

Diane Fajmon - Online Submission from Darrell Killick (support)

76

From: Darrell Killick <dazza63@y7mail.com>
To: Diane Fajmon <diane.fajmon@planning.nsw.gov.au>
Date: 12/11/2010 9:29 AM
Subject: Online Submission from Darrell Killick (support)
CC: <assessments@planning.nsw.gov.au>

I support the proposal for the ?Arlington? and ?Waratah? stops as shown in the EA and oppose the Hill Street/Terry Road stop location. I consider the ?Arlington? and ?Waratah? stop locations will be the most convenient points of access to the light rail for the greatest number of local residents because these two stops are closest to the higher density residential areas in the neighbourhood.

Name: Darrell Killick

Address:
3/10 Williams Parade
Dulwich Hill.

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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 - Attn. Diane Fajmon

From: Harry Stephens <stephens.harry@gmail.com>
To: <plan.comment@planning.nsw.gov.au>
Date: 12/11/2010 8:36 AM
Subject: Attn. Diane Fajmon

As one who has always supported the extension of the light rail system to better serve the Inner West, I applaud the Government for finally doing what we have been asking for for decades.

I have one worry with the current plan: that the closest stop to us (across the canal and the parks at the bottom of Turner Avenue Haberfield) will be accessed by way of a bridge that will serve more functions than mere access to the light rail and in so doing will create an unnecessary concentration of vehicular traffic and parking in one area.

The plan puts the pedestrian bridge where the large numbers of people who use this section of the Richard Murden Reserve, the even larger numbers who use the dog park and the light rail commuters, will all be looking for somewhere to leave their cars where there is already insufficient space on many occasions.

I submit that it would be better to locate the new pedestrian bridge over the canal to the north of Cafe Bones and to retain and repair the existing bridge connecting Haberfield and Leichhardt through the pedestrian tunnel to the south. This would have the effect of distributing the inevitable increase in cars seeking street parking for the dog park, the RM Reserve and the light rail over a greater area so that more of us will be able to enjoy the fruits of this marvellous facility.

This is NOT NIMBYism but merely an attempt to more equitably share both the joys and the pains of the project.

--
Harry Stephens

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Diane Fajmon - Online Submission from Rose Redmayne (other)

78

From: Rose Redmayne <rose.redmayne@bigpond.com>
To: Diane Fajmon <diane.fajmon@planning.nsw.gov.au>
Date: 12/11/2010 8:47 AM
Subject: Online Submission from Rose Redmayne (other)
CC: <assessments@planning.nsw.gov.au>

Whilst I strongly support the light rail extension and greenway project I do not support the detour of the greenway along Weston Street. I strongly believe that the greenway should be kept within the rail corridor. Parking along Weston Street is at an absolute premium now and from a safety perspective I do not believe the greenway should detour along Weston Street given the current congestion with parked cars and reversing cars and also I believe it is unfair that the side of Weston Street that runs along the rail corridor should have disturbance on both sides of their property.

Name: Rose Redmayne

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56 Weston Street, Dulwich Hill, NSW 2203

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Diane Fajmon - Online Submission from Paul Leon (support)

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From: Paul Leon <pleon@investa.com.au>
To: Diane Fajmon <diane.fajmon@planning.nsw.gov.au>
Date: 12/11/2010 11:12 AM
Subject: Online Submission from Paul Leon (support)
CC: <assessments@planning.nsw.gov.au>

I strongly support the proposal being put forward by the Better Light Rail resident action group to merge the Waratah and Arlington stations because

- 1 Light rail commuters will benefit by way of improved efficiency, time, speed, and the potential to construct commuter parking at the Grove St redevelopment (if deemed necessary), all of which may further increase patronage.
2. It will obviate the need for both the Waratah Mills and Arlington stops, thereby saving both time and money. The merged stop is also better aligned with the state government's stop criteria and will ultimately deliver the government more bang for its buck?.

