

Recreational facilities at Rockdale and Brighton-Le-Sands

Submissions report

Transport for NSW | March 2020



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Approval and authorisation

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Executive summary

The proposal

Transport for NSW (formerly Roads and Maritime Services) proposes to build new and upgraded recreational facilities at McCarthy Reserve/Ador Park Precinct, Rockdale and Brighton Memorial Fields, Brighton-Le-Sands, on behalf of Bayside Council.

The upgrades are being provided in lieu of compensation for the temporary loss of similar facilities within Rockdale Bicentennial Park when the M6 (previously known as the F6 Extension) Stage 1 construction starts.

Both sites would provide a mix of full- and mid-sized sports fields, new amenity and toilet buildings, upgraded and expanded car parking, a network of pedestrian and cyclist pathways, play areas and other amenities. Each site would have new lighting and a landscaping scheme suitable for the surrounds. A skate park and regional scale playground would be installed at the Ador Park Precinct.

Construction would commence in mid-2020 and the recreational facilities would be fully complete by late 2021.

Display of the Review of Environmental Factors

Transport for NSW (Transport) prepared a Review of Environmental Factors (REF) to assess the potential environmental impacts and describe how the impacts would be minimised during construction and operation of the recreational facilities. The REF was publicly displayed for 15 business days between Monday 2 December 2019 and Friday 20 December 2019 at five locations, as detailed in Table 1-1. The REF was also published and made available for download on Transport's project webpage and the Bayside Council website.

During this time, Transport invited the public to provide feedback on the proposal. Transport also subsequently met with some residents that had made a submission on the project. Other activities were undertaken during the public display period to give the community the opportunity to learn more about the project, ask questions and 'have their say'. These included door knocking the surrounding residents, a community 'pop up' at Rockdale Plaza, emails sent to a project database, a community update made available at local centres and a Stakeholder Liaison Group meeting.

Summary of issues and responses

A total of 117 submissions were received in response to the display of the REF. This included one submission from Sydney Water Corporation and eight submissions from six organisations. A number of duplicate submissions were received and some individuals submitted more than one submission each. The result of this was that 102 unique submissions were received from 88 individual submitters.

All submissions received have been reviewed. The key issues raised and a summary of the responses are outlined below.

Respondents raised concern with the environmental impacts of synthetic turf

Synthetic turf is proposed to be installed for the full-sized fields at both sites only, with the mid-sized fields to be kept as grassed turf. Synthetic turf is more durable over its design life and needs less maintenance. It also provides a consistent level playing surface that soccer clubs value.

Respondents raised concern with the removal of tennis courts at Brighton Memorial Fields

The tennis courts are to be removed as they are no longer considered useable and need to be replaced. Bayside Council is undertaking a strategic review of recreational facilities available within the Local Government Area and, through this process, will determine whether the provision of new tennis facilities would be feasible at an alternative location.

Respondents commented on changes to traffic movement and parking on Sybil Lane

The removal of the tennis courts and provision of a wider pavement at the bend on Sybil Lane would provide more room for access. Residents and the adjacent school would be informed of any temporary short-term closures to minimise inconvenience to access. After construction, Sybil Lane would become one-way northbound, which would improve safety for residents accessing their property. The current restrictions on parking on Sybil Lane would not be changed.

Respondents made suggestions about the location of pedestrian and cyclist pathways

A new refuge has been proposed as part of the M6 Stage 1 to provide connectivity to the M6 Stage 1 shared cyclist and pedestrian pathway and those proposed in the REF. This would be completed as part of the M6 Stage 1 project by 2025. Further east along Bay Street there is another refuge proposed as part of the M6 Stage 1 project that would provide continuous connectivity to Rockdale Bicentennial Park, which in turn provides good connectivity to Brighton Memorial Fields.

A number of submissions raised further issues on the approved M6 Stage 1 project or future stages of the M6. These issues are not considered to be directly relevant to the proposal exhibited and all issues raised have been previously responded to in documentation relevant to that project.

Next steps

Bayside Council, as the determining authority, will consider the information in the REF and this submissions report and make a decision whether or not to proceed with the proposal.

Transport in collaboration with Bayside Council will inform the community and stakeholders of this decision and continue to keep the community informed of the project progress.

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1. Introduction and background

1.1 The proposal

Transport for NSW (formerly Roads and Maritime Services) proposes to build new and upgraded recreational facilities at McCarthy Reserve/Ador Park Precinct, Rockdale and Brighton Memorial Fields, Brighton-Le-Sands, on behalf of Bayside Council. The proposal would improve the quality and functionality of the existing recreational areas by providing additional and enhanced facilities. The upgrades are being provided in lieu of compensation for the temporary loss of similar facilities within Rockdale Bicentennial Park when the M6 (previously known as the F6 Extension) Stage 1 construction starts. The proposed facilities would be permanent and provide a long-term legacy for community benefit.

The proposal would be undertaken at McCarthy Reserve/Ador Park Precinct, Rockdale and at Brighton Memorial Fields, Brighton-Le-Sands. The proposed scope of work has been developed by Transport for NSW (Transport) and Bayside Council.

Key features of the proposal include:

Ador Park Precinct and McCarthy Reserve

- Upgraded full-sized synthetic field
- New mid-sized synthetic field
- New inclusive playground with new equipment and barbeque area
- New skate park
- New amenities building including changing rooms, canteen and public amenities
- New and upgraded lighting for improved security
- Fencing around playing fields
- Tree planting and landscaping
- New pedestrian and cyclist path
- New pedestrian bridge over Muddy Creek
- Upgrade to West Botany Street Bridge to include a shared pedestrian and cycle pathway
- Relocated car park with increased capacity
- New vehicle access off West Botany Street.

Brighton Memorial Playing Fields

- Upgraded full size synthetic field
- New mid-sized grass field
- New play area
- New memorial garden
- New lawn areas
- New amenities building, including changing rooms, canteen and public amenities
- Fencing around playing fields
- Tree planting and landscaping
- Upgraded car park with increased capacity
- New and upgraded lighting for improved security
- New access arrangement for Sybil Lane to improve safety.

The proposed facilities would be completed before construction of the M6 Stage 1 project to minimise disruption to the community. The existing facilities at Rockdale Bicentennial Park would not be affected while the proposed new facilities are being constructed and would be available for community use. Bayside Council would take over the care and maintenance of the facilities once built. Construction would commence mid-2020 and the recreational facilities would be fully complete by late 2021.

A more detailed description of the proposed recreational facilities is found in the Review of Environmental Factors (REF) prepared by Transport. The REF was prepared to assess the potential environmental impacts of the proposed works and describe the measures to mitigate construction and operational impacts.

The location of the proposal is shown in Figure 1-1 and the layout of each location is shown in Figure 1-2.

1.2 REF display

Transport prepared an REF to assess the potential environmental impacts of the proposed works. The REF was publicly displayed for 15 business days between Monday 2 December 2019 and Friday 20 December 2019 at five locations, as detailed in Table 1-1.

The REF was also available to download from the project webpage at www.nswroads.work/M6portal, the NSW Government 'Have Your Say' website, www.nsw.gov.au/haveyoursay, and from a link found on the Bayside Council website www.bayside.nsw.gov.au.

Table 1-1: REF display locations

| Location | Address |
|------------------------------------|--|
| Transport for NSW | 20-44 Ennis Road, Milsons Point NSW 2061 |
| Rockdale Service Centre | 444-446 Princes Highway, Rockdale NSW 2216 |
| Brighton-Le-Sands Library | 1 Moate Avenue, Brighton-Le-Sands, NSW 2216 |
| Kogarah Library and Service Centre | Kogarah Town Square, Belgrave Street, Kogarah NSW 2223 |
| Eastgardens Library | Westfield Eastgardens, 152 Bunnerong Road, Eastgardens |



Figure 1-1: Proposal location



Figure 1-2: The proposal – McCarthy Reserve/Ador Precinct



In addition to the above public display, additional consultation activities were undertaken to inform community and stakeholders of the proposal and the opportunity to comment as detailed in Table 1-2. Communication material provided is contained in **Appendix A**.

Table 1-2: Consultation activities

| Activity | Consultation description |
|--|---|
| Have your say community update – December 2019 | Distributed 24,329 leaflets to local residents and businesses inviting feedback on the proposal in December 2019. |
| Emails | An email was sent out to 1,880 subscribers on Monday 2 December 2019 to encourage receivers to provide feedback on the proposal, with a follow-up email sent on Monday 16 December 2019. |
| Door knocking | Door knocking was undertaken adjacent to the proposed upgraded facilities in Rockdale and Brighton-Le-Sands on Wednesday 4 December 2019 and Thursday 12 December 2019 to 117 and 126 properties, respectively. |
| Community ‘pop up’ | A community ‘pop up’ was held in Rockdale Plaza on Saturday 7 December 2019 between 9am and 1pm. |
| Posters | Posters encouraging facility users to provide feedback on the proposal were placed at placed at key locations in the proposal areas. |
| Interactive website portal | The M6 Stage 1 website interactive portal was updated to reflect the proposal. It included details of the proposed design, a map of the site and descriptions of the features to be provided. |
| Stakeholder Liaison Group meeting | A meeting was held on Tuesday 17 December 2019. There were 14 attendees, including park users, community groups, local sporting club representatives and Bayside Council members. |
| Social media | A targeted Facebook campaign ran between Thursday 5 December 2019 and Friday 20 December 2019, reaching 41,296 residents and road users travelling within the area. |

Particular attention was given to door knocking residents that reside adjacent to the two locations (eg properties on Bay Street, West Botany Street, Farr Street, and Ador Avenue, as well as Crawford Road, O'Neill Street and Kings Road, Brighton-Le-Sands to ensure they were aware of the public display of the REF and how to provide feedback.

1.3 Purpose of the report

This submissions report relates to the REF prepared for the *Recreational facilities at Rockdale and Brighton-Le-Sands* (Transport for NSW, 2019), and should be read in conjunction with that document.

The REF was placed on public display and 117 submissions were received by Transport. This report summarises the issues raised and provides responses to issues raised.

2. Response to issues

Transport received 117 submissions, accepted up to the close of business on Friday 20 December 2019. The table in **Appendix B** lists the respondents and their allocated submission number. The table also indicates where the issues from each submission have been addressed in Chapter 2 of this report.

2.1 Overview of issues raised

Of the 117 submissions received in response to the display of the REF, there was one submission from Sydney Water Corporation and eight submissions from six organisations. A number of duplicate submissions were also received and some individuals sent multiple different submissions. The result was that 102 unique submissions were received by 88 individual submitters.

Each submission has been reviewed to understand the issues being raised. The issues raised in each submission have been extracted and collated, and corresponding responses to the issues have been provided. Where similar issues have been raised in different submissions, only one response has been provided. The issues raised and the combined Transport and Bayside Council response to these issues forms the basis of this chapter.

Of the submissions received from the community and organisations, there were six that stated they support the proposal and 12 that stated they did not support the proposal. However, most submissions did not offer a position at all or did not comment on the proposal.

The greatest number of submissions relevant to the proposal related to features of the design (around 32% of all submissions). These offered suggestions or requests for specific elements to be delivered. The main issue of concern raised by the community was the use of synthetic turf for the two full-sized playing fields. Respondents mostly raised concerns about the environmental dis-benefits of using synthetic turf and questioned why it was needed.

The other key design issue raised by the community included the permanent removal of the tennis court facility at Brighton Memorial Fields. Traffic and transport issues featured strongly in the submissions with the main concern being the changes proposed for Sybil Lane, either with traffic access or access to residential properties from the rear of Sybil Lane. Cycling access issues were also raised by a number of respondents.

The M6 Stage 1 project, although not directly relevant to the recreational facilities exhibited, was the second-most-frequent issue raised by respondents (raised by around 20% of all submissions). Similar issues were raised on the M6 Stage 1 project during the exhibition of the Environmental Impact Statement in 2018 and were responded to in the Submissions Report released in April 2019 or the submissions report prepared for the display of the Preferred Infrastructure Report, released in June 2019. The M6 Stage 1 project (SSI 8931) was approved on Friday 20 December 2019 by the NSW Minister for Planning and Open Space. All reports and approval documents, including the projects Conditions of Approval are available on the Department of Planning, Industry and Environment's Major Project website at planningportal.nsw.gov.au/major-projects/project/10441.

2.2 Government agency

2.2.1 Sydney Water

Submission number(s)

88

Issue description

- Sydney Water owns and operates trunk and reticulation assets located within and outside the project boundary for the proposed project. These assets provide wastewater and potable water services to our customers in the affected area. Sydney Water, during and post works of the project, must continue to provide these services as per Sydney Water's Operating Licence and regulatory requirements
- Sydney Water encourages early consultation and discussions with Transport for these works. We also recommend that all relevant information, plans, needs specifications for these assets are requested from Sydney Water
- Sydney Water reserves the right to assess, based on final project layout and construction designs prepared by the project team and or their contractors, the impacts on our assets located within the project scope, and the potential needs for adjustments funded by the project to accommodate accessibility of our pipes for operational and maintenance purposes, new pavement locations and changes to structures
- Sydney Water requires safe unrestricted access to our assets throughout the life of the project. We need to ensure these assets are fully operational at all times
- Sydney Water recommends early consideration for staging and timing design work and delivery of the project. This is very critical to allow sufficient time for Sydney Water to schedule and program shutdowns and reconnections of our assets. This [is to] ensure that Sydney Water continues to meet its Operating Licence and most importantly maintain services to our customers. A Water Service Coordinator can assist you with this process
- Sydney Water Asset Adjustment process, found on the Sydney Water website, should be adhered to for the relocation, adjustment and or protection of our assets. Additionally, if assets are required to be changed, the environmental approval would need to cover any works identified that may fall outside of the project boundary, but be a result of the project works
- Any trade waste licence request, most notably for removal of leachate, would need to meet Sydney Water's requirements. The environmental approval needs to meet the discharge protocols of chlorinated water due to water main shutdown and reconnection of live Sydney Water assets that would need to be adjusted
- Amplification of assets may be required to facilitate future growth along the development corridor. This would be assessed as adjustment applications are referred to Sydney Water for review. Sydney Water consultation is required early to ensure any amplification are identified, planned and confirmed early
- Close consultation with Sydney Water during the concept & detailed design, construction and operational phases of the project must be required to ensure that the objectives are met and that the impacts to Sydney Water stormwater assets is minimised, or improvements to the receiving environment can be achieved
- Strict requirements for Sydney Water's stormwater assets apply to this project. Transport for NSW should ensure that satisfactory steps/measures been taken to protect existing stormwater assets, such as avoiding building over and/or adjacent to stormwater assets and building bridges over

stormwater assets. Transport should consider taking measures to minimise or eliminate potential flooding, degradation of water quality, and avoid adverse impacts on any heritage items, and create pipeline easements where required

- Out of catchment offset stormwater treatment strategies are not appropriate and are not supported. The project should directly manage and treat stormwater runoff from its own pavement areas
- Any fencing on the stormwater channel must conform with Sydney Water Fencing Policy (AMQ0135) and must be independent of any paths to allow for its removal and reinstatement during future bank rehabilitation works
- Trees between the PCYC building and path on the north end of McCarthy Reserve should be removed from the design as agreed with Transport and Sydney Water to facilitate future access into the channel for the Muddy Creek naturalisation project
- Sydney Water's stormwater quality targets would apply when a connection to our asset is required (Refer to Sydney Water's website sydneywater.com.au/SW/waterthe-environment/how-we-manage-sydney-sw/stormwater-network/storm-water-quality-targets/index.htm).
- Continual communication with Sydney Water regarding the detailed design and flood assessment would be required. Any weakening of the EIS/REF position during detailed design would be critically examined by Sydney Water.

