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From: "Jim Apostolovski" <JApostolovski@civica.com.au>
To: <plan_comment@planning.nsw.gov.au>
Date: 3/11/2010 9:37 am
Subject: SYDNEY LIGHT RAL EXTENSION - STAGE 1 INNER WEST EXTENSION
Attachments: NSW Planning - SYDNEY LIGHT RAL EXTENSION - STAGE 1 INNER WEST EXTENSION.pdf

<<NSW Planning - SYDNEY LIGHT RAL EXTENSION - STAGE 1 INNER WEST EXTENSION.pdf>>

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Jim Apostolovski
62 Dalhousie Street
HABERFIELD NSW 2045

Diane Fajmon
Major Projects Assessment
Department of Planning
GPO Box 39
SYDNEY, NSW 2001

2nd November 2010

cc: plan_comment@planning.nsw.gov.au

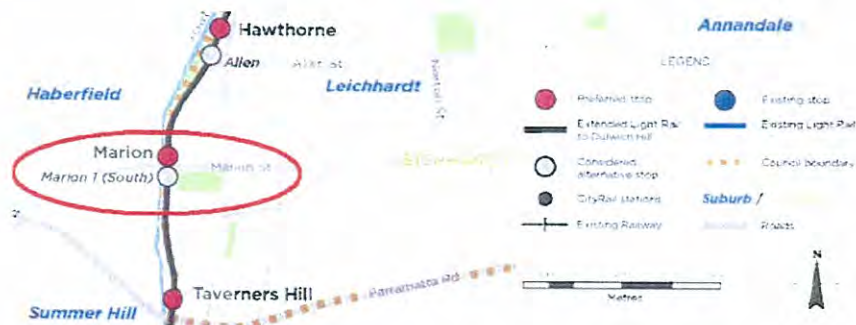
Dear Diane,

**RE: APPLICATION NUMBER: MP 10_0111
SYDNEY LIGHT RAIL EXTENSION – STAGE 1 INNER WEST EXTENSION**

In response to the recently exhibited environmental assessment of the *Sydney Light Rail Extension* within the *Inner West corridor*, I put forward the following proposals for your consideration, during your evaluation process.

1 Object Marion Stop - Proposed Relocation of Marion Stop to Marion South

- Relocation from the proposed 'north side of Marion St' (which is approx. 200meters north off Marion St), to the proposed amendment on the '**south side**' of Marion street, and adjacent to Lambert Park.
- This proposed amendment offers the community better access to the shops & mall on Marion street, also to the boutique restaurants.
- The proposed amendment offers the community an attractive outlook across Lambert Park, with abundance of green space, and a alternate look, feel, and presence than the other stops along the inner west corridor.
- This proposed amendment also offers government a better solution to traffic/ pedestrian access to the light rail station, also mitigate and reduce potential risk by pedestrians crossing the road.
- This amendment also removes the need for '*signalised pedestrian crossing with traffic lights*' at Marion Street, or a walking platform (bridge) from station onto Lambert Park side (south of Marion St), hence substantial cost saving for future infrastructure requirements.



2 Object Marion Stop 'name' - Proposed name to be Lambert Park

The proposed amended is to offer an alternate name for 'Marion St' Station, the proposed amended name is "**Lambert Park**" Station. The proposed amendment offers the community a '*softer*' more environmental focused solution to the rail link, also embracing the uniqueness of the open space precinct within the inner west, and the significance of Lambert Park.

Please find attached the signed political donation statement declaration for your records.

Yours faithfully

Jim Apostolovski

Political Donations Disclosure Statement to Minister or the Director-General

If you are required under section 147(3) of the Environmental Planning and Assessment Act 1979 to disclose any political donations (see Page 1 for details), please fill in this form and sign below.

Disclosure statement details Name of person making this disclosure <div style="font-size: 1.2em; font-family: cursive;">JIM APOSTOLOVSKI</div>		Planning application reference (e.g. DA number, planning application title or reference, property address or other description) <div style="font-size: 1.2em; font-family: cursive;">MP 10-0111</div>		
Your interest in the planning application (circle relevant option below) You are the APPLICANT YES <input type="radio"/> OR NO <input checked="" type="radio"/> You are a PERSON MAKING A SUBMISSION IN RELATION TO AN APPLICATION YES <input type="radio"/> / NO <input checked="" type="radio"/>				
Reportable political donations made by person making this declaration or by other relevant persons <small>* State below any reportable political donations you have made over the 'relevant period' (see glossary on page 2). If the donation was made by an entity (and not by you as an individual) include the Australian Business Number (ABN). * If you are the applicant of a relevant planning application state below any reportable political donations that you know, or ought reasonably to know, were made by any persons with a financial interest in the planning application, OR * If you are a person making a submission in relation to an application, state below any reportable political donations that you know, or ought reasonably to know, were made by an associate.</small>				
Name of donor (or ABN if an entity)	Donor's residential address or other official office of the donor	Name of party or person for whose benefit the donation was made	Date donation made	Amount/ value of donation
/				
Please list all reportable political donations—additional space is provided overleaf if required.				
By signing below, I/we hereby declare that all information contained within this statement is accurate at the time of signing.				
Signature(s) and Date <div style="font-size: 1.5em; font-family: cursive;">[Signature]</div>		Date <div style="font-size: 1.2em; font-family: cursive;">2/11/10</div>		
Name(s) <div style="font-size: 1.2em; font-family: cursive;">JIM APOSTOLOVSKI</div>				

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Diane Fajmon - Online Submission from Grant Muir (support)

From: Grant Muir <morph#morphvisual.com>
To: Diane Fajmon <diane.fajmon@planning.nsw.gov.au>
Date: 3/11/2010 11:03 AM
Subject: Online Submission from Grant Muir (support)
CC: <assessments@planning.nsw.gov.au>

This is a fantastic idea and should go ahead as fast as possible so residents of the inner west have a fast and easy alternative to get into the city instead of using the slow and packed buses, or the tardy and underserviced trains.

Name: Grant Muir

Address:

10/75 The Boulevarde, Dulwich Hill

IP Address: 60-241-6-232.static.tpgi.com.au - 60.241.6.232

Submission for Job: #4097 Project Application

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

Site: #2291 Sydney Light Rail Inner West Extension

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

Diane Fajmon

Senior Planner - Roads and Rail

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F: 02 9228 6355

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Diane Fajmon - Online Submission from Sean Ryan (support)

From: Sean Ryan <seanryan@optusnet.com.au>
To: Diane Fajmon <diane.fajmon@planning.nsw.gov.au>
Date: 7/11/2010 2:53 PM
Subject: Online Submission from Sean Ryan (support)
CC: <assessments@planning.nsw.gov.au>

I Support keeping the "Arlington" and "Waratah" stops. Too many people are disadvantaged by replacing two stops with one stop. Travel time would be decreased by about three minutes. The economics have already been worked out on two stops. A lot of my friends live out west and when we are going to Casino/Darling Harbour area we drive to Lilyfield and get the light rail in. All have been looking to coming to my place for the light rail. "Hill/Terry" too far to walk as you get older, especially in winter.