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Diane Fajmon - Online Submission from Paul Leon ()

From: Paul Leon <pleon@investa.com.au>
To: Diane Fajmon <diane.fajmon@planning.nsw.gov.au>
Date: 12/11/2010 1:44 PM
Subject: Online Submission from Paul Leon ()
CC: <assessments@planning.nsw.gov.au>

I strongly support including the Greenway within the shared corridor at Weston Street as proposed by BetterLightRail, instead of the detour currently being proposed by Transport NSW. This is because it will:

- have less impact on private property bordering the shared corridor than the detour
- have minimal impact on habitat and fauna (as identified in studies on the rest of the corridor)
- have less impact on privacy for residents
- have more predictable path narrowing constraints and thus be safer for users, as opposed to an unpredictable streetscape (e.g. bin night, cars reversing)
- better ameliorate the noise 'enveloping' effect of Weston Street, which has a light rail station as well as light rail operations increasing its base noise levels
- be far safer for users and residents, particularly compared to the entry and exit points of the detour
- have less impact on the wear and tear of the Weston Street streetscape

I urge Transport NSW to investigate this option more fully and determine its feasibility.

Name: Paul Leon

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Diane Fajmon - Online Submission from Cheryl Best (support)

80

From: Cheryl Best <lacher@hotmail.com>
To: Diane Fajmon <diane.fajmon@planning.nsw.gov.au>
Date: 12/11/2010 11:48 AM
Subject: Online Submission from Cheryl Best (support)
CC: <assessments@planning.nsw.gov.au>

As a resident/owner of a unit in Williams Parade Dulwich Hill, I am in total support of the Light Rail extension, and particularly of the Arlington stop. In Williams Parade alone, there are 10 blocks of units (368 units), plus The Denison on the cnr of Constitution Rd (96 units) - it makes sense to have the Arlington stop. I do not support the Hill St/Terry Rd option that the Weston St residents suggesting.

Name: Cheryl Best

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Diane Fajmon - Online Submission from John Bignucolo of EcoTransit Sydney (support)

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From: John Bignucolo <john.bignucolo@gmail.com>
To: Diane Fajmon <diane.fajmon@planning.nsw.gov.au>
Date: 12/11/2010 12:33 PM
Subject: Online Submission from John Bignucolo of EcoTransit Sydney (support)
CC: <assessments@planning.nsw.gov.au>
Attachments: ETS_Submission_Light-Rail-Inner-West-EA_2010-11-12.pdf; ETS_Submission_Light-Rail-Inner-West-EA_2010-11-12_Decl.pdf

To whom it may concern,

Please accept this attached submission from EcoTransit Sydney regarding the Sydney Light Rail Extension ? Inner West Extension Environmental Assessment prepared by Parsons Brinckerhoff for Transport NSW.

This submission was prepared and submitted on behalf of the not-for-profit, sustainable transport advocacy group, EcoTransit Sydney, in response to the request for feedback.

Yours sincerely,

John Bignucolo
Secretary
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Diane Fajmon

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A Submission on the Sydney Light Rail Extension Stage 1 – Inner West Extension Environmental Assessment

Prepared by: EcoTransit Sydney

Date: 12 November 2010

Authorised by the Executive Committee of EcoTransit Sydney

The submission (including covering letters) consists of:
20 pages

Contact person for this submission:

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See our website at: www.ecotransit.org.au

12 November 2010

To whom it may concern,

Please accept this submission from EcoTransit Sydney regarding the *Sydney Light Rail Extension – Inner West Extension Environmental Assessment* prepared by Parsons Brinckerhoff for Transport NSW. This submission was prepared and submitted on behalf of the not-for-profit, sustainable transport advocacy group, EcoTransit Sydney, in response to the request for feedback.

Political Donations Disclosure Statement to the Minister or the Director-General

Please be advised that as per the requirements set out in the Environmental Planning Assessment Act 1979 and related legislation, EcoTransit Sydney has not made any donations or gifts exceeding \$1000 in the relevant period.