Response

Transport has been consulting directly with Sydney Water since August 2018 about the project. Discussions have focused on flooding risks and the Sydney Water Muddy Creek Naturalisation Project. Muddy Creek is a Sydney Water-owned stormwater drainage channel, which is proposed to be rehabilitated, including naturalising the channel by replacing concrete banks with ones made of sandstone blocks and native plants.

Existing Sydney Water sewer lines and potable water lines at or in the vicinity of McCarthy Reserve/Ador Park and Brighton Memorial Playing Fields have been identified, including stormwater drainage lines into the Muddy Creek channel. The replacement tree planting between the PCYC building and path on the north end of McCarthy Reserve within the proposed design, would be considered in collaboration with Bayside Council to facilitate access to Muddy Creek. Consultation would continue with Sydney Water during project construction. All Sydney Water requirements would be addressed, including the approval process for applicable asset adjustment processes for relocation or adjustment, or protection requirements of Sydney Water assets and water-quality treatment targets.

2.3 Community submissions

2.3.1 Need for the upgrades and the options considered

Submission number(s)

49, 50, 51, 62, 71, 92, 93

Issue description

- The parks should have additional playing fields provided to what the design proposes
- Assurances were previously given that the project would not affect Brighton Memorial Fields
- How much would the facilities cost?

- This proposal does not address the community needs identified by the Recreational Needs Analysis. Ador Avenue/McCarthy Reserve and Brighton Memorial Fields are not viable alternatives for the many local residents using Bicentennial Park for passive recreation. The needs analysis has not been made publicly available
- The skate park would attract anti-social behaviour from users of the PCYC. Provide an alternative facility for users young in age
- The changes should have just been done for the community instead of it being some sort of trade-off for the M6 Stage 1.

Responses

- The configuration of the playing fields has been developed in consultation with Bayside Council. There is not enough space to accommodate the extra number of fields proposed. These facilities try to accommodate a variety of community uses and cannot only be focused on competitive sports.
- The assurances given were that the M6 Stage 1 would not require use of the Brighton Memorial Playing Fields as a construction site or for the permanent infrastructure for the M6 tunnel portal. That entire infrastructure would be built within the existing infrastructure corridor dedicated for motorway purposes. The proposal detailed in the REF is largely an upgrade of the existing recreational facilities that are found in Brighton Memorial Fields. This site was selected by Bayside Council as being the preferred site that best met the objectives after a review of many other sites (as detailed in Section 2 of the REF).
- The proposed recreational facilities have been budgeted to cost around \$20 million and are being funded as part of the M6 Stage 1 project.
- Although the Recreational Needs Analysis informed the proposal, it is not intended to address all community needs identified in the analysis. For example, it would not provide for all passive activities or community events. It is to mainly provide for active recreational facilities that would be temporarily impacted during construction of the M6 Stage construction at Rockdale Bicentennial Park. However, it should be noted that as part of the M6 Stage 1 project, an urban design and landscape plan would be prepared for the restored Rockdale Bicentennial Park. This plan would be developed in consultation with the community and consider passive recreation facilities, such as upgraded walking and cycling facilities within the Rockdale Wetlands Corridor.
- The Recreational Needs Analysis was prepared on behalf of Bayside Council and they are responsible for its public release.
- The proposed skate park in the Ador Park Precinct would replace the skate park impacted at Rockdale Bicentennial Park during the construction of the M6 Stage 1 project. It is currently not proposed to separately fence nor lock the skate park. Once the facilities are opened they would be managed by Bayside Council, with council rangers monitoring the area. Any illegal activities should be reported to council and/or NSW Police
- The construction of the M6 Stage 1 project would have a temporary impact on the open space and recreational facilities at Rockdale Bicentennial Park. The proposal would offset the temporary impacts by providing permanent facilities in Brighton Memorial Fields, Ador Park Precinct and McCarthy Reserve. Once the M6 Stage 1 construction is completed the Bicentennial Park area would be restored. The restored facilities in Rockdale Bicentennial Park would then be available in addition to the facilities at Brighton Memorial Playing Fields, Ador Park Precinct and McCarthy Reserve, resulting in a net increase in recreational facilities for the community.

2.3.2 Description of the proposal

2.3.2.1 Use of synthetic turf

Submission number(s)

1, 2, 16, 37, 38, 46, 51, 56, 58, 59, 64, 73, 75, 82, 92, 93

Issue descriptions

- Respondents suggest synthetic turf is not an upgrade and should not be used because of environmental disadvantages. Grass fields should be used instead.
- Environmental disadvantages include degradation over time due to wear and tear and UV light; degradation leading to particles of turf to breakoff causing pollution; inability to dispose of synthetic turf to landfill; potential for particles of synthetic turf to break off; synthetic turf could melt in very hot conditions; playing surfaces can get hotter than grass, making it unsuitable for use by children; natural grass is half the temperature of synthetic grass which is important when using these fields for sporting events; synthetic turf may become target for arsonists
- Toxic runoff is another disadvantage – would there be runoff into Muddy Creek?
- Synthetic turf is expensive
- Instead of synthetic turf, natural areas should be increased and developed
- The impact of the removal of trees and grassed areas and the heating of the environment through plastic or synthetic substitutions which degrade over a very short time with use may add to climate change affects
- Synthetic fields by their nature are fenced off from the public and closed after soccer use because the council doesn't want the general public causing damage to the synthetic surface eg arson
- Grass is the more sustainable option in the long term. Issues around watering can be resolved if thought is put into recycling water use and grey water can be used for water
- Placing artificial turf on a few fields is not sufficient compensation
- Odour build up is another disadvantage. What happens when a dog urinates on the field?
- Synthetic turf would result in injuries and burns to players or users
- Synthetic turf at McCarthy Reserve is entirely inappropriate as it is environmentally damaging
- The synthetic field would push out other users of this area such as battle tournaments
- Do not support synthetic fields as they have very negative environmental consequences

Responses

- Synthetic turf is proposed to be installed only for the full-sized fields at both McCarthy Reserve and Brighton Memorial Fields to provide high-quality synthetic playing and training fields. The synthetic turf is being designed with Bayside Council to meet FIFA and Football NSW standards to an extent feasible within the constraints of the sites. The proposed mid-sized fields at both locations are proposed to be grassed turf. The upgrade of the full-sized fields from grass to synthetic turf would provide greater durability and allow more intensive use than grass turf. It also provides a consistent level playing surface.
- Grassed turfs are regularly damaged by being over used and when used in wet weather. Bare patches in grass turf often occur around goals and other high-use areas. It is possible to use synthetic turf in wet

weather, compared with grass-turfed areas potentially being closed, avoiding games being postponed or cancelled.

- Synthetic turf requires no mowing, no watering and no application of fertilizers or pesticides. The maintenance costs for grass turf are not needed, and there would be no use of fertilizers or pesticides. Minimal maintenance of synthetic turf, such as sweeping, is needed. This maintenance would also minimise potential for pollution from particles.
- Synthetic turf has a design life of 10 years and would not require replacement until around this time, making it one of the more durable turfs available on the market.
- It is acknowledged that disposing or recycling of synthetic turf would be difficult. However, it may be possible for it to be repurposed for other uses.
- Although synthetic turf would degrade over time, it can be expected to last for its full design life if it is regularly maintained.
- Synthetic turf (artificial grass blades) is generally made from polypropylene, polyethylene or nylon materials, as well as backing materials such as rubber granules. Synthetic field technology has developed to the extent the issues with surface hardness has been addressed and the modern fields are similar to grass turf fields. Turf burn due to falls can occur on both synthetic turf and grass turf, and would be treated in similar ways medically.
- Hot playing conditions are anticipated to occur and it is acknowledged synthetic turf may be hotter than grass turf. However, decisions to start and/or to continue playing during weather events such as heatwaves are risks to be addressed by relevant administrators and managers. This would include the use by children.
- Odours from synthetic turf are not expected, but odour could be a problem if, for example, dogs urinate excessively on them.
- While synthetic turf is expensive to install, it provides good value because of its design life. Decisions on the future surface for these playing fields will be made by Bayside Council.
- There would be both high and low fencing around the synthetic fields. The public would be able to access McCarthy Reserve/ Ador Precinct and the Brighton Memorial Playing Fields. Use of the fields for soccer games would be allocated by council to the various users. It is expected that they would be heavily utilised during the football (soccer) season.
- In regards to sustainability, compared with grass turf, synthetic turf is more durable over its design life and needs less maintenance, including no watering. Grass turf requires more maintenance and regular replacement for the equivalent amount of use. The contribution of the proposed synthetic soccer fields to the 'heat-island' effect of Sydney would be negligible.
- Bayside Council would consider other users of the synthetic turf areas. The areas include a mixture of non-field sport activities and field sport activities. The reinstatement of open space such as Bicentennial Park following construction of the M6 Stage 1 project will provide opportunities to enhance usability of non-field sport activities.

2.3.2.2 Tennis courts

Submission number(s)

5, 34, 40, 83, 90, 91, 97

Issue descriptions

- We are concerned that the tennis facilities would be removed as our family use them; we strongly oppose their removal
- The tennis courts should be retained
- Why remove the tennis courts? The existing courts are regularly used all week, and by the school kids on Fridays; indeed, more would be better than none
- Do not remove the tennis courts they are needed by the community
- The tennis courts provide a barrier for balls going into neighbouring properties.
- Reinstate tennis courts in Ador Park where they used to be and increase the current car park instead of installing a new one.
- Consider including tennis practice walls into the features as these take up much less room and are valuable aids for tennis practice.

Responses

- The tennis courts are to be removed because they are no longer considered functional. The current southern end of the courts would be directly impacted by the realignment of the kerb line of Sybil Lane to improve access, making retention in their current location unviable. Given there are other locations where tennis may be played, as noted in section 6 of the REF, Bayside Council considered it appropriate to remove this facility at this location. Bayside Council will be preparing a strategic review of recreational facilities available within the Local Government Area and, through this process, will determine whether the provision of new tennis facilities would be feasible at an alternative location.
- The full-sized field would include a ball stop high fence, and is aligned so that balls are unlikely to impact on properties near the south east corner of Sybil Lane. The proposed mid-sized field is also some distance away from properties.

2.3.2.3 Amenity building

Submission number(s)

22, 50, 52, 61, 64, 80, 91

Issue descriptions

- Improve the existing amenities
- How far from fences and what height would the amenities block be, in terms of blocking natural light and air circulation on adjoining properties at McCarthy Reserve
- The canteen to be provided in the amenity building would increase littering and encourage picnicking
- Amenity facilities at Ador are too small
- Do not want the amenities block closer to our home.
- What are the expected times that the toilet block will be open? It should be locked at night.
- What are the expected times that lighting around the toilet block will be on?

Responses

- The proposed design would replace the existing amenities at both sites.
- The amenities block at McCarthy Reserve would be about three metres from fences, about three metres high at the rear and four metres at its highest point at the front. The back of the amenities block would be at least partially screened by landscaping and painted a dark colour to blend into the view.
- It is acknowledged that the canteen may encourage passive recreational use, but its main purpose would be to provide food and drinks for spectators and players. Litter bins would be provided.
- An amenity building to service both fields at Ador Park Precinct and McCarthy Reserve will be provided at McCarthy Reserve. A smaller toilet block would also be provided at Ador Park Precinct. These amenity facilities are considered adequate to service the intended function as a soccer field and they are sized to fit within the current constraints of the site.
- The proposed new amenities buildings at Brighton Memorial Playing Fields would be about 40 metres slightly closer to properties along the southern side of the fields than the amenities block currently within the park. This is to accommodate a suitably sized play area and garden within the northern end of the site, in addition to providing a new car park with increased car parking capacity. This change is not likely to substantially change the amenity impacts to the neighbouring residents. The block would still be around 60 metres from residents on the south side of Sybil Lane.
- The toilet block will not be accessible for all hours. It would be locked at night at times to be determined by council
- General lighting around pathways and the toilet block will be operated at all times as a public safety measure.

2.3.2.4 Lighting

Submission number(s)

61, 65, 80, 94

Issue descriptions

- Why are the proposed lighting times until 9.45PM if no one is expected to use the field until that time? The field lighting times should be from sunset to 9.00PM on weekdays and that there be no field lighting on weekends, in line with current field usage at McCarthy Reserve.
- Lighting for fields should face away from adjacent properties or be angled to cause minimal interference.
- Lighting must be suitable for games.
- Would the lights be solar powered?
- The soccer field, playground, carpark, skate park lighting to face away from the houses.
- What are the proposed lighting times for the new carpark? What strategies have been considered to stop heavy vehicles parking overnight at the proposed 88 space carpark?

Responses

- As noted in section 3.2.3 of the REF (Table 3.1), it is expected that the operational hours for the new field lighting would be 9.45. While it is the case that current field bookings cannot be made for times after 9pm, lighting will still be required for a time period after the last game to ensure participants can pack up field and leave field safely.
- The lighting design would aim to comply with the requirements of Australian Standard (AS) 4282 – Control of the obtrusive effects of outdoor lighting and AS 2560:2007 Sports Lighting. Full cut-off

fixtures would be used for lighting where feasible. Residents potentially affected by increased light spill would be consulted prior to construction.

