

**INQUIRY INTO SYDENHAM-BANKSTOWN LINE
CONVERSION**

Name: Name suppressed
Date Received: 25 September 2019

Partially
Confidential

Sydenham to Bankstown Metro Inquiry Environmental landscape considerations

With regard to environmental rehabilitations along the rail corridor we consider that the project should

Commit to improving the biodiversity value of landscaping in the Sydenham to Bankstown rail corridor that links with the existing Greenway and is consistent with the previous Office of Environment and Heritage conservation management notes on Corridors and Connectivity: <https://www.environment.nsw.gov.au/-/media/OEH/Corporate-Site/Documents/Animals-and-plants/Conservation-management-notes/corridors-connectivity-conservation-management-notes-110657.pdf>

*Prohibit any damage to significant remnant native vegetation including the Kangaroo grass remnants at Dulwich Hill Station, and any *Acacia pubescens* and other remnants near Punchbowl etc.

* Guarantee that any vegetation removed or disturbed in the rail corridor be replaced by native vegetation consistent with the Sydney Trains Vegetation Management Guide that demonstrates that value of replacing weeds and exotic vegetation with natives: https://railsafe.org.au/_data/assets/pdf_file/0007/31696/EMS-06-GD-0067-Vegetation-Management-in-the-Corridor.pdf .

* Re-design or re-consider the need for 2.4 to 2.7m high fine mesh security fencing along the 13.5km rail corridor to ensure that wildlife is able to move between the corridor and neighbouring back yards and green space. The current security fence design has fine mesh that is too small for reptiles, frogs and other animals to pass through effectively walling them off inside the corridor. Metro Southwest should commit to using the Transport for NSW Boundary Fences Standard (T HR CI 12160 ST) which states at Section 6 that considerations relating to boundary fences include protection or enhancement of biodiversity and visual impact or amenity.