing inner-Sydney motorways, including WestConnex and Western Harbour Tunnel (WHT). Council believes motorways create more problems than benefits for the Inner West and Sydney region in the long-term. In particular,

induced traffic from motorways ultimately creates further traffic congestion and erodes Sydney's liveability, air quality, transport affordability and economic productivity.

Instead of motorways Council supports transport infrastructure and behaviour change options that prioritise public transport, active transport, travel demand management and transit-oriented development. With this mix of options, traffic congestion can be more effectively addressed through traffic reduction rather than increasing road capacity, and conditions for sustainable development can be created.

It is clear that significant benefits would flow to the community from implementation of the UDLP, but Council would prefer this was not associated with a motorway - ideally it would be associated with new public transport. Council believes there is an inherent conflict between motorways and creation of quality urban spaces. Motorways facilitate sprawling development and fast-moving traffic blights the roadside environment. Public transport on the other hand consolidates development and creates conditions for quality urban spaces at a human scale.

Notwithstanding Council's opposition to motorways it is acknowledged that the UDLP has been developed to a high standard and its implementation would bring significant benefits. As is noted in the document itself, the UDLP would provide much-needed recreation and green space. This has traditionally been in short supply in the Inner West and will be increasingly needed in the future as new developments in the Bays Precinct are completed. Further, the UDLP's active transport routes across the new parklands would enhance the regional network, improve access to public transport and connect surrounding communities.

Accordingly, the UDLP is broadly supported by Council, with most of the comments in this submission related to more detailed aspects of the design. The most significant immediate issue is how a future light link to White Bay could be accommodated, which is the first issue discussed below. Following that are a range of issues related to active transport routes and designs which can be considered as the design is refined.

Other issues below that can also be considered as part of design refinements are: universal design; traffic generation and car parking; traffic noise and air pollution buffering; flora, fauna and WSUD; overall park design and future recreational uses; heritage interpretation and public art; and park delivery and maintenance. It is anticipated that consideration of Council's comments will lead to an improved UDLP and ultimately further benefits to the community.

Council considered an item *Mayoral Minute: Rozelle Parklands* at its 25 August 2020 meeting and resolved as follows:

*"THAT Council:*

- 1. Notes the correspondence from Transport for NSW's Deputy Secretary Greater Sydney regarding Rozelle Parklands; and*
- 2. Prepares a draft submission on Rozelle Parklands, incorporating the priorities of local sporting clubs, to be circulated to Councillors for feedback in advance of the August 31 deadline."*

A draft submission was circulated to councillors before the submission deadline and all comments received have been considered in drafting this final version. In making this resolution, Council has sought to focus on the provision of multipurpose sporting facilities with related amenities, including car parking and lighting. This is in addition to the priorities of local sporting clubs, as raised in the resolution. Within this submission, all these matters

have been considered in *Part 6: Traffic Generation & car parking* and *Part 8: Park design & future use*.

By way of background, on 18 August 2020 the Inner West Mayor chaired a sports forum with local sporting clubs to discuss their priorities for the RRY park. The forum was attended by representatives of the following sporting organisations: Balmain District Football Club; Balmain Little Athletics; Little Athletics NSW; Wests Ashfield; Newtown Swans/Breakaways; Balmain Wolverines Netball Club; Leichhardt Cygnets AFL; Burwood Football Club; Ashfield Pirates; Balmain AFL; Flying Bats Football Club; APIA Tigers Football Club; Stanmore Hawks; Marrickville Cricket Club; Leichhardt Saints; Glebe Greyhounds; Glebe Hockey; Randwick Petersham Cricket Club; Canterbury Football Association; Balmain Tigers Rugby League; Sloths Dragon Boating.

The key priorities that the majority of the sporting clubs at the meeting agreed upon were: multipurpose sporting grounds, which should include a mix of grounds with synthetic and natural surfaces; netball courts and hockey fields; storage facilities; lighting; amenities, such as toilets, canteen facilities and changerooms, especially for women and girls; access to public transport; and car parking and drop-off zones.