- The level of lighting lux proposed would be suitable for the facilities provided while also considering the neighbouring properties.
- The use of solar-powered lighting is not being considered for the recreational facilities or cycle and pedestrian pathways. The design would include low-powered LED lighting where suitable.
- Lighting will be provided at McCarthy Reserve and Ador Park. There would be consultation with residents potentially affected by increased light spill due to the proposal once detailed design for lighting is complete. Where possible, lighting baffles would be provided to direct light away from neighbouring properties.
- General lighting at the car park would be operated at all times as a public safety measure. Heavy vehicle parking will be monitored by Council and measures implemented if required.

2.3.2.5 Fencing

Submission number(s)

50, 53, 61, 80

Issue descriptions

- No information is supplied about the distance of the McCarthy field from the back fence; the size of neither the fields, nor the fencing material proposed to be used.
- We do not want high ball fencing as its visually intrusive when viewed from the rear of properties along the southern side of Memorial Fields.
- Would there be a fence separating the play area and the shared path at McCarthy?
- The proposal (Figure 1-4) does not include a ball stop high fence in front of neighbouring residential properties. I propose that the current fence in front of neighbouring properties be extended out to Bay Street.
- Keep high fence and continue all the way around because new soccer field and for security of the houses.

Responses

- Information describing the proposal is provided in Chapter 3 of the REF. The full-sized field at Brighton Memorial Playing Fields is about 40 metres from the back fence of Sybil Lane properties to the south. The full-sized playing field would be 95 metres in length by 64 metres with an additional three-metre 'run-off' around the outside of the marked field. This is based on an indicative concept design. Further detailed design would be undertaken to confirm these design details.
- Fencing at McCarthy would be a low chain-link fence of around 1.2 metres located along the western boundaries of the field to protect the synthetic field, and a high chain-link fence of around six metres located along the northern, eastern and southern perimeters of the field to stop high balls and protect the synthetic field
- The high ball fencing at Brighton Memorial Playing Fields is needed to prevent soccer balls going into unwanted areas surrounding the site, for example, residences.
- The need to fence the play area would be considered, but the shared path would not be fenced.
- Boundary fences would not be affected by the design and no new property fences are proposed to be delivered.

2.3.2.6 Dog walking

Submission number(s)

53, 56

Issue descriptions

- Is there room for dog walking, and could dog poo bins be provided?
- The open space between the canal and West Botany Street where the bowling club/tennis courts once were is used as a dog off leash area as there are few off leash areas in this area, could a section of this open space be dedicated to an official fenced off leashed area please.

Responses

- The closest off-leash area is Civic Avenue, lower Scarborough Park (Kogarah). Dog walking would be permitted in the Ador Park Precinct and McCarthy Reserve within the normal council regulations that would apply for recreational areas. There would be no off-leash areas provided as part of this proposal. Dedicated dog waste facilities are provided only where designed off-leash areas are permitted.

2.3.2.7 Soccer fields

Submission number(s)

15, 20, 34, 50, 55, 83, 95

Issue descriptions

- Provide a balance for other sporting facilities such as rugby not just soccer
- The fields should belong to SGFA and the allocation to other clubs be managed only by SGFA
- All available areas should be taken up with formal soccer fields to maximise use of the area
- Realign the large field at Memorial Fields on an east west alignment to reduce the visual impact of the proposed layout
- The Memorial Playing Fields is a sporting field area, not a picnic area; because of where it is, only the locals even know that it's there; so, the emphasis therefore should be on playing fields, not garden/lawn areas
- Need for a full size field at McCarthy, not a 90 metre field
- The proposal should include a running/walking track around the fields (two lanes).

Responses

- The comments are noted. The proposed recreational facilities are to provide for those temporarily lost during construction of the M6 Stage 1 project. Their main sports use is for football (soccer).
- The recreational facilities would be provided for the Bayside LGA, with Bayside Council being responsible for the care and maintenance of the facilities. The facilities would be available for use by all community members, community groups and associations and provide a long-term legacy for all the community.
- The proposed full-sized field alignment at Brighton Memorial Playing Fields is the same as the existing field. Realigning the field would result in a different envelope. Additionally, an east-west alignment is not preferred for field sports in eastern Australia because the sun would glare in players' eyes. Football

Association Australia (FAA) clearly requires a north-south playing arrangement, unless there are exceptional circumstances.

- The current recreational facilities at Rockdale Bicentennial Park and the existing football fields located within the corridor reserved for the M6 project have multiple uses. The facilities need to reflect the needs of the whole community, many of whom have no interest in organised sport. The design of Brighton Memorial Playing Fields takes its design cue from what currently exists at the site and what the community values on the site. Those considered also include, but are not limited to, the adjacent school, the local RSL and passive recreational users. The design is a balance of needs for all users on the site and considers feedback Bayside Council received during the consultation undertaken for the Recreational Needs Analysis study in 2019. The objective for the facilities is that they would be available for use by all community members, community groups and associations and provide a long-term legacy for the whole community. The proposed design layout best reflects this objective
- The main field dimensions proposed at McCarthy are 95 metres by 55 metres, with three-metre run-offs. While acknowledging this is not a full-sized pitch in width, this is a size agreed with Bayside Council as being feasible at this site. There would be further consultation with the soccer clubs on the final size to be built to consider accommodating an increased pitch width.
- The suggestion for running tracks around the main fields would not be possible because there is insufficient room. Each site does include shared pedestrian and cyclist pathways to facilitate access for walkers or runners.

2.3.2.8 Skate Park

Submission number(s)

33, 34, 61, 74

Issue descriptions

- The skate park and lighting should be 'state of the art'.
- Concern that local designers are not being used; that the skate board facilities would be temporary and not robust or suitable.
- What is the strategy, if any, for the clean-up of graffiti and vandalism within the park and surrounding areas (including fencing of adjacent properties) should it occur?

Responses

- Transport is working with a specialist design firm to design the skate park in consultation with Bayside Council and skate park users to ensure the facilities are robust and well designed. Further details about the design would be available during the detailed design stage.
- Graffiti and vandalism would be addressed by the use of anti-graffiti coating where applicable, deterrence by lighting and considering street art as a further deterrence where possible.

2.3.2.9 Passive recreation

Submission number(s)

32, 61, 91

Issue descriptions

- Is it possible to provide parkland space for passive recreation?
- Oppose proposed lawn area near south east corner of Sybil Lane, as it would encourage picnicking, increased noise impact (such as loud music) and other activities which could impact on the amenity of adjacent properties which are very close in this instance. Please replace the lawn either with tennis courts or with a landscaped garden.
- I believe the current proposed location of the south east corner of the new play area (Play area bisected by the cyclist path, Figure 1-4) to be too close to my property. I am a dog owner and use my back gate in order to take my dog out for walks. As stated in the *Companion Animals Act 1998*, dogs are required to be at least 10m away from children's play areas. The current location of the play area may bring me in violation of the Act through no fault of my own.
- What are the target ages of the play area?
- At McCarthy Fields can the southeast corner of the play area be removed?

Responses

- The McCarthy Reserve/Ador Precinct facilities include a play area and a skate park. Areas of lawn are provided at Brighton Memorial Playing Fields.
- The McCarthy/Ador area is relatively small, so passive recreational use is limited. Brighton Memorial Playing Fields adjoin the Rockdale Bicentennial Park, which currently allows more expansive passive recreational use. Once construction of the M6 Stage 1 project is finished, this use will be re-established.
- Landscaping is proposed along the edges of the Brighton Memorial Playing Fields in the south-eastern corner. The types of plantings, including plant heights and any landscaping, would be agreed with Council and the community. It is acknowledged that the relatively small lawn area would be suitable for passive recreation activities. The design layout tries to meet the needs of all users of the facilities. If inappropriate or illegal activities occur, they should be reported to Council and police should be notified.
- The circulation pathway external of the proposed play area provides a clearance in excess of 10 metres from property boundaries and so will allow room to access rear gates, without potentially being in violation of the *Companion Animals Act 1998*.
- The play area at McCarthy will be for all ages as per the regional classification of playgrounds in NSW.
- This area provides an outdoor fitness area with exercise stations. This is an additional recreation facility, not part of the play area.

2.3.3 Consultation

Submission number(s)

12, 32, 50, 61, 74, 87, 91, 92, 93

Issue description

- Thank you for this opportunity to community.
- How will Brighton Le Sands Public School be impacted, will they still have use of the sport ovals?
- The consultation was poor
- There has been no response to letters that have been sent on this project prior to the REF
- The REF display period was too short
- The REF display period should be extended to 31 January 2020
- Consultation just before Christmas is not acceptable
- There has been insufficient consultation; I request details of the activities undertaken.

Responses

- Noted. Thanks for the support.
- Brighton Memorial Fields would be closed to access during the construction of the facilities. Once the upgrades are completed, access to the fields will be restored. We are in continued discussions with Brighton-Le-Sands Public school to determine how we can minimise the temporary impact during construction.
- Unfortunately Transport processes cannot assure that an individual response to all correspondence is provided following the display of project information. However, we acknowledge the issues raised and have since met with the respondent raising this submission.
- The REF was displayed for 15 business days between Monday 2 December 2019 and Friday 20 December 2019. Transport usually displays REFs for 10 business days, so this was a longer period. We have carried out a range of consultation activities, listed in this report in section 1.2, to inform the community of the REF's display since it opened on Monday 2 December. Activities have included a community update newsletter to local residents, emails, doorknocking and a pop-up display at Rockdale Plaza.
- The program to obtain council approval to construct the new facilities is based around ensuring the least disruption occurs for the users of the facilities at Brighton Memorial Playing Fields and at Ador /McCarthy Precinct. As outlined in the REF, construction must be able to commence outside of the soccer season for 2020 and completed before the 2021 winter season, as per the commitments made to the users of these facilities. In order to engage a contractor and meet the program for construction, the REF was displayed in December to ensure this program will be met. Consultation activities implemented to support the display reflected our understanding that some community members may have had competing priorities in the month of December.
- Consultation for the project is outlined above in section 1.2 and the consultation material used is included in Appendix A. Notification regarding the proposal was extensive and there were many options available to make a submission.

2.3.4 Traffic and transport

2.3.4.1 Sybil Lane access issues

Submission number(s)

24, 25, 39, 50, 70, 78, 83, 91, 96

Issue description

- Clarification was requested about the proposed changes to Sybil Lane and noting it was already busy
- Recommended that the existing no-parking arrangements on Sybil Lane remain unchanged to ensure residents have necessary access to garages
- Property access to garages from Sybil Lane was a concern
- O'Neill Street becoming a cul-de-sac was concerning as access would be blocked
- Requested that Sybil Lane be kept two-ways so that residents maintain access their garages without having to go around the block
- With the exception of the initial leg of Sybil Lane from O'Neill Street, the rest of the lane could be moderately widened to a more comfortable two-way width; and the initial O'Neill Street leg could be posted "no stopping" on both sides
- Consideration should be given to the safety of increased vehicles exiting out from Crawford Road as this is a very unsafe intersection
- Sybil Lane should be made wider to allow access from garages toward the north
- Sybil Lane should be signposted for no stopping and be made one-way from north to south.

Response

- Following completion of construction, Sybil Lane would operate as a one-way northbound laneway, with entry from O'Neill Street and exit onto Crawford Road. Sybil Lane would have wider pavement provided where it is currently narrow around the existing tennis courts. This widening and the removal of the tennis courts would eliminate the narrow bend in Sybil Lane and provide easier access to some garages. This change to a one-way street would improve safety of circulating vehicles, as currently there is insufficient room for two vehicles to pass where the existing tennis courts extend into the travel lane of Sybil Lane. Making Sybil Lane one-way northbound is more favourable than southbound as a right turn from Crawford Road into Sybil Lane during school drop-off and pick-up can cause traffic delays along Crawford Road. Crawford Road has only a single lane for drivers accessing the school or travelling further north or south of the area.
- An upgraded car parking area off Sybil Lane is proposed to provide improved access and additional capacity. The upgraded parking area would provide around 60 car parking spaces, including accessibility parking spaces. This would add an additional 26 car spaces to the existing 34 car parking spaces currently provided. Access into properties from Sybil Lane would remain after work is complete. However, during construction, temporary short-term closures of Sybil Lane may be necessary. Residents and the adjacent school would be informed of any closures to minimise inconvenience to access.
- As far as possible, all accesses would be maintained during the construction period. There would be consultation with property owners concerning property access during construction. If necessary, alternative access would be agreed with residents. After construction, Sybil Lane would become one-way northbound, which would improve safety for residents accessing their property.

- There are currently 'No Stopping' signs along Sybil Lane next to the car park. This restriction on parking on Sybil Lane would not be changed.
- O'Neill Street is to become a cul-de-sac as part of the M6 Stage 1 project. While this should improve access, it is acknowledged that some residents close to O'Neill Street may have a slightly longer or different route to their home than they currently have. This minor inconvenience would be offset by the reduced traffic from vehicles no longer using the O'Neill Street access from President Avenue.
- The need for residents to access their rear garages from Sybil Lane is acknowledged, as is the need to go around the block to access garages. However, while Sybil Lane currently allows for two-way traffic it is very narrow. Widening the entire length of Sybil Lane is not preferred as it would need to extend into areas on the southern and eastern edges of the Memorial Fields. Widening the short north-south section of Sybil Lane off O'Neill Street would also require property acquisition and is therefore not preferred. Although a 'pinch point' in the southern section would be eliminated by a short section of pavement widening, making Sybil Lane one-way northbound is required to improve the efficiency and safety of circulating vehicles. It would remove the ability of vehicles to make a right turn from Crawford Road into Sybil Lane, therefore also reducing delay on Crawford Road. It would also be safer for vehicles exiting and arriving at rear garages along Sybil Lane.
- An audit of the Crawford Road/Sybil Lane intersection would be undertaken that would look at the safety of vehicles undertaking a right-hand turn south out onto Crawford Road at this intersection.
- Traffic would exit Sybil Lane at Crawford Road. O'Neill Street access from President Avenue would be closed as part of the M6 Stage 1 project. Potential use of Sybil Lane as an access road to the Grand Parade is not likely given the very indirect route this would require.

2.3.4.2 Parking

Submission number(s)

9, 47, 48, 50, 80, 83

Issue description

- Would the carpark at Brighton Memorial School be available for parents school children attending Brighton-Le-Sands Public School to use for drop offs
- The proposed design should provide more parking
- Parking and traffic movements associated with the recreational facilities need to be reviewed.
- The enlarged parking area is great but the whole of that should be moved to the north so that the northern-most entry/exit aligns with the existing lane access to Crawford Road
- West Botany Street car park spaces should be reduced to 50 car spaces to provide a 20 metre gap away from houses for privacy reasons. Move car park entry further along West Botany Street.
- About 20 years ago the Council acquired 45 Crawford Road to provide additional car parking for the sporting fields and school use; maybe the Roads and Maritime Services could motivate council to develop this vacant area for the purpose for which it was purchased.