Yours sincerely,



John Bignucolo
Secretary
EcoTransit Sydney

1 Summary

EcoTransit Sydney is writing in support of the Sydney Light Rail Inner West Extension as outlined in the Environmental Assessment.

The Rozelle freight rail line has existed as a transport corridor for a century and its planning controls and zoning reflect that purpose. Changing demographics and land use have meant that it also represents an opportunity for a significant addition to public transport capacity and local amenity in the Inner West at comparatively little cost, and all that flows from that in terms of personal mobility, access to sustainable transport for all members of the community, alleviating road congestion and addressing climate change.

The opportunity of fully employing an existing, grade-separated double track rail line that passes through a built-up area where existing public transport has reached or exceeded capacity is too good to miss. Instead of freight, light rail will move people – quietly, quickly, conveniently and frequently.

EcoTransit Sydney is strongly supportive of the NSW Government's policy outcome, as set out in the Metropolitan Transport Plan¹ to extend the light rail service beyond Lilyfield to Dulwich Hill using the Rozelle rail freight line and boost public transport capacity in the Inner West.

The determination to maintain a dual track configuration along the entire route is absolutely the correct decision. It will maximise reliability, service flexibility and frequency while reducing the costs of the extension by avoiding the more complex signalling systems needed for a single track operation.

The criteria used in the selection of stop locations has resulted in a sound proposal for a set of light rail stops. EcoTransit Sydney welcomes the recognition of the importance of locating stops as close as possible to significant interchange locations with heavy rail and bus services. Also welcome was the willingness to locate stops so as to connect with facilities and areas of local significance.

EcoTransit Sydney strongly supports retention of the Waratah and Arlington stops, and strongly opposes the proposal, canvassed during community consultations following the release of Transport NSW July 2010b, that they be replaced by a single stop at Hill St/Terry Rd.

EcoTransit Sydney recommends that the NSW Government take advantage of the opportunity presented by the light rail extension to reconsider its determination to exclude the light rail service from the MyZone ticketing scheme.

In the context of the Environmental Assessment's analysis of the GreenWay, EcoTransit Sydney is supportive of the preferred options for:

- A largely in-corridor, off formation, shared path along the west side of the double-track light rail line.
- A cycling/pedestrian bridge over Parramatta Road.

The maintenance of path continuity and grade separation by the provision of underpasses at the road bridges passing over the rail line is a welcome and noteworthy outcome.

With regard to the options listed in §6.4 "Alternative schemes with the project," EcoTransit Sydney supports:

- The alternative scheme for a new pedestrian and cycle bridge over Marion Street. (§6.4.1)

¹ Metropolitan Transport Plan – <http://www.nsw.gov.au/metropolitrantransportplan>

EcoTransit Sydney does not have a particular preference on the option for:

- Locating the GreenWay shared path within the rail corridor in the vicinity of Waratah Mills and Weston Street: (§6.4.2)

The preferred option for an on-street cyclepath along Weston Street described in the Environmental Assessment is one to which EcoTransit Sydney is not opposed.

We are strongly opposed to:

- The two alternative locations of the Dulwich Hill Interchange stop. (§6.4.3)

The submission concludes with a brief summary of the *City West Cycle-Link*, a proposal from EcoTransit Sydney that would provide a grade-separated cycling and pedestrian facility connecting the northern end of the GreenWay cycleway at Lilyfield to the Anzac Bridge, without requiring the use of the rail formation. The proposal would provide a shared path subway under the City West Link Road, bypassing James, Norton and Henry Streets and Derbyshire Road. It would subsequently connect to the Anzac Bridge cycleway at White Bay.

By virtue of its close proximity to the entrance of the City West Cycle-Link subway, we note the opportunity at the Leichhardt North light rail stop to construct an integrated, closely coupled interchange providing access to light rail, walking and cycling facilities. EcoTransit Sydney suggests that the Department of Planning coordinates with Transport NSW and the Roads and Traffic Authority to investigate it as a supplementary project.