Name: Sean Ryan

Address:
108 Victoria Street
Dulwich Hill NSW 2203

IP Address: c211-30-131-29.rivrw3.nsw.optusnet.com.au - 211.30.131.29

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

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Diane Fajmon - Online Submission from Julianna Libro (support)

29

From: Julianna Libro <julianna1200@yahoo.com>
To: Diane Fajmon <diane.fajmon@planning.nsw.gov.au>
Date: 7/11/2010 7:40 PM
Subject: Online Submission from Julianna Libro (support)
CC: <assessments@planning.nsw.gov.au>

I strongly support the Sydney Light Rail Inner West Extension. However, I strongly oppose the 'Hill St/Terry Rd' option. Removing the Arlington stop would mean we would be well over 400m from the next nearest stop. Pushing a baby in a pram makes this a serious issue. Within the Williams Parade complex there must be hundreds of mums and dads in the same boat. Please stick to the original plan and keep the Arlington and Waratah stops.

Name: Julianna Libro

Address:
19/11 Williams Parade
Dulwich Hill

IP Address: cpe-124-188-148-95.pecz1.clt.bigpond.net.au - 124.188.148.95

Submission for Job: #4097 Project Application
https://majorprojects.onhiive.com/index.pl?action=view_job&id=4097

Site: #2291 Sydney Light Rail Inner West Extension
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Diane Fajmon - light rail

From: "shelley bice" <sbicel@optusnet.com.au>
To: <plan_comment@planning.nsw.gov.au>
Date: 7/11/2010 12:41 PM
Subject: light rail

As a resident of 29 Weston St Dulwich Hill whose house backs onto rail I have some concerns. I am concerned about loss of privacy due to passengers being able to look into my backyard and onto back verandah. At present land beside rail is overgrown with trees and weeds but these are not a permanent screen.

Secondly, noise. Despite the relatively low decibels (from your plans) the high number of rail trips will mean an unwelcome and significant rise in noise levels for me. Previous freight rail noise was loud but infrequent. Thirdly, the proposed cycleway and greenway could invade my privacy. If it is to be located in rail corridor screens would be needed.

Waratah and Arlington Stations should be combined. There should not be a station at the end of Weston St as residents of this street are already shouldering the burden of the light rail, cycleway and greenway.

Finally as this area is already well serviced by both trains and buses it would be preferred if the light rail extension was scrapped altogether and the rail corridor turned into a greenway and cycleway.

Thankyou for receiving my comments and look forward to response.

Shelley Bice

2 pages

Application to comment on Light Rail Extension

As a resident of 29 Weston St
Dulwich Hill I have some concerns
regarding the light rail extension to
Dulwich Hill, as well as greenway/cycleway.

Firstly, loss of privacy. At present
my verandah and back yard are
screened by trees & weeds. These
however are temporary. Passengers
on light rail could see into my
home. This is a concern also for
proposed cycleway/greenway.

Secondly, noise. Despite the light
rail being quieter than previous
freight trains, they will be far
more frequent. Screening to
reduce this is desirable.

Thirdly, amalgamation of
Waratah & Arlington stations.
Weston Street residents are having
to cope with enough (see above points)

without further loss of privacy,
increased traffic etc caused by
proposed Waratah Station site.

Finally, as this area of the
Inner West is already well
serviced by public transport it
would be desirable for the rail
to be removed altogether and
the corridor turned over to a
greenway/cycleway.

Thankyou for considering my
submission to the impact of
the light rail / greenway / cycleway

Yours faithfully

Shelley Bice
29 Weston St
Dulwich Hill

(ph) 9560 7428

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Diane Fajmon - Online Submission from Robert Small of Private (support)

From: Robert Small <smallrf@bigpond.com>
To: Diane Fajmon <diane.fajmon@planning.nsw.gov.au>
Date: 7/11/2010 9:42 PM
Subject: Online Submission from Robert Small of Private (support)
CC: <assessments@planning.nsw.gov.au>

Department of Planning, Major Projects Assessments
Attn: Diane Fajmon

Mr Robert Small
92 Duntroon St
Hurlstone Pk
NSW 2193

smallrf@bigpond.com
0409 047 709

Dear Ms Fajmon

Re: Application reference number MP 10-0111Light Rail Extension-Inner West Lilyfield to Dulwich Hill. Formal Submission

I have commuted by bicycle between Hurlstone Pk and Neutral Bay for nearly eight years and will use the proposed Greenway along the light rail corridor on a daily basis. I am also a regular driver, but do not generally drive to work. I have attended two community information sessions, the most recent being in Leichhardt on 30 October 2010. At this session I discussed two aspects of the Greenway with the staff present, who advised me to make a formal submission as suggested on p3 of the Transport NSW feedback sheet distributed at the meeting.

1. Weston St diversion

I understand there are three proposals for the Greenway in the vicinity of Weston St. The staff at the community session advised that the Weston St diversion is the favoured low cost option. The other two proposals are for a low level and a high level pathway within the light rail corridor.

I strongly recommend either the low or high level pathway is constructed rather than the Weston St diversion. Diverting the cycleway along Weston St will cause a large, and ever increasing amount of bicycle traffic along this quiet street. Large numbers of commuting and recreational riders use the existing route through Dulwich Hill already, and this number will increase again in a step change when the new Greenway is constructed due to its convenience and additional safety. The rising cost of motoring, the increased community awareness of the health benefits of cycling, and new cycleway initiatives nearby (such as Kent St and King St in the CBD) can only mean ever increasing numbers of riders into the foreseeable future. I am concerned that diverting these riders along Weston St will cause a backlash, and create community anger against cyclists. Construction of the low or high level pathway within the corridor will prevent this from happening, and will also greatly improve the convenience of the route, bringing praise from both community and riders. If the Weston St diversion goes ahead, it will be much more costly and difficult to retrofit an in-corridor solution later on, if as I fear, a negative response from the community occurs.

I understand there have been objections to the low level and high level pathways based on removal of vegetation,

and in the case of the high level path, impact on privacy. I do not regard these objections as insurmountable. My experience with removal of vegetation is as long as this is carefully planned using appropriate expertise, vegetation loss can be minimised, and that any trees that are removed can be replanted in the same or increased numbers, with the same species, nearby. With regard to protection of privacy, screens could be installed that prevent Greenway users overlooking previously secluded properties, as has occurred on many high level roads.

2. Marion St traffic lights

The staff at the community briefing indicated that traffic lights at Marion St is the favoured low cost option for the Greenway crossing at this location. The alternative option to the traffic lights is a bridge over Marion St.

I strongly recommend installation of a bridge for the Greenway at Marion St. I have observed that Marion St is already at or near full capacity during peak periods, and becomes gridlocked with relatively minor disruptions such as a broken down car. Traffic lights will only worsen congestion on Marion St, and may lead to a negative reaction to the Greenway by motorists. I am also concerned that riders and pedestrians will tend to ignore the traffic lights and try to cross Marion St in gaps in the traffic. This dangerous behaviour will be more common if the lights are slow-timed such as the pedestrian lights on New Canterbury Rd at near Myra St. The construction of a bridge will eliminate these problems, and again will also greatly improve the convenience of the route, bringing praise from both community and riders. If the Marion St traffic lights go ahead, it will be much more costly and difficult to retrofit a bridge later on, if as I fear, a negative response from motorists, riders and the community occurs.