Response

- It is understood that the car park is used for school drop-off and pick-up and this was considered in the assessment. During construction, use of the car park would not be permissible and alternative parking arrangements or access for school children would need to be found by parents. Transport and Bayside Council would work with the school on this issue. When the car park is upgraded and is open for use, it would be available for use by parents of school children.

- The project design has substantially increased parking at both the sites. However, the increase is a compromise between the demand for car spaces and the need to include other requirements at the site. Parking would still remain along West Botany Street on weekends and also along Bay Street. There would be a pathway provided along President Avenue as part of the M6 Stage 1 project between West Botany Street and the M6 Stage 1 intersection.
- The recreational design includes shared pedestrian and cyclist pathways to encourage access to these sites via active transport. Bayside Council and Transport would work with the recreational clubs to encourage access to the site other than via car travel, such as by train or bus.
- Aligning the parking entrance south provides a more open and welcoming entrance to the park for pedestrians, it also enables a suitably sized playground to be located in the north, adjacent to the school. These changes have enabled the increased provision in parking spaces to alleviate the current situation of parking on local streets. Also as Sybil Lane would become a one-way northbound street, there would be less need to provide direct access from Crawford Road to the park. A northern entry and southern exit to the new car park allows for better circulation with the proposed one-way arrangement of Sybil Lane.
- The Ador Park car park needs to be 80 car spaces to cater for the expected use of the recreational facilities. Enough space is available for this car park. The proposed reduction to 50 would result in the current unsatisfactory situations whereby users park on local streets. The proposed car park entry is in an optimal location as it needs to be removed from the bridge crossing further north on West Botany Street. The facilities will be managed by Council, including whether to lock the car park and amenity facilities as necessary. Offsetting the design features a further 20 metres from boundaries would mean that many of the features of the park could not be provided.
- The suggestion regarding the property at 45 Crawford Road is noted and we are aware of the proposed purpose of this acquisition. Council is to consider further the best use of this land and how it best may be incorporated into the upgrade of Brighton Memorial Playing Fields.

2.3.4.3 Traffic congestion

Submission number(s)

6, 61

Issue description

- More sporting facilities are good but it would cause a nightmare for traffic on West Botany Street between Bay Street and Bestic Street, especially when traffic coming from the north turns into the carpark and so blocking all through traffic access. Will the car park be left- in left-out only?
- Has any modelling been undertaken in regard to the impact of the project upon completion on the traffic around West Botany Street?
- Is it expected that clearway times will be changed during construction or at the completion of the project?

Response

- Access into the McCarthy Reserve/Ador Park Precinct site car park from West Botany Street would permit all movements. Parking would not be permitted (existing spaces would be removed) opposite the entrance on the both the northbound and the southbound carriageway. This would allow cars entering the facility from the north to wait in the inside lane, while through traffic would be able to pass on the outside lane to continue onto the intersection. The current congestion on West Botany Street on the weekends is caused by parking being permitted within the immediate approaches to the intersection. The parking reduces the traffic lanes down to a single lane in each direction. The design includes a

proposed car park with 88 spaces provided for users, 78 more spaces than is currently available. This would reduce some of the traffic impacts due to drivers parking on the road. In addition, the proposal commits Bayside Council to review traffic conditions on this stretch when the facilities are operational to determine whether further changes to the traffic network are required.

- Intersection modelling analysis has been undertaken for the intersection of West Botany Street and Bay St along with the intersection of West Botany St and Ador Ave, the two adjacent intersections surrounding the upgrade works. This has been addressed in Chapter 6, Section 6.1.2 and Section 6.1.3 which covers the existing conditions, construction impacts and future impacts when the upgrade works are complete.
- No clearways are proposed on West Botany Street as part of this proposal.

2.3.4.4 Pedestrian and cycle pathways

Submission number(s)

26, 32, 41, 47, 54, 63, 76, 84, 59

Issue description

- Respondent would like to see bicycle/pedestrian crossing or bridge over West Botany Street, connectivity between other recreational facilities and additional cycle and pedestrian paths
- The cycle pathways are pointless unless a bridge is provided over West Botany Street and the pathway continue onto Bestic Street
- Needs more pedestrian access, probably a bridge crossing over West Botany Street
- Pedestrians accessing the site from West Botany Street require a safe place to cross
- The Bay Street end of the cycle path should be another bridge over Bay Street and further planning for extending the path to meet the one proposed for the Brighton Memorial Playing Fields
- On the online portal, the cycle paths shown are different to those on your printed M6 Stage 1 Have your Say brochure, because on the latter, no path is shown at all alongside the Brighton Memorial Playing Fields
- Cycleways should be safe, not shared with pedestrians and vehicles
- The cycle pathways should be expanded
- There seems to be an absence of a well-considered and high quality cycleway and footpath connections to be included within this design
- Would there be bike parking facilities for people not wanting to drive to the playing fields?
- The respondent requested pedestrian crossings on Bay Street from Cairo, Aboukir and Garnet Streets and a bicycle route along Bay Street
- Provide a bicycle path extension as far as Rockdale Train Station.

Response

The purpose of this consultation was to provide an opportunity for the community to comment on the proposal for the recreational facilities at Rockdale and Brighton-Le-Sands. However, an explanation of how aspects of the M6 Stage 1 project would connect in with the proposed recreational facilities is provided below in response.

- The M6 Stage 1 project would provide a continuous shared path from West Botany Street west onto West Botany Street east with a continued path up to the netball courts and north toward Bestic Street. However, the M6 Stage 1 project would connect up to Bestic Street which when complete would

connect into the existing cycle path up to Cooks River. Further extending and connecting to other cycle paths, such as along Bay Street, is beyond the scope of the recreational facilities project

- A new refuge has been proposed as part of the M6 Stage 1 to provide connectivity to the M6 Stage 1 shared cyclist and pedestrian pathway and those proposed in the REF. This would be completed as part of the M6 Stage 1 project by 2025. Further east along Bay Street there is another refuge proposed as part of the M6 Stage 1 project that would provide continuous connectivity to Rockdale Bicentennial Park, which in turn provides good connectivity to Brighton Memorial Fields. To provide a bridge over West Botany Street at this location would require significant space that is not available
- The numbers of pedestrians crossing at West Botany Street near to the car park access would not be significant. Pedestrian refuge areas would be included along the West Botany Street to permit safer crossing to the McCarthy Reserve/Ador Park Precinct
- Transport and Bayside Council will consider road safety within the review of road network performance post-opening.
- Although a shared pedestrian cycle pathway has not been proposed as part of the Brighton Memorial Playing Fields design, space provision has been made at the northern edge adjacent to the school boundary. The M6 Stage 1 project includes a shared pathway through Rockdale Bicentennial Park that would connect to the Brighton Memorial Playing Fields site. Bayside Council is currently developing a Bike Plan in collaboration with the community which will identify priority future cycleways.
- The shared pedestrian pathways at Ador Park Precinct have been designed to be five metres in width with 1.5 metres for pedestrians, three metres for cyclists and a 0.5-metre 'median' separation. Where width permits, they would be physically separated by a low median that prevents stray bikes entering the path of pedestrians and the designated pathways would be clearly marked on the pavement. Where space is especially constrained, the total width could be three metres, however these would be short sections only. These widths are still considerable, are in accordance with the Austroad standard and provide the best access in sites that have different demands
- Cycle parking hoops would be provided in the parking areas at both recreational sites to encourage access to the facilities via bicycle
- The suggested safety improvements along Bay Street are not part of the upgrade of the recreational facilities.
- No bicycle routes are planned along Bay Street as part of the proposal. A bicycle route is proposed as part of the recreational facilities, bridging Muddy Creek adjacent to West Botany Street at the south-east corner of Ador Avenue Reserve and then proceeding along the eastern side of Muddy Creek to Bay Street. A pedestrian bridge from the bicycle route would also connect the new McCarthy Reserve and Ador Park Precinct facilities
- An extension of cycle paths from West Botany Street to Rockdale Train station is not related to the current proposal.

2.3.5 Noise and vibration

Submission number(s)

50, 61

Issue description

- The proposed fields at Brighton Memorial would attract more players and spectators resulting in more noise. This would decrease the value of homes in this area. We request double glazing of windows as a result of this increased noise.
- As stated earlier, the report makes the wrongful assumption that the project is a simple upgrade to the Ador Park Precinct and would therefore 'not be introducing a new type of noise'. However, as stated the precinct currently contains 'no notable recreational infrastructure' and thus, general recreational and sports noise is not an 'established feature' as the report suggests but is in fact near non-existent. Furthermore, the report states that 'noise levels at nearby residential receivers are over 50dB during the daytime and evening periods ... Noise from the use of the McCarthy Reserve/Ador Park Precinct recreational facilities would not be considered loud relative to the ambient noise levels'. However, a soccer whistle is in the order of 100-120dB and given the proximity of the midi field and playground I believe that noise levels will be nearly double current ambient noise levels stated in the report and may interfere unreasonably with my comfort. Therefore I propose that methods to reduce noise emitted to nearby properties be employed (e.g. noise cancelling fencing, trees etc.).
- What is the extent of nightworks for the project? Is there a foreseen number of nights that nightworks will be required?

Response

- It is likely that the Brighton Memorial Playing Fields would be used often. The intensity of use, however, is likely to be greater at weekends and in the evenings compared to during weekdays.
- The noise generated by the use of the Brighton Memorial Playing Fields would be similar to that already generated by the existing recreational facilities. Noise from the use of the Brighton Memorial Fields may at times be audible at nearby residential receivers. Given that the proposal is an upgrade of existing recreational facilities in the area, however, the character of the noise is not expected to change significantly and is considered to be typical and acceptable for the surrounding areas. The noise generated would not be considered loud relative to the ambient noise levels in the area at the distance that properties are located from the main noise sources.
- Based on the above considerations, and similar to the McCarthy Reserve/Ador Park Precinct, noise associated with the use of the Brighton Memorial Playing Fields is unlikely to be considered 'offensive'
- The value of surrounding properties is unlikely to decrease due to these facilities. An investment into local infrastructure such as is being proposed has the potential to increase the social benefit for surrounding the areas.
- Whether night works are required is to be determined by the contractor when appointed. The REF noted at section 3.3.3 that there may be limited night work required. Night work would be minor in nature and of short duration.

2.3.6 Landscape and Visual

Submission number(s)

11, 50, 52, 61, 80

Issue description

- Would the landscape design include mature trees?
- What types of trees would be planted on the western side of the reserve (McCarthy Reserve, Parr Street side)
- Concern regarding the visual impact of two high ball fences at either end of proposed synthetic field at Brighton Memorial Fields
- What lighting would there be at night? No consultation was given regarding the lights already installed by council at Brighton Memorial Fields. These lights are often left on overnight
- We request that approval is provided for a higher rear fence for privacy and safety
- How far would the trees be from resident's fences in terms of blocking natural light and air circulation?
- Table 6-23: VR 2, represents the current view from the granny flat in my backyard. I disagree that the significance of visual impact to be 'Moderate-Low' given the number of new facilities that will be created. Additionally, two windows within the granny flat on my property face directly onto the precinct and have a direct line of sight.
- Do not put large trees as the roots will be destructive under fences.

Response

- The landscape design would include tree sizes ranging between six and 25 metres when mature. The tree planting would consider the suitability of the specimen to the location in terms of the space that is available and the function desired
- Types of trees to be planted would be discussed with Bayside Council. Typical tree species would include banksia, Sydney peppermint, turpentine and blueberry ash species, to be determined based on site and availability
- The high ball fences are needed to prevent balls escaping into adjacent areas. Transport would seek to use chain link mesh that is less visible to minimise any potential visual impacts of the fences.
- Brighton Memorial Playing Fields are currently floodlit, as identified in the REF. This lighting was approved by Council and installed prior to the facilities now proposed. It is proposed that four new light poles are required for the full-sized synthetic playing field at Brighton Memorial Playing Fields. The lighting would be designed for professional competition in accordance with relevant standards and would minimise light spill and direct light that would be experienced on adjacent residential properties. The proposal would be to design in accordance with Standard AS4282, *Control of the obtrusive effects of outdoor lighting*, to minimise light trespassing into the surrounding residential properties. Once detailed design for lighting is available, consultation would occur with residents potentially affected by increased light spill
- The alteration of private property fences that are not shared by the proposal is beyond the scope of this upgrade. Changes to private property fencing should be discussed with council, as appropriate
- Plantings would generally be located along the perimeter of the upgraded facilities. At the western boundary of McCarthy Reserve plantings of trees and shrubs would generally be small trees or low shrubs, varied in height and spaced to ensure they do not block daylight or air circulation.
- The view will change, however the assessment is considered to reflect this change.
- The planting scheme would not place large trees too close to fences.

2.3.7 Biodiversity

2.3.7.1 Synthetic turf

Submission number(s)

1, 2, 46

Issue description

- The synthetic turf is not sustainable resulting in loss of insects, serves no biological function - birdlife and fauna would be annihilated
- The use of synthetic turf would harm biodiversity through the replacement of trees and the reduction in foraging ground for wildlife
- Synthetic turf cannot be used by wildlife
- Instead of synthetic turf, natural areas should be increased and developed.

Response

- The existing grass pitches provide minimal biodiversity benefits. They are comprised of a single monoculture of grass sward that is compacted and subject to frequent disturbance through use or maintenance. These factors mean that the pitches do not function as an ecosystem and have very little biodiversity value.
- While it is acknowledged that biota such as insects would not use the area of the synthetic turf once installed and that even these maintained grass areas provide an environmental function, the impact on biodiversity would be relatively very minor and would not result in the annihilation of birdlife
- For each site, the location for synthetic turf is in an area where there is currently a grass field. In general, trees would not need to be removed in order to install the synthetic turf. However, because the McCarthy Reserve field has been slightly increased in size, there may be a small number of trees affected where they are currently close to the edge of the pitch and damage to the roots could make the tree unstable. A qualified arborist would make this assessment at the appropriate time prior to construction to confirm whether they may be retained
- The proposal is needed to meet the needs of those who use the existing facilities at Rockdale Bicentennial Park. The proposal largely upgrades existing uses and does not increase the loss of natural areas. Further, the M6 Stage 1 project would be undertaking rehabilitation of the Rockdale Wetlands Corridor between Bay Street and President Avenue. This work would have long-term beneficial outcomes for the urban natural areas that are found here.