2 Track Configuration

The Rozelle freight rail line has existed as a dual track transport corridor for a century and its planning controls and zoning reflect that purpose. Changing demographics and land use have meant that it also represents an opportunity for a significant addition to public transport capacity and local amenity in the Inner West at very little cost, and all that flows from that in terms of personal mobility, access to sustainable transport for all members of the community, alleviating road congestion and addressing climate change.

EcoTransit Sydney is in strong agreement with the conclusion outlined in §5.1.2 “Track configuration and route length” of the report for the maintenance of a double track configuration along the entire length of the light rail route from Lilyfield to Dulwich Hill.

There is a welcome recognition in the Environmental Assessment report of:

- How valuable a piece of urban rail transport infrastructure the Rozelle freight line actually is, and the importance and benefits of maintaining a double track configuration along the entire length of the existing rail line;
- Its importance in public transport and land use planning terms for the broader Inner West;
- An acknowledgement of the corridor’s ability to service a broad cross-section of the community including public transport users, cyclists and pedestrians;
- A recognition of the potential network benefits that an extended light rail service would offer in terms of substantial trip substitutions and in connecting to other public transport modes, particularly bus routes and the heavy rail network at Dulwich Hill and Lewisham.

2.1 Parramatta Road underbridge

EcoTransit Sydney welcomes the Environmental Assessment’s endorsement of Option 2, as described in §5.1.2 “Parramatta Road underbridge, which would raise the existing Parramatta Road rail bridge by approximately 0.5 metres. Raising the bridge will remove the potential operational risk to the light rail service posed by trucks colliding with, and damaging the rail bridge.

2.2 Alternate proposals for the rail corridor

In addition to a dual track extension of the light rail to Dulwich Hill, other proposals have been put forward that favour other uses of the rail corridor. Chief among them have been proposals to convert the rail corridor into a cycling route where the cycleway is located on one or both tracks of the formation. EcoTransit Sydney believes this would yield a poor outcome for the broader community.

There are several underlying assumptions to the alternate proposals for providing – at best – a single track for light rail west of Lilyfield:

- That demand for public transport in the Inner West has not saturated available capacity nor is congestion on our roads a constraint on an extension of bus operations;
- That adding a high capacity², flexible grade-separated public transport mode, offering a

² http://en.wikipedia.org/wiki/Light_rail#Capacity_of_light_rail_versus_road

north-south cross-connection to the heavy rail system and bus routes offers little in the way of broad community benefit:

- That a single track is sufficient for light rail, which is invariably derided as a comparatively low capacity and low frequency service and that questions of dual versus single track configuration are not relevant to the *viability* of the light service from the point of view of an operator;
- That providing a constrained *boutique* service is sufficient for the Inner West, even though it would offer little or no utility or community benefit as a transport mode, and is a worthwhile use of a valuable, publicly-owned transport corridor.
- That no provision can be made for a cycleway located almost wholly within the rail corridor.

Consequently, according to this view, one or both of the existing rail tracks should become a cycleway.

EcoTransit Sydney is not persuaded of the validity of this view, as it runs counter to the experience of the existing light rail service, whose patronage has continued to grow despite higher fares and its unjustified exclusion from MyZone and transport fare concession schemes.

The existing light rail service to Lilyfield uses a double track configuration. We note that cycling and GreenWay proponents continue to advocate for the allocation of at least one of the tracks through the Lilyfield cutting for use as a veloway³. Introducing an arbitrary dual track/single track operational disjunction at Lilyfield would be contrary to the practical operation of the light rail service and the interests of the commuting public. This would also run counter to the operational benefits in having two tracks available along the entire route, particularly in terms of turn-around and service frequency, while maximising flexibility and fault tolerance.

For example, the benefits to the Maryland Transit Administration when it upgraded from single to double track were described in the following terms⁴:

At the time that the Maryland Transit Administration (MTA) constructed the Central Light Rail Line serving the Baltimore metropolitan area, funds were not available to make the entire 29-mile system double-tracked. Twelve miles of the system were single track only, which over the years has resulted in operations, capacity and maintenance problems. JMT, in joint venture, designed the double tracking for two of the eight single track segments, between the Linthicum and Cromwell stations. The addition of a second track gives MTA much greater flexibility in scheduling and greatly reduce safety concerns throughout the Central Light Rail Line system.