On 3 August 2020 the Inner West Mayor received correspondence from the Deputy Secretary Greater Sydney, Transport for NSW (TfNSW) in relation to the Rozelle Parklands proposal. The letter outlines the role TfNSW envisages the Council playing in the care, control and management of the new park and confirms additional funding will be made available from Transport for NSW for sporting facilities in the parklands. This letter was attached to the abovementioned Mayoral Minute.

### **3. Future White Bay light rail link**

In previous WestConnex submissions Council had sought consideration of a future light rail link from the Inner West line near the Rozelle Bay stop to White Bay. The line would pass through the RRY park and beneath Victoria Road.

Council had always supported a link that would terminate somewhere near the White Bay passenger ship cruise terminal, but it is noted that the NSW Government's 2018 *Structure Plan for the Eastern City District* Council shows a light rail link from Rozelle Bay to Pyrmont via Glebe Island, identified as "*light rail investigation*". Regardless of the route, the UDLP should facilitate the future construction of such a link, or at the very least should not prevent it.

The proposed Victoria Road walk/cycle underpass would have adequate width to allow for both active transport and future light rail, but a modification of the design would be needed to ensure there was sufficient height for light rail. This could be achieved with additional excavation.

To allow for the light rail line to pass through the RRY park, consideration should be given to redesigning the proposed active transport and vehicle bridges at The Crescent / City West Link (CWL) intersection to accommodate all three modes – motor vehicles, active transport and light rail. Additional space would be needed to allow for a light rail overpass between the two sporting fields.

Importantly, this extra line would provide a link between communities on the existing Inner West line and the future Metro West railway station at the Bays Precinct. Depending on the route adopted, it would also link the Inner West line and Metro station to the passenger cruise ship terminal and the Balmain community.

Given the existing high density of the development in the Inner West and strong demand for the existing Inner West light rail, demand for this additional link would likely be strong. In the longer term, with new commercial and residential development at the Bays Precinct, demand would be further strengthened.

Council's 2019 *Integrated Transport Strategy* shows such a link on its *Transport Project Ideas* map. The Strategy notes that *"Interchange between the Dulwich Hill Light Rail and the Sydney Metro West station at The Bays would improve connectivity between Inner West and the Central City. The northern section of Inner West is a dense urban location, but without any current train service. Improving access from the peninsula to The Bays metro station would support this population heavy area."*

#### **4. Active transport routes & designs**

Council has always strongly supported active transport - predominantly walking and cycling - for recreation and transport. Council is keen to see the negative impacts WestConnex has had on active transport addressed in the UDLP and is pleased that the UDLP would lead to an overall improvement in conditions for active transport in the area around the project.

There are many opportunities for further active transport design improvements to be made as the UDLP moves into detailed design stages. Following are points that should be considered at these subsequent stages.

The UDLP's proposed path network would be effective in serving the main desire lines of pedestrians and cyclists. It would however appear that a key path link is missing – a short-cut from the northern end of the land bridge adjacent to the vent stack through to the main E-W path (A3) at Gordon Street.

With a minor adjustment of the location of the sporting fields, this short-cut path could run between the two fields. Without this link pedestrians and cyclists crossing the bridge wanting to travel in a N-E direction may attempt the short cut even though there is no path, eventually wearing a track across the grassed area.

In general terms the UDP's proposed path hierarchy and associated widths and separation arrangements are supported. In particular the UDLP's proposal for 5m width and separation for the main E-W commuter path and the two N-S bridge connecting paths is appropriate to avoid walk/cycle conflicts on these main routes.

Separation along the abovementioned main routes would benefit both pedestrians and cyclists. Vulnerable pedestrians, including older people and people with mobility and sensory disabilities tend to avoid busy shared pathways for safety reasons. Commuter cyclists on the other hand tend to avoid busy shared paths because of hazards created by pedestrians.

With the exception of the bridge sections, these 5m-wide separated paths should be constructed as two separate paths with a strip of lawn or low frangible vegetation between them. The separating strip should be flush with the path. A single paved 5m wide path would have a significant visual impact, appearing more like a road than a path. A single path with a raised barrier for separation could create a trip hazard and allow some potential for collisions between pedestrians and cyclists. Further discussion will be needed on this important design element.