I understand there have been objections to the bridge based on potential visual impact. I do not believe this is a valid objection. There are already large, unsightly advertising billboards above, and on each side of Marion St in the vicinity of the proposed crossing. The billboard over Marion St is illuminated and has what can only be described as an extremely negative visual impact. By contrast a combined pedestrian cycle bridge can be designed to enhance the built environment, such as those recently installed over Victoria Rd at White Bay, and over the Gore Hill freeway at Falcon St.

yours sincerely

Robert Small

Name: Robert Small
Organisation: Private

Address:
92 Duntroon St
Hurlstone Pk
NSW 2193

IP Address: cpe-124-188-162-56.unq1.cht.bigpond.net.au - 124.188.162.56

Submission for Job: #4097 Project Application
https://majorprojects.onhiive.com/index.pl?action=view_job&id=4097

Site: #2291 Sydney Light Rail Inner West Extension
https://majorprojects.onhiive.com/index.pl?action=view_site&id=2291

Diane Fajmon
Senior Planner - Roads and Rail

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Diane Fajmon - Submission re. application MP 10_0111. Attn: Diane Fajmon

From: Matthew Bogunovich <motya@iinet.net.au>
To: <plan_comment@planning.nsw.gov.au>
Date: 7/11/2010 11:37 PM
Subject: Submission re. application MP 10_0111. Attn: Diane Fajmon
Attachments: submission November 2010.docx

Dear Ms Fajmon,

We provide the attached submission regarding the extension of light rail to Dulwich Hill.

Thank you for the opportunity to contribute.

Yours sincerely,
Matthew Bogunovich and Cameron Andrews
Rushcutters Bay

(MB) 0434 356 242
(CA) 0410 540 658

SUBMISSION
Application MP 10_0111
(Dulwich Hill light rail extension)

1. INTRODUCTION

We would like to state our very strong support for the project and congratulate Transport NSW for its work to date.

The extension of the existing service is overdue; and is a rare and hopeful indication that Sydney might yet move away from the escalating noise, congestion, wasteful land use, visual pollution and energy inefficiency guaranteed by car-centred planning.

2. DULWICH HILL INTERCHANGE

2.1 Interchange features at Dulwich Hill train station Dulwich Hill station itself should be viewed as forming part of the light rail interchange. Its nature and function will now be different. Thought should accordingly be given to such features and services as:

- clear signage indicating the location and direction of the tram stop (and likewise at the tram stop, with respect to the train station);
- a train departure display on the light rail platform (as recommended at 5.1.5 of the Environmental Assessment);
- a covered walkway connecting the two facilities, to protect patrons from the sun and rain;
- the harmonisation of light rail scheduling with heavy rail to minimise interchange delays, at least to some degree, although it is acknowledged that the operational qualities of light rail might mean this is not feasible. This is more of an issue while the service frequency remains as long as 10-12 minutes;
- the installation of a lift; and
- integrated ticketing (discussed further below).

2.2 Importance of tram stop location It is vital that the interchange at Dulwich Hill be as quick and easy as possible: accordingly, we strongly support the initial “base case” proposal of a light rail stop immediately adjacent to Dulwich Hill train station. We believe that preserving the car parking presently available on Bedford Crescent alone does not come even close to outweighing the advantages of the primary proposal.

The importance of a properly designed interchange at the end of the route can barely be overstated. The ease of the interchange for patrons at Dulwich Hill will be a major determinant of the light rail system’s overall utility, perception and success. If the light rail stop is any distance from Dulwich Hill station, the average traveller, or potential traveller, will ask the obvious question of why the tram stop was built away from the station, and rightly so.

The mooted benefits of the alternative stop locations – namely the creation of a “pocket park” at the end of Bedford Crescent, and the easier access to Jack Shanahan Park – are decidedly insubstantial compared with those of the base case.

2.3 Light rail v on-street parking The competing interests at issue might be assessed numerically: i.e. the ability of the few to use the additional car parking spots on

Bedford Crescent, as against the experience of every tram patron whose trip will begin or end with a train journey at Dulwich Hill over the lifetime of the service. This is expected to be in the order of 300 passengers per day in 2016 (Environmental Assessment, Table 4.1), helping make it the busiest of the new light rail stops. On this alternative analysis, it is also hard to justify options other than the primary interchange proposal.

We point out too that the base case in any event makes provision for car parking spots on Bedford Crescent.

Further, it would be perverse to compromise the design of the light rail system for the sake of car parking. A core rationale of the light rail service is to provide an effective alternative to car use. The provision of car parking merely stimulates the demand for yet more car parking. Car parking space is not sacred. There is now a superior – and greatly more socially and environmentally beneficial – use for the public land.

2.4 Transport NSW interchange design guidelines The principles contained in the Transport Department's *Guidelines for the Development of Public Transport Interchange Facilities* (September 2008) also strongly suggest the base case as the best option. These principles include:

- giving priority to “the most efficient and sustainable modes of travel” (3.2.1), specifically adding that commuter parking should be given the lowest priority;
- minimising unnecessary transfer and waiting time, which act as a disincentive to patronage, and the consequent need to carefully design “all aspects” of an interchange with the experience of the patron in mind (3.2.3); and
- the importance of designing interchanges in sympathy with the needs of mobility-impaired passengers (3.4.3).

2.5 The site options with respect to the project goals The alternative proposals sit poorly and are inconsistent with a number of the key project objectives, namely, to:

- improve public transport access and connections;
- provide better integration of public transport;
- encourage sustainable and healthy travel options; and
- make the best use of a disused government asset.

3. LEWISHAM STOP

We urge the application of the same general principles, in so far as any are relevant, to the tram stop at Lewisham.

This is a very challenging locale, currently characterised by poor amenity and the relatively long distance between the tram stop and Lewisham station. It would be very beneficial if all concerned parties (e.g. CityRail and Marrickville and Ashfield councils) conferred and investigated any measures which improve its accessibility and the passenger experience. These might include:

- incorporating the light rail stop as part of the adjoining redevelopment between Hudson and Longport streets. This seems an obvious and intelligent possibility which would bring mutual benefits for both the tram stop and the redevelopment, such as improved accessibility and amenity. Relocating the stop slightly north would also shorten the distance to Lewisham station and remove the need for passengers to walk along Hudson Street;

- provision of an adequate footpath between the stop and Lewisham station;
- allowing direct pedestrian access to the nearest (western) end of Lewisham station, which would shorten time spent walking along Railway Terrace;
- clear signage being provided for the length of the pedestrian route;
- shortening the waiting time at the intersection of Longport Street and Old Canterbury Road, if this is relatively long, or would be perceived as a long wait by passengers;
- providing clean, natural lighting as well as clear lines of sight to the stop as much as practicable; and
- not forgetting proper consideration being given to pedestrian access from the tram stop's western side, and indeed from all material directions, so that the new service is fully integrated into its surrounds from the outset.

4. TRAM STOP DESIGN

We strongly recommend the philosophy of considering every aspect of the light rail service from the perspective of its actual patrons. The design of the tram stops is one of the more important of these.