The opportunity of fully employing an existing, grade-separated double track rail line that passes through a built-up area where existing public transport has reached or exceeded capacity is too good to miss. Instead of freight, light rail will move people – quietly, quickly, conveniently and frequently.

³ Their broader plan calls for a single track as far as the Lewisham West stop, after which both tracks would be used for a veloway to Dulwich Hill.

⁴ JMT Corp – <http://www.jmt.com/popups/doubletrack.html>

3 Stop Locations

EcoTransit Sydney is in agreement with the strategic criteria used to determine stop locations as set out in Chapters 5 and 6 of the Environmental Assessment. The resulting set of stop locations, shown in Figure 5.1, is one with which EcoTransit Sydney is largely in agreement. This is particularly the case with the following stops:

- Lewisham West, providing an interchange with the heavy rail network at Lewisham Station
- Arlington, which connects to the Dulwich Hill shops and sporting amenities at Summer Hill;
- Dulwich Grove, which provides an interchange to the bus services travelling along New Canterbury Road
- Dulwich Hill Interchange, which provides an interchange with buses and the heavy rail network at Dulwich Hill station.

EcoTransit Sydney would urge that Transport NSW continue to place a very high priority on ensuring that light rail stops are situated so as to permit the tightest possible integration of light rail with bus and heavy rail services, and the smooth, quick transfer of passengers between modes. This would be in keeping with accepted best practice in public transport network design.

The provision of these modal interchanges will be a crucial factor in ensuring high patronage levels on the light rail service, and for maximising the convenience, connectivity and utility of the service for the commuting public.

3.1 Lewisham West stop

The separation of the Rozelle freight line from Lewisham Railway station, coupled with land use developments in the immediate area presents a challenge for the provision of an effective interchange between the light rail and heavy rail networks at Lewisham.

EcoTransit Sydney supports the proposal to locate the Lewisham West light rail stop between Longport Street and Old Canterbury Road. *We would urge, however, that the stop be located so that it does not preclude the possibility of it serving as a viable transport interchange between the light rail and heavy rail networks. This is best achieved by locating the stop as far north (ie close to Longport Street) as possible.*

Based on discussions with officers from Transport NSW and Murrickville Council, it has been estimated that locating the stop adjacent to Hudson Street will force passengers to walk over 500m when changing between the light and heavy rail networks. This is far too long a distance for it to be considered a viable transport interchange and runs counter to one of the key transport design principles of the light rail extension.

EcoTransit strongly recommends that the Lewisham West stop be moved further north to a position where it would provide the quickest, most convenient possible pedestrian link between the Lewisham West stop and Lewisham Station. This link is vital because it will enable light rail to act as a feeder to the Main Western line and as a convenient shortcut between the Bankstown and Main Western lines, thereby taking pressure off Redfern Station. Over time, and with the integration of light rail into the MyZone scheme, these functions will assume considerable importance.

In this case, the location of the stop should be considered in relation to the design for the two developments proposed for either side of the light rail line, but particularly the Lewisham Estate redevelopment. This is because a quick, safe and convenient access route between the light rail stop and the station must necessarily pass through the proposed Lewisham Estate redevelopment and its success will rely on being integrated with this development.

In particular the pedestrian link must avoid at-grade road crossings since the surrounding roads are very busy. By locating the stop further north and applying the principles of Transit Oriented Development, an opportunity would exist for creating a shorter, more direct connection between the light rail stop and Lewisham Station.

The best, most direct route for this link is shown in Illustration 3.1. Passengers transferring from the light rail stop to Lewisham station would traverse the proposed retail precinct of the Lewisham Estate development. Passing through an active shopping precinct will offer an enhanced level of convenience and personal safety for passengers.