It is noted that Condition of Approval (CoA) E60 requires a *Pedestrian & Cycle Implementation Strategy* (PCIS) to be included in the UDLP. Chapter 11 is the PCIS, and it would appear to satisfy the requirements of E60. Council seeks the full delivery of the PCIS by WestConnex contractors and/or Transport for NSW (TfNSW).

It is also noted that CoA E58 requires improved connectivity for cyclists and pedestrians between Roberts and Springside Streets, with plans to be incorporated in the PCIS, or UDLP Chapter 11. The UDLP should include these plans to meet the requirements of E58.

Chapter 11 states the walk/cycle connections were designed in accordance with project-specific design-and-construct specifications developed by TfNSW. These specifications are also called the 'scope of works' and 'technical criteria'. As is the case for many of these TfNSW road specifications, it is questioned whether they are always suitable for implementation in a densely-developed inner-city location.

Whilst UDLP Table 10.17 states that standard footpaths will be 2m wide, it should also state that where these footpaths will be legally/legitimately used by cyclists, they will be at least 3m wide.

UDLP Table 10-17 states that shared path markings will comply with Austroads guidelines, which reference to Australian Standards 1742.9. These standards are not appropriate given the high level of walk/cycle activity expected in UDLP areas. Council recommends the City of Sydney's 2012 *Shared Pathways Pavement Markings Guide* be used instead. This guide should be used for designing all shared paths within the park and along Victoria Road and The Crescent.

The conflict points at all proposed entrances to the park need to be designed to eliminate potential conflicts between pedestrians, cyclists and motor vehicles. This is especially the case for streets around Easton Park where there will be high numbers of pedestrians.

Further discussion will be needed about the relationship between the main E-W path through the RRY park and the Lilyfield Road cycleway. Consideration will need to be given to which of these is to become the main bicycle commuter route and how cyclists can switch between them. As part of this assessment, a formalised walk/cycle entry from Lilyfield Road near Ryan Street area to the future park should be considered.

Further attention is needed to the design of path intersections and path treatments within the RRY park. Path intersections should be splayed to facilitate desire lines and avoid corner-cutting across grassed areas, with good sight lines for safety. Consideration should be given to provision of shelter from rain for pedestrians and cyclists, along with shade, drinking water, additional toilet facilities.

Raised edges should be avoided and paths should be flush with their surrounds. All obstacles such as signs and light poles should be clear of the path edge. Activity spaces such as children's play areas and dog off-leash areas should be well away from paths.

UDLP Part 11.9 states that lighting will be provided along primary paths only. Consideration should be given to providing lower-key lighting on the secondary paths in recognition that the RRY park is likely to be heavily-used all day and into the evening, particularly in warmer months. This will need to be balanced against the need to minimise energy use and lighting impacts on fauna.

It is appreciated that the UDLP will improve access to the Rozelle Bay light rail stop by providing a direct connection from the north across the RRY parkland and CWL. The Lilyfield light rail stop would also play a role in providing access to the RRY park, so the

UDLP should assess how walking access from that stop to the parklands could be improved. This would likely involve modest upgrades of footpaths linking to the park to the light rail stop.

UDLP Figure 11-9 shows the intersections of Callan and Toelle Streets with wide turning radii. These wide radii would compromise walk/cycle safety and are not necessary for these local residential streets. Council has written to TfNSW asking that these intersections be re-designed so turning angles are acute/tight for turning vehicles.

Safe, continuous walk/cycle crossings of Quirk, Callan Street and Toelle Streets should be provided at their intersections with Victoria Road, with visual cues to indicate walk/cycle priority. Cul-de-sacs at Hornsey, Byrnes and Clubb Streets should include wide kerb ramps so cyclists and users of other kinds of wheeled devices can access these streets from the Victoria Road shared path. These ramps should to be constructed with a flush edge, without a lip.

Bicycle lanterns should be included on all legs of all signalised intersections within the project area. For some crossings, it may be appropriate to separate pedestrians and cyclists. A signalised pedestrian crossing with bicycle lanterns should be installed on all legs of the Robert Street / Victoria Road intersection.

Bicycle parking racks with weather protection should be provided at the Rozelle Bay light rail stop. An assessment of demand should be undertaken to avoid over- or under-provision.