4.1 Shelter and bench space As one basic function, tram stops should give patrons sufficient shelter against the elements. This need is not really met by the small JCDecaux stops which are now so prevalent in Sydney: they may be popular with transport authorities and councils, but are inadequate for the basic needs of travellers. We would point to the Wentworth Park stop on the current light rail service as an example of where more generous shelter and bench space is provided.

4.2 Useful information for passengers A priority should be made of providing information of actual practical use to patrons at stops, particularly given the comparatively large amount of space often devoted to advertising. An electronic display showing the distance of the next tram in minutes would be especially useful to passengers, and would make a substantial improvement to their experience of the trip. This strikes us as very feasible, particularly given that tram movement is so predictable.

4.3 Local visibility of tram stops To help improve awareness and use of the light rail service, clear signage indicating the presence and direction of local tram stops should be present in popular areas such as high streets, where they are within walking distance. Norton and Marion streets, and Wardell Road, come to mind.

On the present service, for instance, we are not certain that the Glebe stop is given as much visibility as it could from Glebe Point Rd.

4.4 Interpretive panels We recommend the project planners consider the idea of installing interpretive displays or panels at at least some the tram stops. They could relate to tram history, local history, the flora and fauna of the GreenWay, and the extension project itself. We are sure that historians or specialists within organisations such as Transport NSW, local councils, or the Sydney Tramway Museum would enthusiastically contribute to the initiative.

This sort of display has the potential to make the experience of using the light rail service more interesting and informative. In fostering a connection with the light rail system, and public transport in general, commuting and travelling can be made a degree more

meaningful and human, rather than blank and impersonal. Wider still, it may help contribute to a positive sense of identity among public transport users.

5. RESTRAINTS ON TRAM SPEED

Now that the light rail system is set to expand and travel times set to increase, it is timely and important that all factors which restrain tram speed are openly and properly re-assessed. At least two sources of delay on the present light rail system seem unnecessary.

5.1 Traffic signal pre-emption On the present route, trams do not appear to be granted preferential or pre-emptive traffic signals on Hay Street, just before the ascent to Central Station. This brings trams to a frustrating stop within sight of Central and unnecessarily extends overall journey times.

The current settings are perhaps understandable at the intersection of George St, but certainly not at Pitt and Castlereagh streets, which are relatively quiet.

The issue of pre-emptive signals must be revisited, now that it is set to affect more passengers. We believe a general presumption in favour of light rail vehicles should apply at traffic lights, as in other cities, and that it is only at exceptional locations that trams should be denied signal pre-emption. As a policy, the onus should lie on those denying the need for signal pre-emption.

5.2 On-street running speed Likewise, it is hard to think of any reasonable justification for the upper speed limit of 20km/h which is currently imposed on trams – or, more to the point, tram passengers. As a result, it feels as if trams crawl along painfully slowly in the vicinity of Central Station. We recommend allowing trams to run at the general speed limit, according to the skill and judgement of their drivers – as in Melbourne – or possibly at a reduced speed limit only in strictly defined areas, as in Adelaide.

In any event, imposing a general speed restriction of 20km/h is clearly inflexible and overly onerous. This seems to be another area where travel times to and from Dulwich Hill could easily be improved.

6. INCLUSION OF LIGHT RAIL IN INTEGRATED TICKETING

We again emphasise the importance of including light rail not only in the proposed system of electronic integrated ticketing, but in the general system of public transport ticketing, as soon as practicable.

While it remains excluded from the rest of Sydney's public transport system, light rail continues to operate well under potential. The lack of progress on this front defies belief and explanation. This protracted state of affairs has no basis in good public policy, and is certainly not for want of effort on the part of the light rail operators themselves.

The importance of finally attending to this seemingly minor and uncomplicated point is so obvious, and has been stated so often, that we need not devote any further space to those arguments here.

7. THANK YOU

Thank you for considering our submissions, and for the opportunity to contribute to this process.

We have tried to make positive suggestions for ensuring the extension is a fantastic service, but are concerned most of all that a firm commitment is made to providing the best possible interchange solutions at Dulwich Hill and Lewisham. It would be highly unfortunate, and to the enduring detriment of the light rail system and its patrons, should inferior options be selected.

More widely, the success of the new service has significance for the entire city. It is so very important – and at this stage still entirely possible – to perfect the design of the system and create a service Sydney can be properly proud of, and look to as a model for its future development.

MATTHEW BOGUNOVICH
CAMERON ANDREWS

7 NOVEMBER, 2010

Diane Fajmon - Online Submission from John Murphy of Resident ()

From: John Murphy <johnf.murphy@bigpond.com>
To: Diane Fajmon <diane.fajmon@planning.nsw.gov.au>
Date: 8/11/2010 11:25 AM
Subject: Online Submission from John Murphy of Resident ()
CC: <assessments@planning.nsw.gov.au>

I was surprised and dismayed to receive a note in the letterbox from Eco Transit informing us that a group of people is attempting to change the previously announced stops of the Light Rail from two stops at Arlington and Waratah to one stop at Hill St /Terry St.

In my opinion this would be a disastrous mistake for the vast majority of residents in our area. The whole point of light rail stops is that they are in easy walking distance for residents. If this is taken away, as it would be for residents in my area, cars would be used to drive to stops or the light rail would not be used, especially in inclement weather. This would especially be the case for aged or disabled residents.

Name: John Murphy
Organisation: Resident

Address:
28 Windsor Rd
Dulwich Hill 2203

IP Address: cpe-124-188-144-153.pecz1.cht.bigpond.net.au - 124.188.144.153

Submission for Job: #4097 Project Application
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Site: #2291 Sydney Light Rail Inner West Extension
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Diane Fajmon
Senior Planner - Roads and Rail

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Diane Fajmon - Online Submission from Steven Oesterreich (object)

From: Steven Oesterreich <soesterreich@arkgroupasia.com>
To: Diane Fajmon <diane.fajmon@planning.nsw.gov.au>
Date: 8/11/2010 3:37 PM
Subject: Online Submission from Steven Oesterreich (object)
CC: <assessments@planning.nsw.gov.au>

At thie website there are many concerns raised
<http://inner-west-courier.whereilive.com.au/news/story/detour-ruins-greenway/>

But - A question that doesn't seem to be addressed, is there a need for a lightrail along this route. Foresight into the project wasn't given, but rather, private investors and government said: "There is already a rail line there, let us use it with-out first doing proper research as to if this would be mode of transport that will be used to an acceptable level." I'm sure they are a few of those, where the railway will make their trip to the city a bit easier, but there is already stations just a short walk away or buses.

Wouldn't a better alternative be of just tearing up the railway and making the route a well-maintained Greenway - this would be safer, environmentally sound and it will then show us that the government do have a vision for the future. I'm sure if this would happen, it would encourage more people to take their bikes along a safe route, not one that is along a street congested with traffic. We all know of many accidents that have happened when bicyclists try and make it into the city and with this knowledge a lot of people who are on the fence about using the bicycles to get to work are deterred.