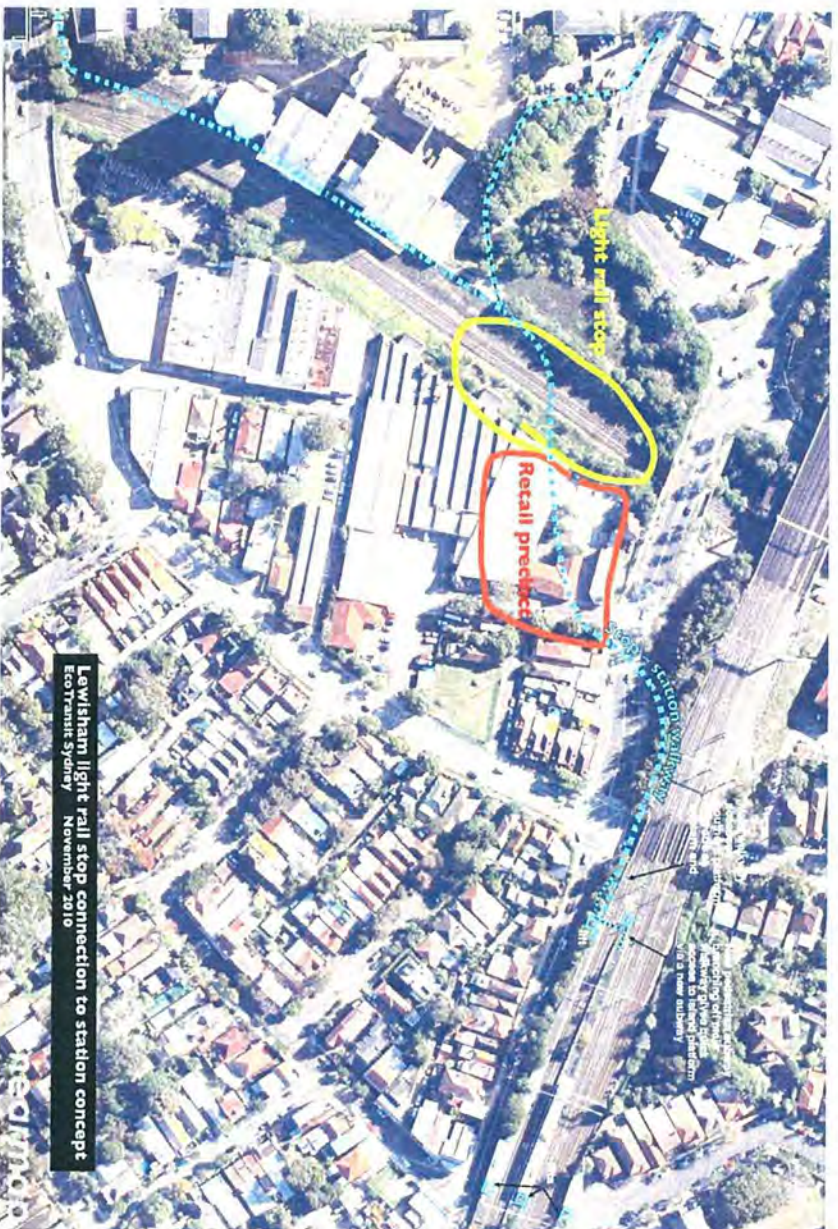


Illustration 3.1: Connecting the light and heavy rail networks at Lewisham

After the exiting the shopping precinct, stairs and a lift would provide access to a bridge over Longport Street and then Old Canterbury Road before entering the west end of the westbound Lewisham platform. Direct access to the west end of the Lewisham Station should be supplemented by a subway connection (serviced by lifts) between the platforms at the west end of the station.

We note that the NSW government's proposed integrated electronic ticketing scheme would allow tag on/tag off facilities to be located at either end of Lewisham Station, and obviate the need for the

single egress points currently favoured for ticketing control.

The resulting connection would be approximately 270m in length. This scheme would allow a stop to station transfer time of about 2 min. 30 secs, which is very reasonable. It compares with, say, walking from Platform 22 at Central to the Eddy Avenue bus rank or light rail terminus, or transferring from the city to the country platforms.