Safe and easy walk/cycle crossings of Lilyfield Road at Easton Park and the southern end of Gordon Street should be included. The Easton Park crossing would provide a critical link between the two parks. This would likely require traffic speed reduction, the narrowing of Lilyfield Road at the crossing point and provision of a zebra crossing or a signalised crossing. Cyclists should be able to cross without dismounting regardless of the crossing type.

A safe and easy walk/cycle crossing of Brenan Street near White Street should be provided. This is to link the Whites Creek path with the landing of the new Brenan Street walk/cycle bridge. A traffic-protected cycleway should be considered along Brenan Street between Catherine Street and The Crescent.

A wide kerb ramp should be provided from the road to the footpath at the eastern end of Victoria Road city-bound. Many cycling commuters in the morning peak use the kerbside lane and need this ramp so they can access the future park and Anzac Bridge. The ramp should be constructed with a flush edge.

Further work will be needed to ensure the intersection between the path from the Victoria Road shared user bridge and the path from the Victoria Road bridge underpass is safe and functional. This is a tight intersection that will be used by many pedestrians and cyclists travelling at speed. As such, it will likely require a special design to make it work.

Consideration should be given to widening the path on the eastern side of Victoria Road by acquiring a strip of land within the White Bay power station site. Traditionally this has been a constrained but heavily used path section that has put cyclists in potential conflict with pedestrians, particularly around the bus stop.

Consideration should also be given to a staircase from Victoria Rd to the RRY park on the western side of Victoria Road, similar to the eastern side. This would provide another entry to the park and an alternative means of crossing Victoria Road at that point.

Walk/cycle conditions to and along Catherine Street between CWL and Lilyfield Road could be improved by the UDLP. This includes walk/cycle crossings on all legs and approaches to the intersection of Lilyfield Road and Catherine Street; a protected contraflow bicycle lane in Catherine Street for cyclists travelling northbound; and appropriate treatments at the intersection of Brenan and Catherine Streets for cyclists turning from Catherine into Brenan Street city-bound.

It is noted in Chapter 11 of the UDLP that road safety audits have been undertaken during the detailed design of the project by an independent auditor. Council would like to view this audit to assist with future discussions over walk/cycle infrastructure.

UDLP Table 11-20 outlines walking and cycling infrastructure including the proposed infrastructure and the delivery body. Following are suggested amendments, some relating to the issues outlined above:

- A1 - the table identifies Urban Growth as a delivery authority, but that agency no longer exists. It should identify the current and correct delivery authority.
- A3 – the main east/west path within the RRY park has four connections with the surrounding area - Ryan Street, Foucart Street, Easton Park and Gordon Street. Pedestrian/bicycle crossings or shared-zone intersections should be provided at these locations to provide “*cross scale connection of spaces*” consistent with WestConnex Stage 3 EIS objectives.
- C1 – a kerb ramp should be provided between the road and footpath so city-bound riders can access the park from the bus lane.
- C2 – refers to the improvements required by CoA E58. The UDLP should include the requirements of condition E58 for delivery by TfNSW and/or the contractor.
- C3 – the signalised pedestrian crossing of Victoria Road at Terry Street should provide a fast/direct crossing for pedestrians without the need for waiting on the central median. The green crossing time should accommodate a wide range of walking speeds.
- D1 – a pedestrian/cycle crossing of Brenan Street should be provided at the landing of the Whites Creek Link bridge.
- E1 – bike racks with weather protection must be provided on the plaza at the light rail stop.
- E 3-7 – Council would like all items associated with the Whites Creek link to be included in the UDLP for construction by TfNSW and/or the contractor.