2.3.7.2 Tree and vegetation loss

Submission number(s)

47, 77, 92, 93

Issue description

- The vegetation evaluation for Ador Avenue and McCarthy Reserves are inadequate. What trees and shrubs are being retained and which are to be removed is not possible to understand.
- There is a need to conserve trees and wildlife.

- There is an opportunity to create new habitat on this public land without compromising its recreational use, so that connectivity between existing habitats is improved.
- The cumulative impact on Rockdale's biodiversity corridor and fauna such as the Grey-headed Flying-fox has not been assessed. The REF report views the loss of vegetation for the recreational facilities project in isolation and this is very misleading. The cumulative biodiversity effects of the entire F6 extension [M6] project must be assessed so that the total biodiversity loss for our local area is calculated.
- On one of your field diagrams it appears a significant ecosystem of mangroves would be removed to be replaced by other inappropriate trees (of lesser value).
- Potential loss of trees and open space at Monterey.

Response

- There is currently a mix of planted and native vegetation at both of the sites. Figure 1.2 and Figure 1.3 of the REF report clearly show the existing vegetation on both sites. The figures are on a background of aerial photographs of the locations. Figures 1.4 and 1.5 show the vegetation that would be removed within the proposed boundary area (the boundary denoted by the red dashed line described in the legend). Existing trees to be retained are clearly indicated. As per the management commitment within section 6.4.4 of the REF report, the next stage of design would look to further protect and retain existing trees where feasible, especially any fauna habitat trees identified in figures 6.8 and 6.9 of the report.
- To improve habitat connectivity, the proposal includes substantial new tree plantings. The work is set back from the Muddy Creek channel in order to provide space so that Sydney Water may implement their ongoing program for the naturalisation of the Muddy Creek channel. The McCarthy Reserve / Ador fields are recognised as priority habitats for habitat connectivity because they are situated within the reserved F6 Corridor. The design seeks to minimise clearing of habitat trees and any significant native trees to the extent it is possible. Coupled with the new landscaping and the provisions for the Muddy Creek naturalisation project, this provides a realistic opportunity to improve habitat connectivity in this location, whilst retaining its current use for recreation.
- Appendix C of the REF includes the supporting information for biodiversity. None of the vegetation within the sites is assessed to be significant. Both areas provide very limited fauna habitat. While some vegetation would be removed, some would be retained and both areas would be landscaped. A range of suitable plantings would be agreed on with Council for the landscaping
- Some trees may need to be cleared to provide the facilities and this would mostly occur at Brighton Memorial Playing Fields at the current location of the car park area. These trees were all planted during successive upgrades of the facility and have grown from relatively small landscaped specimens. The proposal includes a substantial landscaping component, including the replacement of all trees that are to be removed with new plantings. The new trees would, over time, match the amenity and biodiversity values of those they replace
- There would be small amounts of native vegetation removed due to the proposed recreational facilities. Cumulative impacts are assessed in the REF as being negligible. Cumulative biodiversity impacts were also assessed in the M6 Stage 1 EIS, and although the biodiversity impacts in the REF were not included, the additional cumulative biodiversity impact for the recreational facilities is negligible
- The potential impacts on the grey-headed flying fox were assessed in the REF (refer Appendix C). The conclusion of the 'test of significance' under the NSW *Biodiversity Conservation Act 2016* was that it is unlikely that the proposed development would result in a significant impact on the life cycle, foraging activities and survival of the grey-headed flying fox. Vegetation planted as part of the landscaping would include species that provide a foraging resource for grey-headed flying foxes
- There are no mangrove areas in or near the proposed facilities. The Muddy Creek waterway between McCarthy Reserve and Ador Park is fully concrete lined, with no aquatic instream vegetation and no riparian vegetation on either side of the waterway. The canopies of some trees in Ador Park partially

overhang Muddy Creek near Bay Street. There would be some trees cleared in both areas, although this would be limited with the majority retained

- Works are not proposed within Monterey for the recreational facilities.

2.3.8 Surface water and flooding

2.3.8.1 Water quality

Submission number(s)

61, 86

Issue description

- The construction of the recreational facilities has potential to impact on water quality of the entire Rockdale Wetlands Corridor if they are not appropriately managed.

Response

- A wetlands biodiversity corridor is recognised in the Bayside Council biodiversity strategy. The corridor is largely in the reserved corridor for the future F6 (now M6) corridor. The M6 Stage 1 project largely avoids the current corridor as it is a tunnel
- Appropriate protection for aquatic biodiversity and surface-water quality would be implemented during construction. These measures would include:
 - A site-specific Erosion and Sediment Control Plan with a prohibition of the release of dirty water into drainage lines and/or waterways as a minimum
 - Visual monitoring of local water quality to identify any potential spills or deficient control
 - Measures to manage accidental spills and leaks would be included in the site management plan
 - Protocols to manage weeds and pathogens entering into the waterways from the sites.

2.3.8.2 Flooding

Submission number(s)

1, 61

Issue description

- Synthetic turf does not mitigate flooding like normal grassy spaces, flooding would increase.
- The synthetic fields would have greater impact on flooding in the area because they are impermeable and would increase the amount of rainfall run-off into the stormwater system.
- Bayside council has not yet made the results of the BMT WBM flood study 2019 available to members of the public on their website. Will an additional flood study be conducted on the site?
- Are any works (pipelines etc.) planned to reduce risk of potential future flooding?

Response

- The McCarthy Reserve/Ador Park Precinct is currently flooded by the one in a hundred year flood event, mainly along Muddy Creek, with some flooding impacts still expected once the fields are operational. Flood modelling within the design aims to match these levels. The future flooding extent

has been assessed to be no worse than the existing levels as a result of this upgrade. Stormwater drainage would be provided to manage expected stormwater volumes and discharge. For the Brighton Memorial Playing Fields, minimal to nil changes to flood impacts are expected from the upgrade

- As described in section 6.5 of the REF, the final design of the sites would achieve the requirement of no net loss of floodplain storage or conveyance. In general, the design surface levels would be designed to have minimal change to current flood behaviour. The synthetic pitch surface is permeable and would have an internal drainage system that would capture water and direct this to the stormwater system. The amount of run-off would be very small compared with the catchment area and not be so great as to overload the system and result in increased flood waters.
- Flood modelling was undertaken on proposal and as reported in the REF has no impact on area. As the proposal is not found to negatively affect flooding no additional augmentation of stormwater drainage is necessary.

2.3.9 Socio-economic

Submission number(s)

50, 64, 68, 69, 74, 75, 84, 91, 94

Issue description

- The facilities (fields amenities at Brighton Memorial) would be closer to our home (house backing onto Sybil Lane)
- Current security in park is lax, with frequent meetings of cars. Current poor lighting, but bright lighting not appropriate for the area. Expansion of car park would exacerbate security problem. Also trail bikes and drones are used in the area
- Greater potential for trespass onto our property and backyard pool area by people seeking lost balls or lost drones, causing distress
- Perceived impacts on local child with pre-existing health concerns as a result of the upgrade
- The upgrade would increase the potential for situational crime near properties
- Reduce parking congestion by providing, faster turnover rates, and the ability for residents to be exempt from parking time limited restrictions
- Concerned that the new facilities provided should be made available to all users and not only the club members.

Response

- The proposed mid-sized field and amenities buildings would be moved slightly further south. This would make the amenity building 40 metres closer to some homes than the current structure however the amenity building would still be a distance of 60 metres from the building. The full-sized field would be in the same location as the current field.
- Criminal matters should be reported to NSW Police and Council. The proposed upgrade is not anticipated to lead to an increase in this type of activity.
- The potential for trespass due to retrieval of lost items is not expected to increase as a result of this upgrade. With proper ball stop fencing installed, it is more likely that this issue would be reduced. Should trespassing occur, contact should be made with council and/or NSW Police.

- The concerns relating to perceived impacts to a local child with pre-existing health concerns are acknowledged. Project team members will continue to keep the family informed and discuss strategies to potentially minimise impacts of construction and operation of the facilities at Brighton Memorial Playing Fields. The project has been designed with the aim of minimising impacts on the community. Nonetheless, there would be some construction-related impacts and changes to the amenity of the area. The REF identified and described the potential environmental impacts from construction and operation of the proposed works and also identified a suite of mitigation and management measures that would be adopted to minimise impacts on the community.
- The potential for illegal activities is acknowledged and should be reported to NSW Police. Crime prevention measures such as providing lighting and unobstructed sight lines can be used to reduce these activities in accordance with crime prevention through environmental design (CPTED) measures. The incidence of crime should not increase as a result of the proposed design.
- The specific regulation of the car park off Sybil Lane would be a matter for Bayside Council to determine and would include consideration of ways to minimise anti-social behaviour at the car park.
- As noted in the REF (eg. pages 1 and 134), 'the new and upgraded recreational facilities proposed would be available for use by all community members, community groups and associations and there would be equitable sharing of the fields between the community, football clubs and other users.' However, Bayside Council would, as the asset owner, be responsible for determining arrangements for access to the fields.

2.3.10 M6 Stage 1 project

Submission number(s)

4, 10, 14, 18, 19, 21, 23, 27, 28, 31, 36, 42, 44, 45, 51, 57, 79, 81, 85, 89, 60, 66, 67

Issue description

- Would the M6 Stage 1 project be a toll road?
- Object to the M6 Stage 1 as it is a plan to bolster the pockets of the already rich by decimating our environment
- Tunnelling for the M6 Extension would cause damage to our house; would I be offered a site inspection?
- Issue downloading the EIS document from the website
- The exhaust stack is located in an inappropriate location opposite the Rockdale Bicentennial Park.
- Vehicles using the M6 Stage 1 tunnel should not be permitted to use Chuter Avenue
- The M6 Stage 1 project would impact me with noise
- M6 project traffic from President Avenue would lead to Monterey and Ramsgate becoming traffic thoroughways
- New roads are not needed, instead provide more public transport
- M6 stage 1 should be three lanes
- Air pollution from ventilation outlets would impact on school children
- Proposal would not help people in Cronulla
- Respondent considers the project to be an abomination
- Respondent is concerned that trucks on M6 Stage 1 would cause a large impact on President Avenue and the road network
- Respondent is of the opinion that there are no problems with the traffic in the area. M6 booklet is incorrect, with figures out of proportion

- The existing cycleways in the area are sufficient
- No more tollways and stop selling our land
- What about the parks further down West Botany Street at President Avenue?
- There is no cyclist and pedestrian bridge on crossing President Avenue, no lights on Civic Avenue & President Avenue & no lights on Lachal Avenue and President Avenue which were all promised
- Council should be focusing more on solving traffic congestion in the suburbs than providing more recreational facilities
- We would like to know what is being planned for the walkway that leads from Kings Rd to West Botany St. At the moment there is stagnant water and lantana. We are hoping that the water problem there will be looked at as it is open and dangerous to children, not to mention mosquitos breeding.
- Our residential streets became your workers car park during the New M5 construction. We would like to suggest that public transport for your workers and mini bus pick up from Wolli Creek station. Actually, Wolli Creek Station to your work site is closer than from our street
- The M6 Stage 1 would bring more traffic and it should have been implemented with Stage 2 to Sutherland
- There needs to be consideration to control the increased traffic that would be going through O'Connell Street, Monterey during construction of the M6 and after. Especially after the completion of Stage 1 the traffic leading in/out of the M6 would be using O'Connell Street as a corridor a lot more, once the President Avenue exit/entrance to the M6 is in place.

Response

The purpose of this consultation was to seek feedback on the proposed concept designs and REF for the recreational facilities at Rockdale and Brighton-Le-Sands. The issues and concerns raised regarding the construction or the operation of the M6 Stage 1 project have been responded to in the M6 Stage 1 Submissions Report. A link to that report can be found on the Department of Planning, Industry and Environment website at planningportal.nsw.gov.au/major-projects/project/10441.

Although out of the scope of the facilities proposed, the responses below provide a brief reply to some of the questions raised.

- The M6 Stage 1 project would be tolled. The M6 Stage 1 tunnel is proposed to be tolled at \$2.44 once open to motorists in 2025. As the M6 Stage 1 would connect motorists to the New M5, which has a flag fall toll of \$1.67 (2025 dollars), the total minimum journey when using the M5 and M6 Stage 1 would be approximately \$6.27 (2025 dollars)
- The NSW Government would own and operate the project and collect revenue from tolling. A tolled motorway applies a 'user pays' principle to the provision of the faster alternative route compared to existing routes
- Concerns raised about tunnelling for the M6 Stage 1 are addressed within section C13.1 of the M6 Stage 1 Submissions Report
- Regarding the problem of downloading Chapter 11 of the EIS from our website, this issue has now been resolved and the link directed to the correct document. Chapter 11 – Noise and vibration can be found at page 167 in the EIS volume, which available on our portal
- Comments about the M6 Stage 1 ventilation outlets and the considerations given to their location are addressed in section 5.5.1 of the M6 Stage 1 EIS
- Issues regarding the existing local traffic network, access surrounding President Avenue and the potential for noise impacts have been addressed and responded to in the M6 Stage 1 Submissions Report
- The M6 Stage 1 is to be built as three lanes, but would initially open as two lanes and later be made three if needed. Further feedback on the need and justification for the M6 Stage 1 is provided in section 3.2 of the M6 Stage 1 Submissions Report

- The concerns raised regarding air pollution and health have been addressed in the M6 Stage 1 Submissions Report
- The proposed recreational facilities are proposed at the Rockdale and Brighton-Le-Sands area
- The booklet was part of the M6 Stage 1 EIS display, and is not part of the recreational facilities' REF. The REF shows the proposed recreational facilities
- The M6 Stage 1 project EIS does identify traffic congestion, which, as suggested, includes the President Avenue and Princes Highway intersection. Current truck numbers using the road network in the area are based on actual traffic counts. The EIS also includes predicted truck numbers in future years
- New cycle paths are part of the proposed M6 stage 1 project. Their provision is supported by user groups, Council and the public in general
- The M6 Stage 1 project will be tolled. No land is to be sold for either the M6 Stage 1 project, nor the recreational facilities
- The parks along West Botany Street, including Rockdale Bicentennial Park, would be used during the construction of the M6 Stage 1 project, and are not part of the recreational facilities REF. The parks and their facilities would be restored once M6 stage 1 construction is completed. A ventilation facility for the M6 Stage 1 project is to be installed in the Rockdale industrial area
- The issues raised are related to the M6 Stage 1 project intersections at Civic Avenue and Lachal Avenue. A bridge over President Avenue and the signalisation have been provided at those locations. As a result of feedback received through the EIS process, changes to access at Moorefield Estate were detailed in the Preferred Infrastructure Report, released in April 2019
- The project scope includes Local Area Traffic Management measures along O'Connell Street and Chuter Avenue from President Avenue to Ramsgate Road. The measures would consider implementing load-limit signs, raised pedestrian crossings, speed humps and so forth. This would discourage long-distance traffic along this route and encourage these through journeys to use the Princes Highway and the Grand Parade.