Name: Steven Oesterreich

Address:
33 Weston Street, Dulwich Hill, NSW 2203

IP Address: mail.arkgroupasia.com - 125.255.42.229

Submission for Job: #4097 Project Application
https://majorprojects.onhiive.com/index.pl?action=view_job&id=4097

Site: #2291 Sydney Light Rail Inner West Extension
https://majorprojects.onhiive.com/index.pl?action=view_site&id=2291

Diane Fajmon
Senior Planner - Roads and Rail

P: 02 9228 6370
F: 02 9228 6355
E: diane.fajmon@planning.nsw.gov.au

Diane Fajmon - Online Submission from Pamela Smith (support)

From: Pamela Smith <pmvsmith@optusnet.com.au>
To: Diane Fajmon <diane.fajmon@planning.nsw.gov.au>
Date: 8/11/2010 3:18 PM
Subject: Online Submission from Pamela Smith (support)
CC: <assessments@planning.nsw.gov.au>

I am opposed to the residents of Weston Street lobbying to replace the "Waratah" and "Arlington" stops with a single stop located between Hill Street and Terry Road.

This proposal significantly disadvantages myself, my neighbours and, in fact, over 1,200 residents who would walk to the originally proposed light railstops. In my view I find it difficult to believe there would be significant traffic dropping people off at the proposed Waratah station, on Weston Street. I believe the vast majority of residents will walk or cycle to the stop. I also think many of the elderly residents in Denison Road and adjoining streets will find it less convenient to walk a greater distance.

I would also suggest that at the Davis Street Waratch site, where significant regeneration of local grasses and shrubs has been planted and are thriving, that a short raised platform be erected for pedestrians as a walkway, instead of concreted paths destroying this burgeoning native flora and fauna habitat.

I have had discussions with residents in Weston Street and they have raised a number of objections to the Light Rail extension and the planning of the stops. Many think the line will bring crime into the area, that their children will be run over by the trains, and that their privacy (many dwellings back on to the line) will be affected. I am sympathetic to their concerns, but believe their objections are founded in not wanting the line at all and an inability to allow other residents the gains that such a line would bring.

Name: Pamela Smith

Address:
136 Denison Road
Dulwich Hill NSW 2203

IP Address: c114-77-198-34.rivrw3.nsw.optusnet.com.au - 114.77.198.34

Submission for Job: #4097 Project Application
https://majorprojects.onhiive.com/index.pl?action=view_job&id=4097

Site: #2291 Sydney Light Rail Inner West Extension
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Diane Fajmon
Senior Planner - Roads and Rail

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Diane Fajmon - Online Submission from Colin Hendry (support)

From: Colin Hendry <colin.r.hendry@gmail.com>
To: Diane Fajmon <diane.fajmon@planning.nsw.gov.au>
Date: 8/11/2010 10:04 PM
Subject: Online Submission from Colin Hendry (support)
CC: <assessments@planning.nsw.gov.au>

I support the Arlington and Waratah stops described in the Environmental Assessment but I oppose the Hill Street/Terry Rd option that is being advocated.

Name: Colin Hendry

Address:

19 Arlington Street Dulwich Hill

IP Address: 124-149-64-172.dyn.iinet.net.au - 124.149.64.172

Submission for Job: #4097 Project Application

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

Site: #2291 Sydney Light Rail Inner West Extension

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

Diane Fajmon

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Diane Fajmon - Online Submission from Colin Hendry (support)

From: Colin Hendry <colin.r.hendry@gmail.com>
To: Diane Fajmon <diane.fajmon@planning.nsw.gov.au>
Date: 10/11/2010 2:57 PM
Subject: Online Submission from Colin Hendry (support)
CC: <assessments@planning.nsw.gov.au>

I am a resident of Dulwich Hill, and I am very happy with the proposed station locations as reflected in the current Environmental Assessment (called "Arlington" and "Waratah") as I believe both these locations will provide convenient access for residents in the area.

I have become aware there are a few individuals opposed to these two station locations and they are lobbying to have these two stops replaced by a single stop located between Hill Street and Terry Road.

I am writing to you to object to any alteration to the existing plan, and advise that I am strongly opposed to the Hill Street/Terry Road option that is being advocated by this small minority.

Yours faithfully,
Colin Hendry

Name: Colin Hendry

Address:
19 Arlington Street
Dulwich Hill
NSW 2203

IP Address: 124-149-64-172.dyn.iinet.net.au - 124.149.64.172

Submission for Job: #4097 Project Application
https://majorprojects.onhiive.com/index.pl?action=view_job&id=4097

Site: #2291 Sydney Light Rail Inner West Extension
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Diane Fajmon
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E: diane.fajmon@planning.nsw.gov.au

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Diane Fajmon - Online Submission from Susan Lohan (support)

37

From: Susan Lohan <lohansue@gmail.com>
To: Diane Fajmon <diane.fajmon@planning.nsw.gov.au>
Date: 8/11/2010 7:42 PM
Subject: Online Submission from Susan Lohan (support)
CC: <assessments@planning.nsw.gov.au>

I would like to make a submission in favour of the current proposal to locate a light rail station at arlington. this will maximise the potential the majority of residents of the high density developments on Williams Parade and adjacent residents to access the proposed facility. In understand there has been an alternative stop proposed at Hill St/Terry Road. This is located in a low density residential area and increase the travel distance for the high density residents which is contrary to proper planning development guidelines.

Name: Susan Lohan

Address:
13/5 Williams Parade, Dulwich Hill, NSW 2203

IP Address: cpe-60-229-217-163.lns8.ken.bigpond.net.au - 60.229.217.163

Submission for Job: #4097 Project Application
https://majorprojects.onhiive.com/index.pl?action=view_job&id=4097

Site: #2291 Sydney Light Rail Inner West Extension
https://majorprojects.onhiive.com/index.pl?action=view_site&id=2291

Diane Fajmon
Senior Planner - Roads and Rail

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E: diane.fajmon@planning.nsw.gov.au

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Diane Fajmon - Online Submission from Lucas Ihlein (support)

38

From: Lucas Ihlein <shortleftleg@yahoo.com>
To: Diane Fajmon <diane.fajmon@planning.nsw.gov.au>
Date: 8/11/2010 7:15 PM
Subject: Online Submission from Lucas Ihlein (support)
CC: <assessments@planning.nsw.gov.au>

I support the introduction of the two stops called Arlington and Waratah.

I oppose the replacement of these two stops with the Hill St/Terry Road location stop as is being campaigned by some residents.