In addition, the PCIS and UDLP should recognise the following connections, although not necessarily for delivery by the UDLP:

- Links with existing and proposed foreshore walks around White Bay, Rozelle Bay and Blackwattle Bay as part of the Bays Precinct transformation
- Links to the future Metro West Station within the Bays Precinct
- Active transport links across a re-instated Glebe Island Bridge
- Linking paths within the RRY park to the proposed City West Cycle Link proposed by IW Council
- Linking a future off-road path from the intersection of Balmain and Lilyfield Roads to the intersection of Lamb and Justin Streets
- A bicycle link beneath the eastern (Rozelle) end of the two bridges at Iron Cove to join both sides of Victoria Road with the foreshore path



## **5. Universal design**

Council is keen to ensure there is a commitment to universal design beyond minimum compliance in the development of all elements of the UDLP. To assist with this aim all universal design guidelines should be referenced when describing the rationale for relevant UDLP items. These include wayfinding, pathways, transport to and from the parklands, park recreational facilities, amenities and street furniture.

The artist's impressions within the UDLP show instances where access would not be universal. Whilst it is accepted that these impressions are indicative only, it may suggest a lack of understanding or commitment to universal design. For example, the artist's impressions of bridges overlooking scenic areas such as wetlands have high rails without clear sight lines for those shorter or seated. Tiered concrete seating around the main playing field does not show a ramp option for access, and there is no seating with armrests and backs.

The detailed design of the public toilets should be consistent with the approach taken by Council's draft public toilet strategy, and it is suggested that the UDLP consider universal design criteria used in the planning of Barangaroo and by the Sydney Olympic Park Authority.

## **6. Traffic generation & car parking**

When the RRY park is operational there is potential for rat-running of motor vehicles along local streets towards the main access points to the park, particularly during regular weekend sporting events and special events. Traffic calming measures may need to be implemented to deter this. In particular, Ryan, Foucart, Gordon and Burt Streets should be investigated for treatment. Construction traffic associated with the RRY park is also likely raise issues. This should be assessed in a Construction Traffic Management Plan for the UDLP areas.

Owing to the size of the park and its function for both active and passive recreation, it will have a regional as well as local catchment. It can be expected that most local users will walk or cycle to the park and some users from further afield will use light rail or other public transport. Inevitably though, a significant proportion of park users would travel by car, increasing parking demand around the RRY park and at key park access points such as Brennan Street.

TfNSW should undertake an area-wide pre- and post-implementation parking analysis and fund any resident parking schemes or other parking management measures that may need to be implemented because of the park. All parking management measures should be in place prior to completion of the park. Council would be willing to assist but responsibility to implement and fund of these measures should rest with TfNSW.

The integrity of the RRY park should not be compromised by providing a surface car park within the park grounds. To avoid this situation, opportunities to provide angle parking on Lilyfield Road next to the park should be investigated. This would likely require kerb realignment adjacent to the park side to ensure the Lilyfield cycleway was maintained and there were no conflicts with pedestrians or cyclists. All these investigations should be undertaken and funded by TfNSW, assisted by Council and the community.

Parking demand could be reduced by providing carshare facilities at several locations around the park and encouraging car share operators operate one-way car share to services the park.

## **7. Traffic noise & air pollution**

As is mentioned above, noise and air pollution from fast moving traffic tends to blight roadside environments. As the UDLP does not include an assessment of these impacts on public domain areas it is not possible to ascertain the extent to which park areas will be affected in this way.

It can be assumed some UDLP areas will be affected in this way, and whilst these areas may be visually attractive, they may not be used in practice and would have limited value for the community. There may also be reluctance by some members of the community to engage in recreational activities in the vicinity of busy roads and ventilation stacks for health reasons. At a detailed level, the design of noise walls, landscaping and other buffers will be critical to minimising these impacts, not only on park users but also on residents living near expanded roadways and intersections.

Traffic also negatively affects the safety and amenity of pedestrians and cyclists, particularly at crossings and where paths are adjacent to busy roads. Further work will likely be needed at the detailed design stage to ensure that all paths near roadways are not unduly affected by noise and air pollution and are as safe and functional as possible.

In order to block traffic noise on bridges, consideration should be given to using perspex or glass instead of steel mesh for the throw screens. Similarly, glass or perspex screens could be provided for the path sections at Rozelle Bay next to the expanded Crescent / CWL intersection and the along the edge of the Rail Park near the motorway's slots. Although there would be some screening by vegetation at these locations, vegetation alone would not be a sufficient noise barrier. When undertaking further detailed designs, other noise-affected locations should be identified and treated in this way.