2.3.11 M6 Motorway – future stages

Submission number(s)

3, 7, 8, 13, 17

Issue description

- When would further stages of the project occur?
- I live in Sans Souci, would the project affect me?

Response

The purpose of this consultation was to seek feedback on the proposed concept designs and REF for the recreational facilities at Rockdale and Brighton-Le-Sands. The issues raised regarding future stages of the M6 motorway have been responded to in the M6 Stage 1 Submissions Report, available at planningportal.nsw.gov.au/major-projects/project/10441. Although beyond the scope of the facilities proposed, the responses below provide a brief reply to some of the questions raised.

- The M6 Stage 1, between the New M5 Motorway at Arncliffe and President Avenue at Kogarah, is the first section of the proposed M6 project. The M6 Stage 1 has been recently approved, with construction anticipated to start in 2022

- It is anticipated that Section B of the project would potentially run from Kogarah to Taren Point via Carlton and Sans Souci, while Section C would potentially run from Taren Point to the A1 Princes Highway in Loftus. There are no plans to further investigate the remaining area (Section D) between Loftus and Waterfall for a motorway connection
- There is currently no timeline, funding commitment or planning approval for Section B or Section C of the M6 Road Corridor Reserve. However, the road corridor, reserved since 1951 for future sections of the M6, remains in place. Information relating to this corridor is represented on the Local Environment Plan for the Sutherland Shire as well as the Local Environment Plan for Rockdale. To determine the proximity of properties to the corridor, please review the NSW Government's Planning Portal at planningportal.nsw.gov.au
- The M6 Stage1 interactive portal shows the current design of Stage 1, received planning approval from the Minister for Planning and Public Space on Friday 20 December 2019. The portal is available via nswroads.work/M6portal.

3. Environmental management

3.1 Environmental management plans

The REF for the proposal identified the framework for environmental management, including safeguards and management measures that would be adopted to avoid or reduce environmental impacts (section 7 of the REF). Should the proposal proceed, these management measures would be incorporated into the detailed design and applied during the construction and operation of the proposal.

A Construction Environmental Management Plan (CEMP) would be prepared to describe safeguards and management measures identified. The CEMP would provide a framework for establishing how these measures would be implemented and who would be responsible for their implementation.

The CEMP would be prepared prior to construction of the proposal and must be reviewed and certified by the Transport for NSW Environment Manager, Sydney, prior to the commencement of any on-site works. The CEMP would be a working document, subject to ongoing change and updated as necessary to respond to specific requirements. The CEMP would be developed in accordance with the specifications set out in the QA Specification G36 – Environmental Protection (Management System), QA Specification G38 – Soil and Water Management (Soil and Water Plan), QA Specification G40 – Clearing and Grubbing and QA Specification G10 – Traffic Management.

3.2 Summary of safeguards and management measures

After consideration of the issues raised in the public submissions, the safeguard and management measures have been reviewed. The scope of the proposed road safety audit safeguard (TRA7) would be expanded to include additional road intersections. In addition a new safeguard (TRA9) has been provided to undertake an audit of the pedestrian and cyclist movements through the proposal sites.

Should the proposal proceed, the environmental management measures in Table 3-1 would guide the subsequent phases of the proposal. Additional and/or modified environmental safeguards and management measures to those presented in the REF have been bolded and deleted measures, or parts of measures, have been struck out.

No changes are currently proposed to the design or construction methodology described in the REF within this submissions report. Should changes be required prior to construction any changes would need to consider whether the environmental impact would change and duly assess any change.

Table 3-1: Summary of environmental safeguards and management measures

| No. | Impact | Environmental safeguards | Responsibility | Timing |
|------|--|---|---|---|
| GEN1 | General - minimise environmental impacts during construction | <p>A CEMP would be prepared and submitted for review and endorsement of the Transport for NSW Environment Manager prior to commencement of the activity.</p> <p>As a minimum, the CEMP would address the following:</p> <ul style="list-style-type: none"> any requirements associated with statutory approvals details of how the project would implement the identified safeguards outlined in the REF issue-specific environmental management plans, including flood management roles and responsibilities communication requirements induction and training requirements procedures for monitoring and evaluating environmental performance, and for corrective action reporting requirements and record-keeping procedures for emergency and incident management procedures for audit and review. <p>The endorsed CEMP would be implemented during the undertaking of the activity.</p> | Contractor Transport for NSW project manager | Pre-construction Contract award Pre-construction/detailed design |
| GEN2 | General - notification | All businesses, residential properties and other key stakeholders (eg schools, local councils) affected by the activity would be notified at least five business days prior to commencement of the activity. | Contractor/Transport | Pre-construction |
| GEN3 | General – environmental awareness | All personnel working on site would receive training to ensure awareness of environment protection requirements to be implemented during the project. This would include up-front site induction and regular "toolbox" style briefings. | Contractor Transport | Construction |

| No. | Impact | Environmental safeguards | Responsibility | Timing |
|------|-----------------------|--|--------------------------|------------------|
| | | <p>Site-specific training would be provided to personnel engaged in activities or areas of higher risk. These include:</p> <ul style="list-style-type: none"> adjoining residential areas requiring particular noise management measures. | | |
| TRA1 | Traffic and transport | <p>The CTMP would be prepared in accordance with the <i>Roads and Maritime Traffic Control at Work Sites Manual</i> (RTA, 2010) and <i>QA Specification G10 Control of Traffic</i> (Roads and Maritime, 2008). The CTMP would include:</p> <ul style="list-style-type: none"> confirmation of haulage routes construction vehicle parking controls and provision for worker parking off-street and on-site measures to maintain access to local roads and properties site specific traffic control measures (including signage) to manage and regulate traffic movement measures to maintain pedestrian and cyclist access requirements and methods to consult and inform the local community of impacts on the local road network a requirement to consult with those affected by changes to private driveway access description of the access routes to construction sites including the entry and exit locations and measures to prevent construction vehicles queuing on public roads a response plan for any construction traffic incident consideration of other developments that may be under construction to minimise traffic conflict and congestion that may occur due to the cumulative increase in construction vehicle traffic monitoring, review and amendment mechanisms. | Contractor | Pre-construction |
| TRA2 | Traffic and transport | Notification of the local community and recreational facility users on construction progress including scheduling of works. | Contractor and Transport | Construction |

| No. | Impact | Environmental safeguards | Responsibility | Timing |
|------|-----------------------|--|---|------------------|
| TRA3 | Traffic and transport | <p>The completion of the new car park within the Brighton Memorial Playing Fields site would be completed as soon as practicable within the wider program of works, and made available for school drop-off and pick-up, prior to the completion of the rest of the works.</p> <p>Consultation would occur with Brighton-Le-Sands Public School to communicate changes in access to the car park and potential temporary alternative parking options.</p> | <p>Contractor</p> <p>Transport/Bayside Council</p> | Construction |
| TRA4 | Traffic and transport | <p>Construction works would not commence until the Site Access Approval (in writing) has been obtained from Bayside Council.</p> <p>The appropriate road opening and occupation permits would be sought from Bayside Council, accompanied by detailed traffic management plans prior to the works commencing.</p> <p>Any Road Occupancy Licences from the Transport Management Centre for work on State roads would also be obtained, where required.</p> | Contractor | Pre-construction |
| TRA5 | Traffic and transport | <p>Cycle parking would be provided within the proposed car parks. End of trip cycle facilities would also be considered in the design to encourage greater access using cycles. The location for the cycle parking and end of trip facilities would be determined as part of the detailed design for the proposal.</p> | Transport | Detailed design |
| TRA6 | Traffic and transport | Green travel would be promoted through the club membership to encourage non-car based travel to the sites. | Bayside Council | Operation |
| TRA7 | Traffic and transport | <p>A road safety audit would be undertaken to consider the new access arrangements and the interactions with the surrounding transport network.</p> <p>This audit is to extend to all intersections immediately beyond the area of works eg at Crawford Road, Brighton Le Sands, Bay Street, Rockdale etc. Recommendations identified within the audit are to be implemented within 12 months of construction completion commencing.</p> | Bayside Council | Operation |
| TRA8 | Traffic and transport | Upon completion and within one month of soccer season starting, a review of parking demand would be undertaken. This review would consider whether | Transport / Bayside Council | Operation |

| No. | Impact | Environmental safeguards | Responsibility | Timing |
|------|----------------------------------|--|-----------------|------------------|
| | | temporary transport and access measures are required, and where necessary, implement those measures. | | |
| TRA9 | Traffic and transport | An audit of pedestrian and cyclist movements through both proposal sites would be undertaken during peak events. Recommendations identified within the audit are to be implemented within 12 months of opening of the facilities. | Bayside Council | Operation |
| NOI1 | Construction noise and vibration | <p>A Construction Noise and Vibration Management Plan (CNVMP) would be prepared and implemented as part of the CEMP. The CNVMP would generally follow the approach in the ICNG and identify: all potential significant noise and vibration generating activities associated with the activity; and feasible and reasonable mitigation measures to be implemented. The measures would be consistent with the Roads and Maritime <i>Construction Noise and Vibration Guideline</i>.</p> <p>The CNVMP would include a monitoring program to assess performance against relevant noise and vibration criteria. Arrangements for consultation with key stakeholders and sensitive receivers, including notification and complaint handling procedures and contingency construction noise mitigation measures would be implemented in the event of non-compliance with noise and vibration criteria.</p> | Contractor | Pre-construction |
| NOI2 | Construction noise and vibration | Advanced notification of work and potential disruptions would be provided where receivers are likely to experience annoyance from noisy work. The notification may consist of a letterbox drop (or equivalent) detailing work activities, time periods over which these would occur, impacts and mitigation measures. Notification distribution would be a minimum of five business days prior to the start of work. | Contractor | Construction |

| No. | Impact | Environmental safeguards | Responsibility | Timing |
|------|----------------------------------|--|----------------------------|---|
| NOI3 | Construction noise and vibration | Respite offers would be considered where there are high noise and vibration generating activities near residential receivers. The respite would be a minimum period of one hour between blocks of continuous work which would be limited to three hours in duration. The actual duration of each block of work and respite should be flexible to accommodate the requirements of impacted receivers. | Contractor | Construction |
| NOI4 | Construction noise and vibration | Out of hours works would be undertaken over no more than two consecutive nights. | Contractor | Construction |
| NOI5 | Construction noise and vibration | Where feasible and reasonable, construction would be carried out during standard daytime construction working hours. Works generating high noise and/or vibration levels would be scheduled during less sensitive time periods. | Contractor | Construction |
| NOI7 | Construction noise and vibration | High noise and vibration generating activities near residential receivers would be carried out in continuous blocks that do not exceed 3 hours each, with a minimum respite period of one hour between each block. The duration of each block of work and respite would be flexible to accommodate the usage and amenity at nearby receivers. | Contractor | Construction |
| VIS1 | Visual amenity | Consideration would be given to reducing visual amenity impacts associated with new structures during detailed design, for example in the choice of materials and finishes that are complementary to the surrounding visual landscape. | Transport | Detailed design |
| VIS2 | Visual amenity | Measures to further minimise the construction footprint and to increase vegetation retention areas would be investigated during detailed design. | Transport | <u>Detailed design</u> Construction |
| VIS3 | Visual amenity | Landscaping would be provided around the proposed playing fields which would complement the existing vegetation present in the park lands | Contractor | <u>Construction</u> Construction |
| VIS4 | Visual amenity | A site inspection <u>by a qualified arborist</u> would be undertaken prior to commencing construction to confirm tree removal, tree retention and tree protection measures. The implementation of site-specific safeguard measures would be checked before construction starts. | Contractors / Transport | Pre-Construction |

| No. | Impact | Environmental safeguards | Responsibility | Timing |
|------|--------------|--|--|---|
| LIG1 | Light spill | Lighting provided for the proposal would be designed to comply with Australian Standard (AS) 4282 – Control of the obtrusive effects of outdoor lighting and AS 2560:2007 Sports Lighting. | Transport | Detailed design |
| LIG2 | Light spill | Full cut-off fixtures would be used for lighting where feasible. | Transport | Detailed Design |
| LIG3 | Light spill | Lighting would be operated at no more than 200 Lux | <u>Bayside Council</u> Lessees | Operation |
| LIG4 | Light spill | Residents potentially affected by increased light spill would be consulted prior to construction following the completion of the detailed lighting design. | Transport | Pre-construction Detailed Design |
| BIO1 | Biodiversity | <p>A Flora and Fauna Management Plan would be prepared in accordance with Roads and Maritime's <i>Biodiversity Guidelines: Protecting and Managing Biodiversity on RTA Projects</i> (RTA, 2011) and implemented as part of the CEMP. It would include, but not be limited to:</p> <ul style="list-style-type: none"> • plans showing areas to be cleared and areas to be protected, including exclusion zones, protected habitat features and revegetation areas • requirements set out in the <i>Landscape Guideline</i> (RTA, 2008) • pre-clearing survey requirements • procedures for unexpected threatened species finds and fauna handling • requirement for a suitably qualified arborist to be present for on-site for activities such as tree health assessments, when tree roots are encountered and during vegetation clearing • procedures addressing relevant matters specified in the <i>Policy and guidelines for fish habitat conservation and management</i> (DPI Fisheries, 2013) protocols to manage weeds and pathogens, to manage the unlikely risk of sediment flowing into waterways • protocols for manage weeds and pathogens. | Contractor | Pre-construction |