Name: Lucas Ihlein

Address:
5 Benham St
Dulwich Hill 2203

IP Address: 210-84-26-205.dyn.iinet.net.au - 210.84.26.205

Submission for Job: #4097 Project Application
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Site: #2291 Sydney Light Rail Inner West Extension
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Diane Fajmon
Senior Planner - Roads and Rail

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F: 02 9228 6355
E: diane.fajmon@planning.nsw.gov.au

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Diane Fajmon - Online Submission from Michael O'Driscoll (support)

From: Michael O'Driscoll <mick@sthsydney.com.au>
To: Diane Fajmon <diane.fajmon@planning.nsw.gov.au>
Date: 8/11/2010 7:07 PM
Subject: Online Submission from Michael O'Driscoll (support)
CC: <assessments@planning.nsw.gov.au>

I would like to make a submission in support of the light rail project in general but specifically in relation to supporting the stops at arlington and waratah. In simple terms these 2 stops will serve high density apartment developments, many of whose residents either walk to dulwich hill / hurlstone park train stations or drive (majority) Personally I drive to work currently and changing these stops to hill /terry as some local residents are proposing will not encourage me to stop driving. We would strongly reccomend you proceed with the current proposal

Name: Michael O'Driscoll

Address:
13/5 Williams Parade, Dulwich Hill,2203

IP Address: cpe-60-229-217-163.lns8.ken.bigpond.net.au - 60.229.217.163

Submission for Job: #4097 Project Application
https://majorprojects.onhiive.com/index.pl?action=view_job&id=4097

Site: #2291 Sydney Light Rail Inner West Extension
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E: diane.fajmon@planning.nsw.gov.au

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Diane Fajmon - Online Submission from Greg Vlahos (support)

From: Greg Vlahos <gvl11194@dodo.com.au>
To: Diane Fajmon <diane.fajmon@planning.nsw.gov.au>
Date: 8/11/2010 6:30 PM
Subject: Online Submission from Greg Vlahos (support)
CC: <assessments@planning.nsw.gov.au>

100% in favour of the project with the current plan of stops at arlington and waratah.

I STRONGLY OPPOSE THE IDEA OF HILL ST/TERRY ROAD RELACING ARLINGTON STATION AND WARATAH

THE IDEA IS TO BENEFIT THE MAJORITY OF THE RESIDENTS IN THE ELECTORATE AND ENCOURAGE USAGE NOT TO DISCOURAGE

Name: Greg Vlahos

Address:
18 Arlington Street
Dulwich Hill NSW 2203

IP Address: 122-148-174-123.static.dsl.dodo.com.au - 122.148.174.123

Submission for Job: #4097 Project Application
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Site: #2291 Sydney Light Rail Inner West Extension
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Diane Fajmon
Senior Planner - Roads and Rail

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E: diane.fajmon@planning.nsw.gov.au

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Diane Fajmon - Online Submission from Evangelia Vlahos (support)

From: Evangelia Vlahos <anvl888@yahoo.com.au>
To: Diane Fajmon <diane.fajmon@planning.nsw.gov.au>
Date: 8/11/2010 6:21 PM
Subject: Online Submission from Evangelia Vlahos (support)
CC: <assessments@planning.nsw.gov.au>

SUPPORTING Arlington and Waratah Stations.

STRONGLY OPPOSING Hill Street/Terry Road.

The idea of this light rail is to reduce vehicle usage and increase convenience of the majority of residence in the local area. I would not use the light rail should the Hill st/Terry rd option be adopted as it would be too inconvenient when carrying shopping etc.

For those who are concerned about a greener environment the only and correct option is the Arlington and Waratah Stations.

Name: Evangelia Vlahos

Address:
18 Arlington Street
Dulwich Hill NSW 2203

IP Address: 122-148-174-123.static.dsl.dodo.com.au - 122.148.174.123

Submission for Job: #4097 Project Application
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Diane Fajmon
Senior Planner - Roads and Rail

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Diane Fajmon - Online Submission from Alison Stevens (support)

42

From: Alison Stevens <stevensalison@yahoo.com>
To: Diane Fajmon <diane.fajmon@planning.nsw.gov.au>
Date: 8/11/2010 6:18 PM
Subject: Online Submission from Alison Stevens (support)
CC: <assessments@planning.nsw.gov.au>

I am in support of the light rail extension and both the Arlington and Waratah stops. I am aware of submissions against these two stops and a submission that they be replaced with a single stop at Hill St/Terry Rd.

I specifically oppose this option and believe it will reduce the access to the line by residents of our unit block. The Willaims Street complex contains a large number of apartments, and close proximity to a station is important to residents here.

Name: Alison Stevens

Address:
15/3 Williams Parade
Dulwich Hill
NSW 2203

IP Address: ppp121-44-198-83.lns20.syd7.internode.on.net - 121.44.198.83

Submission for Job: #4097 Project Application
https://majorprojects.onhiive.com/index.pl?action=view_job&id=4097

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Diane Fajmon - FW: Light Rail Submission MP10-0111

From: lightrail <lightrail@transport.nsw.gov.au>
To: "plan_comment@planning.nsw.gov.au" <plan_comment@planning.nsw.gov.au>
Date: 9/11/2010 2:23 PM
Subject: FW: Light Rail Submission MP10-0111
Attachments: MP10-0111 Lightrail Submission.pdf

Attention : Diane Fajmon

Forwarded from Lightrail.

From: Attila Balazs [mailto:Attila.Balazs@boral.com.au]
Sent: Monday, 8 November 2010 11:25 AM
To: lightrail
Subject: Light Rail Submission MP10-0111

Please find attached a submission on the proposed Light Rail stop at Taverners Hill Leichhardt.
Thank you

<<MP10-0111 Lightrail Submission.pdf>>
Regards

Attila

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<http://www.131500.com.au>

Major Projects Assessment
Department of Planning
GPO Box 39, SYDNEY NSW 2001

Re: **MP 10_0111**: Submission on Light Rail Stop at Taverners Hill

Attention: Diane Fajmon

Dear Diane

We are owners and occupiers of 15 Hathern Street, Leichardt NSW 2040. On review of the Environment Assessment Report for this project we were shocked to learn that a proposed stop has been planned for the western end of Hathern Street.

We have been Hathern Street residents for over 30 years and have witnessed many car collisions in the vicinity of the planned walkway entrance to the proposed stop. The volume and speed of traffic in Hathern Street does not safely lend itself to pedestrians and we are of the opinion that fatalities will occur if this proposed stop location is approved.

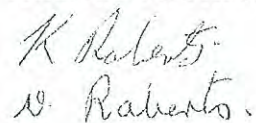
Our driveway is also situated at the commencement of the walkway to the stop. Due to high volume and the speed of traffic we are forced to exit Hathern Street with an amount of haste that safety permits to avoid rear end collisions with traffic coming around the western bend. The walkway is also located at the commencement of a common driveway to three other houses to which drivers must also enter and exit in a reasonable amount of haste to avoid collisions. As such, having an increase in pedestrian traffic entering and exiting the walkway causes us a high level of concern to our safety as well as those of pedestrians.

Hathern Street also has an extremely limited number of parking spaces. A large proportion of car parking spaces are used by employees of local businesses to the extent where off-street parking of Hathern Street residents is almost non-existent and we are frequently forced to park in adjoining streets. The proposed Taverners Hill stop will further limit the ability of residents to park in their own street as Light Rail commuters use Hathern Street for parking in addition to the proposed "kiss&ride" and handicapped allocations.

We respectfully request the Depart of Planning to further consider another location than Hathern Street for the proposed Taverners Hill stop – such as Beeson Street which we believe was originally proposed.