## **8. Flora, fauna & WSUD**

Increasing tree canopy from UDLP implementation is essential and should be maximised on all UDLP sites. Currently tree canopy cover in the Inner West is less than 20% and Council has a target of 40%. Biodiversity should be a major consideration for plant selection. Council is pleased the UDLP is seeking to incorporate 'connection to country' and has stated a preference for remnant vegetation communities. Local provenance vegetation should be prioritised in the landscaping to create shade via a dense canopy, and to create habitat for local fauna.

The UDLP references soil preparation and testing but does not mention soil volumes for trees. Design and spacing of trees should consider available soil volume. Adequate soil volumes for mass-planting areas and for individual trees could be provided within constructed soil vaults where it is not initially available. Large trees such as figs should have a minimum soil volume of 60-80 cubic metres.

There appears to be an opportunity for street tree planting behind the kerb on the northern side of Victoria Road, particularly at the eastern end. Use of soil vaults to increase soil volumes would help to achieve this.

Monoculture plantings should be avoided. This includes the palm avenues, as depicted in some of the artist's impressions. All turfed areas not on playing fields should be replaced with native ground covers. All the vent stacks should include more greening, which should

include climbing plants as well as plants within green walls. All plants should be irrigated with treated recycled water from the wetland.

Prior to the RRY site being cleared in 2017, it was covered in vegetation and was generally undisturbed by people, providing suitable habitat for small birds and other wildlife. A partial biodiversity offset was funded by TfNSW. Due to lack of space in the immediate area, the offset was only a fraction of the area cleared and was located some distance from the railyards site at Cameron's Cove near the Water Police site.

Putting back as much undisturbed habitat as possible is vital for replacing the loss of biodiversity caused by clearing the site. Passive recreation areas that are seldom disturbed by people can provide valuable habitat. Where possible native groundcover species should be used instead of lawn to increase biodiversity, increase infiltration, reduce compaction and reduce carbon emissions and other costs associated with mowing.

Council is supportive of residents near the Brenan Street bridge in their quest to restore greenery that was lost to establish the bridge construction site. Greenery is needed to screen the new bridge, encourage wildlife to return to the area and minimise the extent of tagging/graffiti. There should be no further tree removal on the construction site. After construction, soil conditions to support dense plantings of large trees should be established. Creepers and smaller trees can assist with screening.

Council supports adoption of WSUD principles in the UDLP's consideration of landscaping and drainage. Keeping water in landscape wherever possible with the use of raingardens, passive irrigation and permeable paving is strongly encouraged. Though the WSUD principles are supported, further comment will be reserved when detailed designs are provided and it becomes apparent that these principles can be achieved in practice.

In general terms, the extent of hard and impervious surfaces should be reduced as much as possible to improve water management. This can be achieved by minimising pathways and using pervious materials like crushed gravel pathways instead of concrete.

The constructed wetland within the RRY park is a positive feature, but this could be augmented with other smaller raingardens and WSUD devices throughout the park. Consideration should be given to naturalising the western drainage channel.

For the Iron Cove precinct there is an opportunity to include WSUD features by increasing perviousness and retaining water in the streetscape, especially in the cul-de-sacs.

## **9. Park design & future use**

As an early action the RRY park could be given an indigenous name in recognition of our first nations people.

UDLP works should serve to unite Easton Park with the new RRY parkland visually and by providing quality walk/cycle connections across Lilyfield Road.

During detailed design stages, further consideration should be given to the recreational needs of the local area and how that will determine the use of the sporting fields. Use of the fields for a variety of sports should be facilitated in the design and encouraged by recreation management policies. Council should lead on the delivery of the sporting precinct with funding from TfNSW. An expression of interest process should be undertaken for the RRY park based on an evidence-based assessment of recreation needs.

From Council's perspective any new sporting infrastructure must be responsive to demonstrated community recreation needs, including the need for facilities which will support a growing population, promote diversity in recreation and pathways for growth in sporting participation. Women and girls sporting needs to be a key consideration given their under-representation in sporting participation within the Inner West.

While Council has yet to resolve future governance arrangements with the NSW Government, future sporting infrastructure development should not proceed on the Rozelle site without a robust community engagement framework to guide such development and a transparent reporting process.