| No. | Impact | Environmental safeguards | Responsibility | Timing |
|------|----------------|---|--|--|
| BIO2 | Biodiversity | A pre-construction survey would be undertaken of the existing West Botany Street bridge over Muddy Creek to confirm presence of Eastern Bentwing Bats. The Flora and Fauna Management Plan for the proposal would include procedures for unexpected threatened species finds and fauna handling. | Contractor | Pre-construction |
| BIO3 | Biodiversity | Measures to further minimise the construction footprint and increase vegetation areas would be investigated during detailed design and implemented where practicable and feasible. Habitat trees for threatened species would be considered for retention. | Transport Detailed designer | Detailed design |
| BIO4 | Biodiversity | Vegetation planted as part of the landscaping work would consider compatibility as a foraging resource for Grey-headed Flying-fox. Species such as eucalypts and figs would be consistent with a preferred resource, however species that produce nectar such as <i>Banksia</i> species would also be suitable. | Transport Contractor | Detailed design/ construction |
| FLO1 | Soil and water | <p>A Construction Soil and Water Management Plan (CSWMP) would be prepared and implemented as part of the CEMP. The CSWMP would identify all reasonably foreseeable risks relating to soil erosion and water pollution and describe how these risks would be addressed during construction. Measures that would be implemented as part of the CSWMP would include:</p> <ul style="list-style-type: none"> Erosion and sedimentation controls would be checked and maintained on a regular basis (including clearing of sediment from behind barrier) and records kept and provided on request Erosion and sediment control measures would not be removed until the works are completed and areas are stabilised <p>Work areas would be stabilised progressively during the works.</p> | Contractor | Pre-construction |
| | | | Contractor | Pre-construction |
| FLO2 | Soil and water | <p>A site specific Erosion and Sediment Control Plan (ESCP) would be prepared and implemented as part of the CSWMP.</p> <p>The ESCP would include arrangements for managing wet weather events, including monitoring of potential high risk events (such as storms) and</p> | Contractor | Pre-construction & Construction |

| No. | Impact | Environmental safeguards | Responsibility | Timing |
|------|----------------------|--|--|---|
| | | <p>specific controls and follow-up measures to be applied in the event of wet weather.</p> <p>Erosion and sediment control measures would be implemented and maintained and would include:</p> <ul style="list-style-type: none"> • The maintenance of established stockpile sites would be in accordance with the Roads and Maritime Services Stockpile Site Management Guideline (EMS-TG-10) • Prevent sediment moving off-site and sediment laden water entering any water course, drainage lines, or drain inlets • Reduce water velocity and capture sediment on site • Minimise the amount of material transported from site to surrounding pavement surfaces • Divert clean water around the site. | | |
| FLO3 | Stormwater Detention | <p>On-site retention or detention strategies would be implemented to manage permissible site discharge and reduce flood risk where the impervious playing fields construction constitutes an impermeable surface and triggers the need for detention.</p> <p>Assessment of the permissible site discharge and minimum on-site detention volume would be undertaken during the detailed design of the sites as per the respective catchments (Rockdale Technical Specifications – Stormwater Management Section 6.2 and Sydney Water requirements for Muddy Creek, whichever is more stringent).</p> | Transport Designer/Contractor | Detailed design/ Construction |

| No. | Impact | Environmental safeguards | Responsibility | Timing |
|------|-----------------------------|---|--|--|
| FLO4 | Stormwater Quality | <p>Stormwater quality management measures would be implemented to achieve stormwater pollution reduction targets in Botany Bay. These measures would include:</p> <ul style="list-style-type: none"> Prohibition of release of dirty water into drainage lines and/or waterways Visual monitoring of local water quality (i.e. turbidity, hydrocarbon spills/slicks) would be undertaken on a regular basis to identify any potential spills or deficient silt curtains or erosion and sediment controls. <p>Water quality control measures would be implemented to prevent any construction materials (e.g. concrete, grout, sediment etc) entering drain inlets or waterways.</p> | Designer /Contractor | Construction |
| FLO5 | Surface Water Contamination | Measures to manage accidental spills and leaks would be detailed in the site-specific emergency spill plan , included in the CEMP and implemented on site . | Contractor | Pre-construction/Construction |
| FLO6 | Flooding | Weather conditions would be monitored to identify potential flood conditions and manage potential flooding impacts in accordance with the CEMP. | Contractor | Construction |
| FLO7 | Flooding | <p>Design of the fields would demonstrate no impact to flooding through numerical flood modelling using Bayside Council's approved flood model.</p> <p>Construction of final surface levels would match the proposed design surface levels within 10 mm in areas of flood affectation. Proposal elements requiring cut or fill, such as the playing fields and skate parks, would be designed for a net balance of cut/fill, to the extent feasible dependent on the suitability of the material present at site for its intended use.</p> | Transport & Designer/ Contractor | Detailed Design Construction |
| FLO8 | Flooding | Construction site facilities, stockpiles, materials and equipment would be located outside the 1% AEP flood extents, where practicable. Where this is not feasible, further consultation with Bayside Council would be undertaken on suitable site-specific measures. The contractor would prepare a Flood Management Plan, including appropriate siting of plant, equipment and materials and a flood contingency plan, in order to mitigate flood risks during construction. | Contractor | Pre-construction & Construction |

| No. | Impact | Environmental safeguards | Responsibility | Timing |
|-------|--------------------------------|--|-----------------------------------|---|
| FLO9 | Flooding | Design and construction of the pedestrian bridge over Muddy Creek at McCarthy Reserve would minimise any afflux effects on the existing channel and flood conditions. | Transport & Contractor | Detailed Design & Construction |
| FLO10 | Flooding | <p>Signage would be provided around the McCarthy Reserve/Ador Park Precinct to alert personnel that there is the risk of flooding in the area.</p> <p>Installation of bollards or similar barriers would be considered around the perimeter of the car park at Ador Park Precinct to prevent vehicles from being carried away in the event of a flood. A risk benefit analysis would be undertaken on the final design and flood model, in consultation with Bayside Council, to determine need to install any barriers.</p> | Transport | Detailed Design |
| CON1 | Contamination Investigation | <p>Further preliminary and detailed site contamination investigations would be undertaken are required to:</p> <ul style="list-style-type: none"> determine the extent of contamination present identify potential impacts on workers during construction assess the suitability of the fill to be reused on the site identify if capping layers are required develop management strategies for the identified contamination including methods for classification and disposal. <p>Investigations would be completed by an appropriately qualified and experienced environmental consultant and be completed in accordance with the State Environmental Planning Policy 55 (SEPP 55), relevant NSW EPA Guidelines, and the National Environment Protection Measure (Assessment of Site Contamination) 1999 (revised 2013).</p> | Transport for NSW/Contractor | Detailed design/Pre-construction |
| CON2 | Exposure of acid sulfate soils | The CEMP would include an Acid Sulfate Soils Management Plan (ASSMP), prepared in accordance with the Roads and Maritime Services Guidelines for the Management of Acid Sulfate Materials, 2005. The ASSMP would be prepared by an appropriately qualified and experienced consultant, prior to the works commencing, and would be informed by further contamination investigations undertaken for detailed design. | Contractor | Pre-construction |

| No. | Impact | Environmental safeguards | Responsibility | Timing |
|------|---|--|----------------|---|
| CON3 | Erosion and sedimentation | Erosion and sedimentation control measures would be outlined in an ESCP and implemented for the proposed works. | Contractor | Pre-construction & Construction |
| CON4 | Contaminated land | A Soil Contamination Management sub-plan would be prepared as part of the CEMP, prior to the commencement of works, which documents specific soil contamination mitigation and management measures to be employed during the construction of the proposed works. | Contractor | Pre-construction & Construction /detailed design |
| CON5 | Contaminated land | If contaminated areas are encountered during construction, appropriate control measures would be implemented to manage the immediate risks of contamination. All other works that may impact on the contaminated area would cease until the nature and extent of the contamination has been confirmed and any necessary site-specific controls or further actions identified in consultation with the Transport for NSW Environment Manager and/or EPA. | Contractor | Construction |
| CON6 | Human health related impacts | Where excavation works at McCarthy Reserve/Ador Park Precinct uncovers previous landfill material, and that material is to be reused on site, an assessment of the material against the Health-based investigation levels (mg/kg) for Recreational C sites as defined in Schedule B 1 of the Guideline on Investigation Levels for Soil and Groundwater (NEPC, 2011) would be undertaken to determine the suitability of the material for recreational land use purposes. This assessment would be undertaken prior to the reuse of this material on site. | Contractors | Construction |
| CON7 | Exposure of contaminated soils | Reinstatement of an appropriate capping layer on any exposed land fill material would be required on a progressive basis and as soon as practicable as part of the proposed works. | Contractors | Construction |
| CON8 | Disturbance of asbestos containing material | If asbestos is identified during excavation, the <u>contaminated</u> material would be managed as Special Waste (containing asbestos) and disposed of an appropriately licenced waste facility. | Contractors | Construction |

| No. | Impact | Environmental safeguards | Responsibility | Timing |
|-------|-------------------|---|--------------------------------------|--|
| CON9 | Accidental spill | A site-specific emergency spill plan would be developed, which would include spill management measures in accordance with the Roads and Maritime <i>Code of Practice for Water Management</i> (RTA, 1999) and relevant EPA guidelines. The plan would address measures to be implemented in the event of a spill, including initial response and containment, notification of emergency services and relevant authorities (including Transport for NSW and EPA officers). | Contractor | Pre-construction |
| CON10 | Contaminated land | <p>If a Remediation Action Plan is required (to be determined through the contamination assessment report), it would be provided to Bayside Council to review and provide input.</p> <p>Contractor is to undertake their own Remediation Action Plan upon contract award and implement any of the actions from the findings of their report. Contractor is to also action any of the previously supplied Remedial Action Plan identified by Transport for NSW.</p> | Transport Designer/Contractor | Detailed design/Pre-Construction & Construction |
| AIR1 | Dust emissions | Measures (including watering or covering exposed areas) are to be used to minimise or prevent air pollution and dust. | Contractor | Construction |
| AIR 2 | Dust emissions | Stockpiles or areas that may generate dust are to be managed to suppress dust emissions in accordance with the Roads and Maritime Services Stockpile Site Management Guideline (EMS-TG-10). | Contractor | Construction |
| AIR3 | Dust emissions | Loads containing loose materials are required to be covered. | Contractor | Construction |
| AIR4 | Dust emissions | On-site vehicle speed limits are to be established and enforced. | Contractor | Construction |
| AIR5 | Dust emissions | Dust minimisation measures for exposed stockpiles (such as top soil stockpiles) and unsealed construction areas are to be implemented as required (such as water spraying). | Contractor | Construction |
| AIR6 | Dust emissions | Vehicles and machinery are to be regularly serviced and maintained in an efficient condition to minimise potential emissions. | Contractor | Construction |

| No. | Impact | Environmental safeguards | Responsibility | Timing |
|-------|---------------------|--|----------------|--------------|
| AIR7 | Dust emissions | During extreme weather events where dust generation cannot be effectively minimised (such as high winds), dust generating works would cease until adequate controls can be implemented or until adverse weather conditions subside. | Contractor | Construction |
| AIR8 | Dust emissions | Exposed areas are to be stabilised with planting as soon as reasonable and feasible where planting is specified or other landscaping design is proposed . | Contractor | Construction |
| AIR9 | Dust emissions | Stockpiled material is to be appropriately shaped to reduce wind erosion and covered/seeded/sealed if they are to remain in-situ onsite for more than 48hrs. | Contractor | Construction |
| AIR10 | Dust emissions | Vehicles and activities are to be confined to the designated work areas to prevent any inadvertent encroachment into exposed areas. | Contractor | Construction |
| AIR11 | Dust emissions | All emission controls used on vehicles and construction equipment would comply with standards listed in Schedule 4 of the Protection of the Environment Operations (Clean Air) Regulation 2010. | Contractor | Construction |
| AIR12 | Other emissions | Vegetation or other materials are not to be burnt on site. | Contractor | Construction |
| AB1 | Aboriginal heritage | <p><i>The Standard Management Procedure - Unexpected Heritage Items</i> (Roads and Maritime, 2015) would be followed in the event that an unknown or potential Aboriginal object/s, including skeletal remains, is found during construction. This applies where Transport for NSW does not have approval to disturb the object/s or where a specific safeguard for managing the disturbance (apart from the Procedure) is not in place.</p> <p>Work would only re-commence once the requirements of that Procedure have been satisfied.</p> | Contractor | Construction |

| No. | Impact | Environmental safeguards | Responsibility | Timing |
|------|--|---|----------------|--|
| HER1 | Unexpected Discovery of Non-Aboriginal heritage | <p><i>The Standard Management Procedure - Unexpected Heritage Items</i> (Roads and Maritime, 2015) would be followed in the event that any unexpected heritage items, archaeological remains or potential relics of Non-Aboriginal origin are encountered.</p> <p>Work would only re-commence once the requirements of that Procedure have been satisfied.</p> | Contactor | Construction |
| HER2 | Brighton Memorial Fields - commemorative gate with plaques | <p>The detailed design would be informed through consultation with the Brighton RSL Club Sub-Committee regarding the relocation of the memorial plaques and a new form of commemoration.</p> <p>Should any change to the gate and/or associated memorial plaques occur then the NSW War Memorial Register would require updating.</p> | Transport | Detailed design |
| LAN1 | Land use and social and economic | <p>A Communication Plan (CP) would be prepared and implemented as part of the CEMP to help provide timely and accurate information to the community during construction. The CP would include (as a minimum):</p> <ul style="list-style-type: none"> mechanisms to provide details and timing of proposed activities to affected residents, including changed traffic and access conditions contact name and number for complaints. <p>The CP would be prepared in accordance with the Transport for NSW communications guidelines, standards and e-tool kit.</p> | Contractor | Pre-construction & Construction |
| COW1 | Construction Waste | A Waste Management Plan (WMP) would be prepared as part of the CEMP in accordance with the Roads and Maritime Services Technical Guide: Management of road construction and maintenance waste. | Contractor | Construction |
| COW2 | Construction waste | <p>The following resource management hierarchy principles would be followed:</p> <ul style="list-style-type: none"> Avoid unnecessary resource consumption as a priority Avoidance is followed by resource recovery (including reuse of materials, reprocessing, recycling and energy recovery where possible) Disposal is undertaken as a last resort. | Contractor | Construction |

| No. | Impact | Environmental safeguards | Responsibility | Timing |
|------|--------------------|--|----------------|------------------|
| COW3 | Green waste | If vegetation is to be mulched and transported off site for beneficial reuse, a Mulch Management Plan would be prepared, and mulch would be assessed for the presence of weeds, pests, and other diseases. | Contractor | Construction |
| COW4 | Construction Waste | Excavated material, soil, fill and other erodible matter that are transported to or from the sites would be kept covered at all times during transportation. | Contractor | Construction |
| COW5 | Construction Waste | All excess spoil generated from excavations classified as General Solid Waste (putrescible) would be disposed of at a licensed facility. | Contractor | Construction |
| COW6 | Construction Waste | All waste would be classified in accordance with the Waste Classification Guidelines (EPA, 2014) so that different waste streams would be kept separate. | Contractor | Construction |
| COW7 | Construction Waste | All general inert and solid waste material would be stored at designated points, isolated from surface water and stormwater drains. | Contractor | Construction |
| COW8 | Construction Waste | Wastes disposed offsite would be sent to a facility appropriately licenced to receive that waste. | Contractor | Construction |
| COW9 | Construction Waste | Compilation of a waste data form for recording waste movement including; solid and inert waste materials, provision of a description of the waste types, physical nature of wastes, proposed treatment, dates of movement, transporters and waste destination details. | Contractor | Construction |
| UT11 | Utilities | Identify all underground and above ground services in the vicinity of the proposal by undertaking a dial before you dig request, consulting with utility companies that have services within close proximity to the proposal; identifying services locations using a specialised contractor and potholing prior to undertaking ground disturbance. | Contractor | Pre-construction |

3.3 Licensing and approvals

Additional licences and approval that would be obtained prior to the commencement of work are noted in Table 3-2.