Yours Sincerely

Keith and Vera Roberts



15 Hathern Street
Leichhardt NSW 2040

Diane Fajmon - Online Submission from Michael Bailey (support)

From: Michael Bailey <michaelbailey18@bigpond.com>
To: Diane Fajmon <diane.fajmon@planning.nsw.gov.au>
Date: 9/11/2010 3:40 PM
Subject: Online Submission from Michael Bailey (support)
CC: <assessments@planning.nsw.gov.au>

I'm a Dulwich Hill resident supportive of the light rail extension, but my family's patronage of the service would be severely reduced if a Hill St/Terry Rd station were adopted in favour of abolishing the Arlington and Waratah stops. My wife has mobility issues, so axeing the Arlington stop would mean we'd continue to drive to Summer Hill railway station if we wanted to travel east by public transport. No to Hill St/Terry Rd; Yes to Waratah and Arlington!
Thankyou.

Name: Michael Bailey

Address:

20 Arlington St Dulwich Hill NSW 2203

IP Address: ppp255-157.static.internode.on.net - 59.167.255.157

Submission for Job: #4097 Project Application

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

Site: #2291 Sydney Light Rail Inner West Extension

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

Diane Fajmon

Senior Planner - Roads and Rail

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E: diane.fajmon@planning.nsw.gov.au

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Diane Fajmon - Submission - Inner west light rail extension - Marion Street Light Rail Committee.

From: Gregory Davis <chellandgreg@bigpond.com>
To: <plan_comment@planning.nsw.gov.au>, <planning@lpma.nsw.gov.au>
Date: 9/11/2010 10:21 PM
Subject: Submission - Inner west light rail extension - Marion Street Light Rail Committee.

26th October 2010 - Reference MP 10_0111

Sydney Light Rail Environmental Assessment Submission

To Transport NSW, The Department of Planning, Mr Tony Kelly, Mrs Diane Fajmon and Mr Tim Parker,

I am writing to you today on behalf of the **Marion Street Light Rail Committee**. We wish to put forward our group submission on the Environmental Assessment that has just been released for the Inner West Light Rail Extension.

We would firstly like to comment that the on going communication and consultation with local resident has been outstanding. The community information sessions have been both practical and helpful for residents to get a better understanding of the process and potential impacts. They have also facilitated a fantastic medium for the community to directly speak with the people involved in the project.

The Marion Street Light Rail Committee would also like to express its full support behind the Marion stop now being proposed for the north side of Marion Street. We believe that common sense has prevailed with all current indications suggesting that this is where the stop will be constructed.



Alternative schemes within the project.

One area that is mentioned in the alternative schemes within the project, is a pedestrian and cycle bridge over Marion street. This would replaced the proposed signalised crossing



We feel that the environmental and visual impacts would be catastrophic if this raised bridge proposal was to go ahead. The indicative length of the ramp is 200 metres and substantial tree removal and damage to the green belt would be required for this proposal to be considered.

There is also a considerable privacy issue for residents backing onto the proposed ramp site. The elevated position of the ramp would give pedestrian and cyclists a direct view into neighbouring properties.

The visual aspect of 200 metres of concrete and steel does not stay within the spirit of the project. We feel this structure would be a scar upon the landscape and would not provide any greater benefit

to the community that the proposed signalised lights would.

Traffic investigations indicate that the proposed signalised intersection would not impact on the local road network. Further to this, the financial cost for the over bridge are far more substantial than the signalised lights.

The Marion Street Light Rail Committee would strongly appose any consideration for the erecting of a pedestrian and cycle bridge over Marion Street. Traffic investigations indicate that the proposed signalised intersection would not impact on the local road network. Further to this, the financial cost for the over bridge are far more substantial than the signalised lights.

The Marion Street Light Rail Committee considers the vegetation pictured below far to important to the community to risk damage and/or removal through the erecting of a pedestrian and cycle bridge over Marion Street. This impact on this surrounding flora would be unacceptable.



In conclusion, The Marion Street Light Rail Committee lends it full support to the light rail station being located on the northern side of Marion Street as pictured above. We do however strongly oppose the development of a pedestrian and cycle bridge over the Marion Street. The signalised pedestrian lighting system is the preferred solution.

Marion Street Light Rail Committee Members.

117 Hawthorne Parade, Haberfield.

Name – Michelle Carrick

115 Hawthorne Parade, Haberfield.

Name – Greg & Marcella Davis Ph 0400 966 745 / chellandgreg@bigpond.com

113 Hawthorne Parade, Haberfield.

Name – Georgina Goldsmith

111 Hawthorne Parade, Haberfield.

Name – John & Joan Davidson

103 Hawthorne Parade, Haberfield.

Name – William & Pearl Hooke

101 Hawthorne Parade, Haberfield.

Name – Brendan Weiss

97 – 99 Hawthorne Parade, Haberfield.

Name – John & Sharon Favaloro

Diane Fajmon - Online Submission from Mark Swan (support)

From: Mark Swan <markswan@bigpond.net.au>
To: Diane Fajmon <diane.fajmon@planning.nsw.gov.au>
Date: 10/11/2010 6:35 AM
Subject: Online Submission from Mark Swan (support)
CC: <assessments@planning.nsw.gov.au>

I strongly support the proposal for stops at Davis Street bridge(Waratah) and Constitution Road bridge (Arlington). I understand that residents of Weston Street (adjacent to Waratah stop) have proposed amalgamating these stops into one between Hill Street and Terry Road.

There are around 400 home units in Williams Parade, and many other homes within the catchment, for whom the convenience of Arlington stop will be the greatest attraction to use the light rail. If the stop is moved to Hill Street/Terry Road:

(1) Drop-off vehicular traffic would be generated in these dead-end streets (query the effect on the adjacent businesses and homes). At Arlington there are two disused bus stops on the Constitution Road side of Johnson Park and the Constutution Road/Grove Street instersection provides a drop-off point to the east; at Davis Street there is room for a drop off point outside/opposite the Waratah Mills driveway.

(2) Unless pedestrian access can be had from Johnson Park along the rail corridor to such a proposed stop (and I am not sure if there is sufficient clearance along that part of the line to fit in a pedestrian path), passengers from Williams Parade and the western side of the line generally would have to divert via Windsor Road and Terry Road to get to the stop.

Name: Mark Swan

Address:
1/11 Williams Parade,
Dulwich Hill NSW 2203

IP Address: 203-42-25-68.tpips.telstra.com - 203.42.25.68

Submission for Job: #4097 Project Application
https://majorprojects.onhiive.com/index.pl?action=view_job&id=4097

Site: #2291 Sydney Light Rail Inner West Extension
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Diane Fajmon
Senior Planner - Roads and Rail

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E: diane.fajmon@planning.nsw.gov.au

Diane Fajmon - Online Submission from David Hampson (support)

47

From: David Hampson <mad@overflowangel.com.au>
To: Diane Fajmon <diane.fajmon@planning.nsw.gov.au>
Date: 9/11/2010 8:34 PM
Subject: Online Submission from David Hampson (support)
CC: <assessments@planning.nsw.gov.au>

I fully support the Arlington and Waratah stops as show in the EA.
My daughter will be starting high school at Leichhardt in 2012 and as such will be a regular user of the light rail.
To relocate the stops further away (Hill/Terry proposal) would make the light rail a less viable alternative to use on a regular basis. For this reason I do not support the Hill / Terry Rd option.