The rationale for the open slot at the M4-Anzac exit portal is not stated in the UDLP. This slot consumes a large area that could be used to increase the size of the RRY park if it was covered. This should be considered in finalising the UDLP and if there is a reason why this can't be achieved, it should be stated.

All land identified in the UDLP as WestConnex 'residual land' should be dedicated as parkland for the benefit of the community.

## **10. Heritage interpretation & public art**

It appears from the UDLP that heritage is an afterthought. Heritage interpretation should be key components of the public domain principals for the new RRY park.

The UDLP should include interpretive treatments for both aboriginal and shared European-aboriginal heritage. The UDLP indicates that some of the historic rail items that were removed could be strategically placed throughout the RRY park with interpretive treatment, or alternatively removed heritage items could be housed within the park with interpretive information.

A detailed heritage interpretation plan should be prepared for the RRY park that includes interpretive themes, designs, locations and draft text of heritage information. The plan could include creative initiatives beyond the plaques and reuse of salvaged items suggested in the UDLP. It could for example incorporate initiatives like public art, landscaping, audio information and heritage interpretation smartphone apps.

Chapter 13 of the UDLP deals only with 'non-Aboriginal' heritage, which should be reinterpreted as 'shared heritage'. Aboriginal heritage should be a primary focus of any heritage interpretation, and it would place the site's industrial heritage in context.

The UDLP notes that there is the potential to reuse salvaged items from the demolitions associated with WestConnex. To this end, a photographic and written audit of all salvaged materials should be provided. A heritage salvage strategy should be prepared to identify the process for re-use of salvaged materials by appropriate individuals, community groups and other organisations.

The multi-layered nature of the RRY site should be reinforced in the heritage interpretation. The UDLP provides an opportunity to improve park users' understanding of the Sydney Harbour landscape, its geographical and geological context, history, current status and future. Information about the impact of climate change could be included.

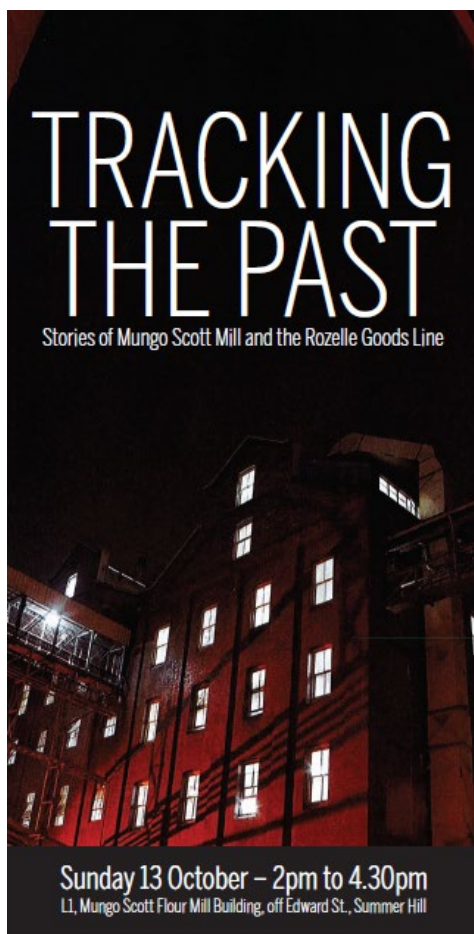
With regard to public art, Council seeks a briefing from the WestConnex contractor to better understand the project and how relevant staff can advise on the public art and placemaking. Council would like to clarify how the Minister's condition of approval related to public art

would be applied. This includes answering questions around who is managing the process and the source of funding.

Council can provide and/or source advice on the suitability of platforms for public art and advanced planning. Pending funding, Council has access to (and can provide information to) a large number of local artists.