Table 3-2: Summary of licensing and approval required

| Instrument | Requirement | Timing |
|---|---|--|
| <i>Protection of the Environment Operations Act 1997</i> (s143) | A notice under section 143(3A) must be received prior to transporting project waste to a place that is not owned by Transport and is not a licensed landfill or resource recovery facility. Waste must be appropriately classified and correctly described on the s.143 Notice. | Prior to start of the activity if necessary. |

4. References

Transport for NSW 2019, Recreational facilities at Rockdale and Brighton-Le-Sands, Review of Environmental Factors.

Appendix A

Consultation Material



M6 Stage 1

Have Your Say on your new recreational facilities

December 2019



The M6 Stage 1 will connect President Avenue at Kogarah to the New M5 at Arncliffe, connecting southern Sydney to the wider motorways network.

Once complete, the M6 Stage 1 will remove 2,000 trucks a day from surface roads and help ease congestion – returning local streets to communities.

Our construction activities will have a temporary impact on open space and the recreational facilities at Rockdale Bicentennial Park. We understand how important this area is for you so we are planning to upgrade existing facilities at Ador Park and McCarthy Reserve, Rockdale and Brighton Memorial Playing Fields, before construction starts.

Your new recreational facilities will include the creation of new grass and synthetic playing fields, more car parking spaces as well as a new skate park and play areas. More details about these upgrades are described over the page.

We will stage the upgrades at Ador Park, McCarthy Park and Brighton Memorial Playing Fields to minimise impact to the existing facilities and soccer season.

**Have
your
say**

We are now inviting you to have your important say on this proposal by **Friday 20 December 2019.**



Our concept design and Review of Environmental Factors

We have developed a concept design and Review of Environmental Factors (REF) for the proposed recreational facilities at Rockdale and Brighton- Le-Sands, based on your feedback and in consultation with Bayside Council.

The REF outlines the concept design, assesses the potential environmental impacts, and describes what we will do to minimise these impacts during construction and operation of your upgraded recreational facilities.

We have developed this REF for the proposed facilities on behalf of Bayside Council.

What's new for your recreational facilities

Ador Park Precinct and McCarthy Reserve proposed upgrade



Ador Park Precinct and McCarthy Reserve

- Upgraded full-sized synthetic field
- New mid-sized grass field
- New inclusive playground with new equipment and BBQ area
- New skate park
- New amenities building including changing rooms, canteen and public amenities
- New and upgraded lighting for improved security
- Fencing around playing fields
- Tree planting and landscaping
- New pedestrian and cyclist path
- New pedestrian bridge over Muddy Creek
- Upgrade to West Botany Street Bridge to include a shared pedestrian and cycle pathway
- Relocated car park with increased capacity
- New vehicle access off West Botany Street

Brighton Memorial Playing Fields proposed upgrade



Brighton Memorial Playing Fields

- Upgraded full size synthetic field
- New mid-sized grass field
- New play area
- New memorial garden
- New lawn areas
- New amenities building including changing rooms, canteen and public amenities
- Fencing around playing fields
- Tree planting and landscaping
- Upgraded car park with increased capacity
- New and upgraded lighting for improved security
- New access arrangement for Sybil Lane to improve safety

More community benefits



New community open space



Proposed layout of Ador Park Precinct and McCarthy Reserve



Proposed layout of Brighton Memorial Playing Fields



Have Your Say



We want to hear your feedback on our plans for the recreational facilities at Rockdale and Brighton-Le-Sands. The REF can be viewed on our interactive portal rms.nsw.gov.au/m6portal

The documents can be viewed at the following locations:

- Transport for NSW
20-44 Ennis Road, Milsons Point
- Rockdale Customer Service Centre
444-446 Princes Highway, Rockdale
- Brighton-Le-Sands Library
1 Moate Avenue, Brighton-Le-Sands
- Kogarah Library and Service Centre
Belgrave Street, Kogarah
- Eastgardens Library
152 Bunnerong Road, Eastgardens.

We welcome your valuable feedback by
Friday 20 December 2019.

You can provide your comments by:

-  rms.nsw.gov.au/m6portal
-  M6Stage1@rms.nsw.gov.au
-  Transport for NSW
Locked Bag 928, North Sydney NSW 2059

Next steps

We will consider all feedback received and prepare a report that summarises the issues raised and our responses.

This report will be made available on our website.

Rockdale Bicentennial Park

We will reinstate the open space, playing fields and facilities at Rockdale Bicentennial Park as described in the Environment Impact Statement once we have finished building the M6 Stage 1.

We will continue to consult with you, Bayside Council, the community and sporting groups to develop the design of these facilities as part of the Urban Design and Landscaping Plan for the project.

Recreational facilities timeline

Concept design
Early 2019

REF consultation
December 2019

REF approval
Early 2020






Construction starts
Mid 2020

Construction complete
Late 2021

Contact our team

Our team will continue to keep you updated as we progress our design and during construction of the M6 Stage 1.

If you would like to learn more about our project please contact us.

-  rms.nsw.gov.au/m6portal
-  rms.nsw.gov.au/m6
-  M6Stage1@rms.nsw.gov.au
-  [1800 789 297](tel:1800789297)
-  Transport for NSW
Locked Bag 928, North Sydney NSW 2059



Translating and Interpreting Service

If you need an interpreter, please call the Translating and Interpreting Service (TIS National) on [131 450](tel:131450) and ask them to telephone Transport for NSW on 1800 789 297.

Arabic

إذا احتجت إلى مترجم فندعكم نوجه الاتصال بجمعية الترجمة الوطنية (TIS National) على الرقم 131 450 وتطلب منها الاتصال بـ Transport for NSW على الرقم 1800 789 297.

Cantonese

若您需要傳譯員，請撥打 131 450 致電翻譯與口譯服務處 (TIS National)，並要求他們轉接 1800 789 297 致電 Transport for NSW。

Greek

Αν χρειάζεστε διαγλώσσα, παρακαλούμε καλέστε την Υπηρεσία Μετάφρασης και Διαγλώσσας (TIS National) στο 131 450 και ζητήστε τους να τηλεφωνήσουν στις Transport for NSW στο 1800 789 297.

Macedonian

Ако ви треба преведувач, ве молиме Јавете се во Службата за писмено и усмено преведување (TIS National) на 131 450 и замолете ги да се Јават во Transport for NSW на 1800 789 297.

Mandarin

若您需要口譯員，請撥打 131 450 致電翻譯與口譯服務處 (TIS National)，並要求他們轉接 1800 789 297 致電 Transport for NSW。

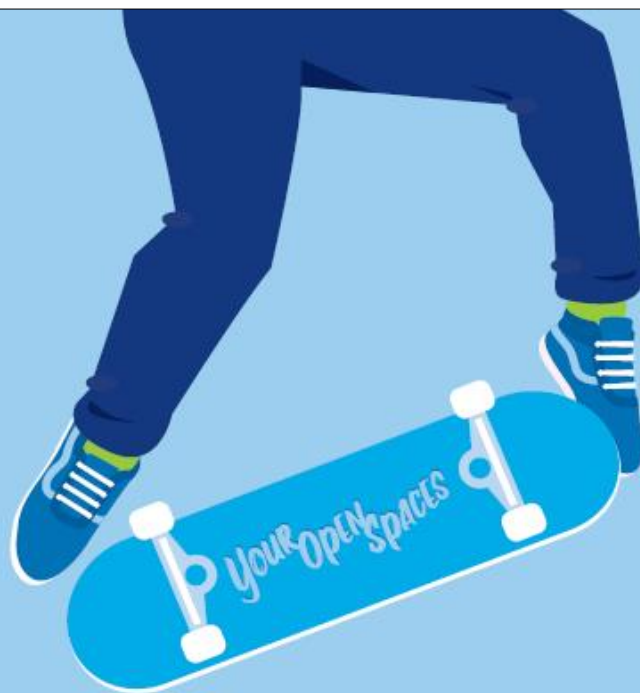
Nepali

यदि तपाईंलाई नेपालीमा अनुवादको आवश्यकता पर्ने भएमा यस्तो अनुवादको सेवा नेपालीमा सेवा (TIS National) लाई 131 450 मा कल गर्नुहुन र अनिवार्य रूपमा Transport for NSW 1800 789 297 मा कल गर्न लगाउनुहुन ।

Privacy Transport for NSW are collecting your personal information in connection with the M6 Stage 1 ("the Project"). In addition to collecting your name and contact details we may collect other information such as your submissions and other communications with us. We will retain and use this information for consultation purposes, including communications and analysis in connection with the Project. We will not disclose your personal information to third parties unless authorised by law and if we include your submissions in any public report we will not identify you. Providing your personal information is voluntary but if you do not provide it we may not include you on our stakeholder database and you might miss further consultation opportunities. Your personal information will be held by us and you can contact us to access or correct it. Please write to us at M6Stage1@rms.nsw.gov.au

Distribution map





M6 Stage 1
Do you
Walk here?
Run here?
Play sport here?
Get together
with friends?



About the M6 Stage 1

The M6 Stage 1 will connect President Avenue at Kogarah to the New M5 Motorway at Arncliffe, removing over 2000 trucks a day from surface roads; returning local streets to local communities.

Our work will have a temporary impact on open space and the recreational facilities at Rockdale Bicentennial Park. We understand how important this area is for you so we are planning to upgrade existing facilities at Ador Park and McCarthy Reserve, Rockdale and Brighton Memorial Playing Fields, before construction starts.

We have developed a concept design and Review of Environmental Factors for the proposed recreational facilities at Rockdale and Brighton-Le-Sands, to provide improved open space for your local area. We want to hear your thoughts on our plans by **Friday 20 December 2019**. For more information please visit rms.nsw.gov.au/m6 or call us on **1800 789 297**.



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Appendix B

List of respondents

List of respondents and section of report issue addressed

| Submission number | Section where issue responded |
|-------------------|-------------------------------|
| 1 | 2.3.2.1, 2.3.7.1, 2.3.8.2 |
| 2 | 2.3.2.1, 2.3.7.1 |
| 3 | 2.3.1.1 |
| 4 | 2.3.10 |
| 5 | 2.3.2.2 |
| 6 | 2.3.4.6 |
| 7 | 2.3.11 |
| 8 | 2.3.11 |
| 9 | 2.3.4.2 |
| 10 | 2.3.10 |
| 11 (M01,M02) | 2.3.6.1 |
| 12 (M01, M03) | 2.3.3 |
| 13 | 2.3.11 |
| 14 (M01, M02) | 2.3.10 |
| 15 (M01, M02) | 2.3.2.7 |
| 16 | 2.3.2.1 |
| 17 | 2.3.11 |
| 18 | 2.3.10 |
| 19 (M01, M02) | 2.3.10 |
| 20 | 2.3.2.7 |
| 21 (M01, M02) | 2.3.10 |
| 22 (M01, M02) | 2.3.2.3 |
| 23 (M01 M02) | 2.3.10 |

| Submission number | Section where issue responded |
|--------------------|-------------------------------|
| 24 | 2.3.4.1 |
| 25 | 2.3.4.1 |
| 26 | 2.3.4.4 |
| 27 | 2.3.10 |
| 28 | 2.3.10 |
| 29 | Not a submission on project |
| 30 | Expressed support |
| 31 | 2.3.10 |
| 32 (M01, M02, M03) | 2.3.2.9, 2.3.3, 2.3.4.4 |
| 33 | 2.3.2.8 |
| 34 (M01, M02, M03) | 2.3.2.2, 2.3.2.7, 2.3.2.8 |
| 35 | Not a submission on project |
| 36 | 2.3.10 |
| 37 | 2.3.2.1 |
| 38 | 2.3.2.1 |
| 39 | 2.3.4.1 |
| 40 | 2.3.2.2 |
| 41 | 2.3.4.4 |
| 42 | 2.3.10 |
| 43 | Not a submission on project |
| 44 | 2.3.10 |
| 45 | 2.3.10 |

| Submission number | Section where issue responded |
|--------------------|---|
| 46 (M01, M02) | 2.3.2.1, 2.3.7 |
| 47 | 2.3.4.2, 2.3.4.4, 2.3.7.2 |
| 48 | 2.3.4.2 |
| 49 | 2.3.1 |
| 50 | 2.3.1, 2.3.2.3, 2.3.2.5, 2.3.2.7, 2.3.3, 2.3.4.1, 2.3.4.2, 2.3.5, 2.3.6, 2.3.9 |
| 51 | 2.3.1, 2.3.2.1, 2.3.10 |
| 52 | 2.3.2.3, 2.3.6 |
| 53 | 2.3.2.5, 2.3.2.6 |
| 54 | 2.3.4.4 |
| 55 | 2.3.2.7 |
| 56 | 2.3.2.1, 2.3.2.6 |
| 57 | 2.3.10 |
| 58 | 2.3.2.1 |
| 59 (M01, M02) | 2.3.2.1, 2.3.4.4 |
| 60 | 2.3.10 |
| 61 (D01, D02, D03) | 2.3.2.3, 2.3.2.4, 2.3.2.5, 2.3.2.8, 2.3.2.9, 2.3.3, 2.3.4.3, 2.3.5, 2.3.6, 2.3.8, 2.3.8.2 |
| 62 | 2.3.1 |
| 63 | 2.3.4.4 |
| 64 | 2.3.2.1, 2.3.2.3, 2.3.9 |

| Submission number | Section where issue responded |
|-------------------|---|
| 65 | 2.3.2.4 |
| 66 | 2.3.10 |
| 67 | 2.3.10 |
| 68 (M01, M02) | 2.3.9 |
| 69 | 2.3.9 |
| 70 | 2.3.4.1 |
| 71 | 2.3.1 |
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| 84 | 2.3.4.4, 2.3.9 |
| 85 | 2.3.10 |

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| 86 | 2.3.8.1 |
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| 88 | 2.2.1 |
| 89 | 2.3.10 |
| 90 | 2.3.2.2 |
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| 95 | 2.3.2.7 |
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