Name: David Hampson

Address:
6 Blairgowrie St
Dulwich Hill NSW 2203

IP Address: cpe-58-164-4-113.inse5.ken.bigpond.net.au - 58.164.4.113

Submission for Job: #4097 Project Application
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Diane Fajmon

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Diane Fajmon - Online Submission from Andy Hampson (support)

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From: Andy Hampson <andy@overflowangel.com.au>
To: Diane Fajmon <diane.fajmon@planning.nsw.gov.au>
Date: 9/11/2010 8:30 PM
Subject: Online Submission from Andy Hampson (support)
CC: <assessments@planning.nsw.gov.au>

I fully support the Arlington and Waratah stops as show in the EA.
I have a eye sight disability (legally blind) and the location of the stop at Waratah Mills will make the light rail accessible to me. As I am legally blind I do not drive and the close proximity of the stop at Warath Mill is of vital importance to me. To relocate the stops further away (Hill/Terry proposal)would make the light rail largely inaccessible to me. For this reason I do not support the Hill / Terry Rd option.

Name: Andy Hampson

Address:
6 Blairgowrie St
Dulwich Hill NSW 2203

IP Address: cpe-58-164-4-113.inse5.ken.bigpond.net.au - 58.164.4.113

Submission for Job: #4097 Project Application
https://majorprojects.onhiive.com/index.pl?action=view_job&id=4097

Site: #2291 Sydney Light Rail Inner West Extension
https://majorprojects.onhiive.com/index.pl?action=view_site&id=2291

Diane Fajmon

Senior Planner - Roads and Rail

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Diane Fajmon - Online Submission from William Priest (other)

49

From: William Priest <billypriest@hotmail.com>
To: Diane Fajmon <diane.fajmon@planning.nsw.gov.au>
Date: 9/11/2010 8:00 PM
Subject: Online Submission from William Priest (other)
CC: <assessments@planning.nsw.gov.au>
Attachments: inner west_white bay rail line.pdf

I am not opposed to the light rail in its current form. It provides a valuable alternative for residents of Lilyfield, Glebe, Annandale and Pyrmont to the use of indirect buses that travel on choked-up roads. The problem with extending this light rail line is that it will make for an unnecessarily long journey for commuters to the Sydney CBD and, at the same time, not catering for the areas where future developments will bring a great influx of residents and offices.

My submission is to use the existing rail at white bay to create another train line that connects the light rail to the current inner west line (between Summer Hill and Petersham). This would provide an efficient alternative to the light rail with fewer stops. It will also facilitate future extensions to upcoming developments that will require transport improvements, such as White Bay, Johnstone Bay and a tunnel to Barangaroo. Further, this submission creates the possibility to decongest Victoria Road with a rail system in the future (the natural hills make for straight tunnels under Rozelle and Drummoyne).

I have attached a map of the effected area of the Inner West with the proposed extentions and use of present infustructure

I submit this proposal out of concerned for the future of Sydney's transport needs.

Name: William Priest

Address:
23/119 Cavendish St, Stanmore
Sydney, NSW

IP Address: - 121.91.69.163

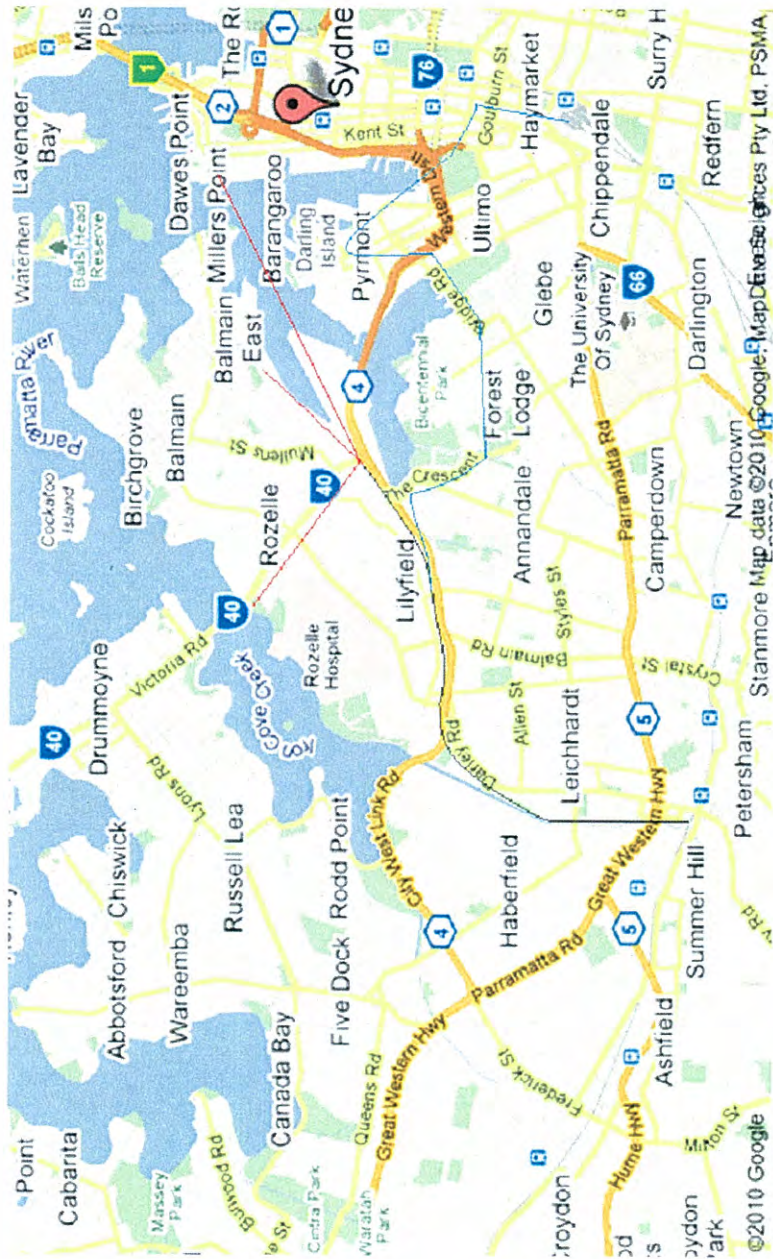
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Diane Fajmon - Online Submission from [REDACTED] (support)

From: [REDACTED]
To: Diane Fajmon <diane.fajmon@planning.nsw.gov.au>
Date: 9/11/2010 7:40 PM
Subject: Online Submission from [REDACTED] (support)
CC: <assessments@planning.nsw.gov.au>

I wish to express support for the proposed positioning of the 'Dulwich Grove', 'Arlington' and 'Warratah' (as exhibited on 1 November 2010) and oppose the submission to relocate one or more of these stations to Terry Road and/or Hill Street. The three proposed stations accurately match population centres and traffic flows within our suburb and will support and encourage pedestrian usage of the stations, rather than vehicular. Encouraging such usage is in line with the environmental objects of the Act and the Councils supporting this development. I DO NOT GIVE PERMISSION FOR MY NAME OR OTHER IDENTIFYING DETAILS TO BE PUBLISHED IN ANY FORM OR MEDIA.

Name: [REDACTED]

Address:
[REDACTED]

[REDACTED]

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