For Council, the UDLP's public design commentary around a *"consistent palette of objects and finishes"* and a *"combined suite of urban elements"* describes a backdrop, in preparation for public art and placemaking. There is limited reference in the UDLP to public art and placemaking as a methodology to envision connection to place, and to respond specifically to the Minster's condition which stipulates a requirement for the *"development and delivery of public art throughout the Rozelle Rail Yards using local Artists."*

The UDLP's consideration of the growing community's appreciation and expectation that public art and placemaking will be embedded in place and tell local stories is limited. Therefore the following are requested: more detail about the heritage items available; more detail about heritage interpretation and signage for the site; and a process for expression of local passion for rail history and agitation for public art and signage about this. The latter element is evidenced in event planned around the Flour Mills in Lewisham and the Rozelle Goods Line. See detail of speakers on the flyer *Tracking the Past*, shown below.



## TRACKING THE PAST

Stories of Mungo Scott Mill and the Rozelle Goods Line

FREE EVENT Bookings: [tracking-the-past.eventbrite.com.au](http://tracking-the-past.eventbrite.com.au)

Join us for a fun and informative afternoon of stories about the Mungo Scott Flour Mill and Rozelle Goods Line, as told by heritage experts and former mill and rail workers. Take a look around the restored Mungo Scott Mill building and check out the displays of rail and flour mill artefacts, GreenWay public art and bushcare programs.

**Speakers:**

Uncle Bobby Carroll - Aboriginal Elder and former rail worker  
David Rollinson - Ashfield & District Historical Society  
Leonard Smith - former Mungo Scott Mill worker  
James Dalton - Australian Railway Historical Society NSW Division  
Alex Lofts - GreenWay Steering Committee



Sunday 13 October - 2pm to 4.30pm  
L1, Mungo Scott Flour Mill Building, off Edward St., Summer Hill



The sculptural frame around the ventilation shafts is overbearing. This point may be amplified by what appears to be a lack of a process and/or funding for a number of smaller public art and placemaking interventions at a human scale. The work looks to be corporate and overengineered, despite the source of the artist's inspiration being the overgrown ruins of Ankhor Wat. To achieve this romantic parallel, the greenscaping will need to cover the structure to soften it, or "*romanticise*" it.

The green screening is understood to be required by a CoA. The structure extending between the towers is not supported, unless it will be covered by greenery. If not covered by greenery, it is questioned why it is there. All it seems to do is draw attention to itself, appearing like a blanket with holes has been thrown over an eyesore to disguise it. Perhaps a simpler version of this work would suffice. If decision is made to reduce the scale of the artwork, funds saved could be redistributed to support a small number of alternate and human-scaled aesthetic features.

Council has identified the importance of local creative spaces and artist residencies to our community and economy. Council is keen to identify sites for permanent or temporary artist residencies, where artists could have studio space and offer community arts activities. Suggested sites include the buildings to be retained on Lilyfield Road, next to the children's playground. Temporary sites could include space for shipping container artist residencies.

## **11. Park delivery & maintenance**

Council is concerned that Chapter 15 of the UDLP *Monitoring & Maintenance* is silent on who would manage and maintain UDLP sites. Table 15-22 includes summary of maintenance requirements. These requirements include inspections, cleaning, repairs, pest/weed control, maintenance, pruning, rubbish removal, mowing, auditing/reporting, watering, mulching, removal and replacement plants and fertilising.

It is noted the UDLP has considered the need to minimise maintenance in developing designs and selecting materials. This approach is supported, particularly where there is a synergy between low maintenance and quality design and choice of materials. For example, indigenous plant species usually require less maintenance and durable materials are usually more visually appealing. Further, all areas that do require maintenance should be easy to access and safe and pleasant to work within. For example, the need for maintenance staff to work in confined spaces or next to busy traffic lanes should be minimised.

Responsibilities for management and maintenance should be negotiated and finalised as part of the preparation of an operational maintenance plan. This should be undertaken in a timely fashion to reassure Council and the community that UDLP sites will be managed and maintained to a high standard in perpetuity by the appropriate authority. All management and maintenance should come at no cost to Council.

It is noted that UDLP works would be completed in stages as sites become available and would be completed before WestConnex Stage 3B becomes operational. This would indicate a commitment by the NSW Government to deliver these works as soon as possible.

It is also noted that an area at or near the proposed wetland within the RRY park would be used as a WHT construction site, to revert to park use at completion of WHT construction, which would be some time after WestConnex Stage 3B becomes operational. It is critical that the WHT construction site does not sever the main E-W pathway through the RRY park.