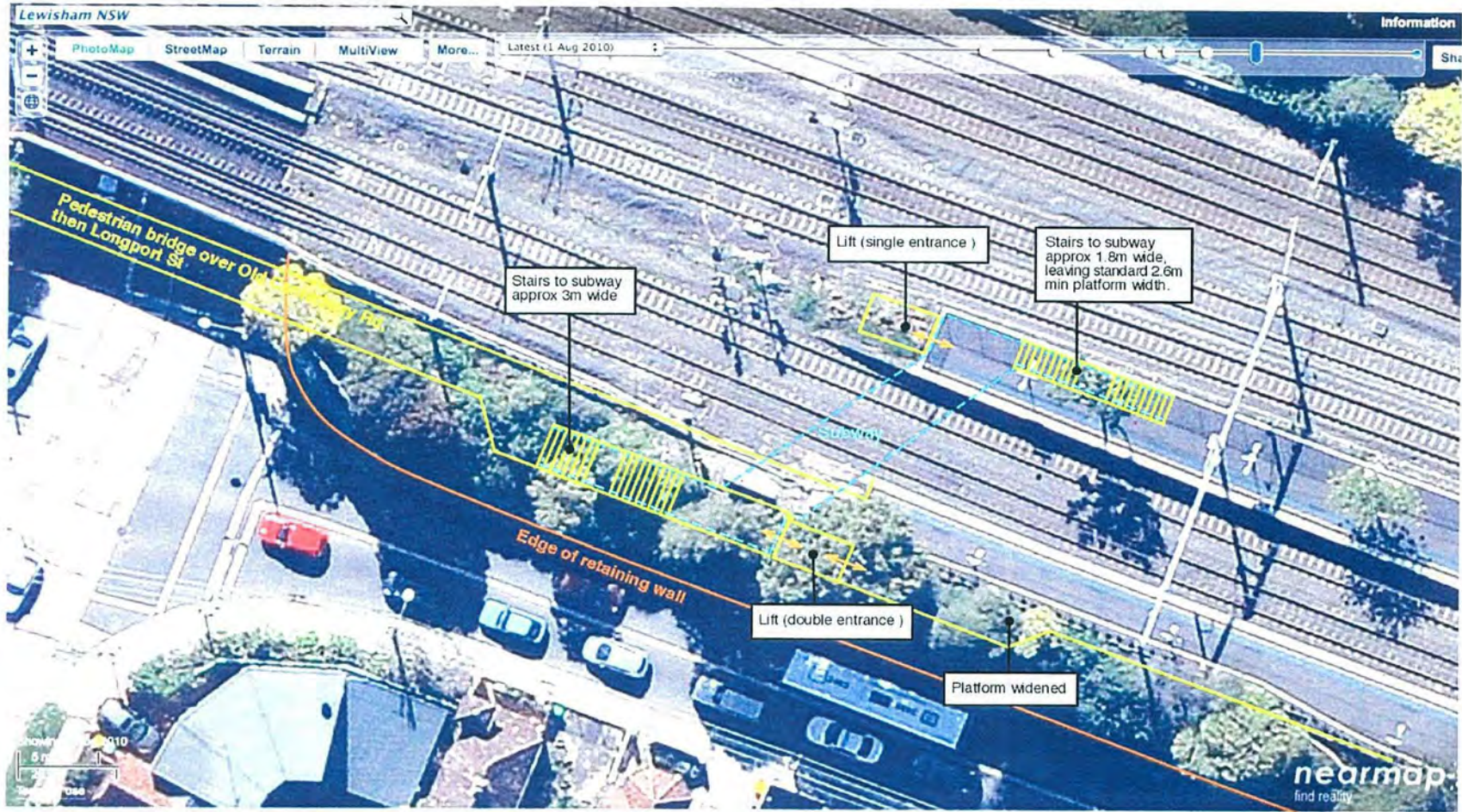
The only currently feasible alternative to this scheme is an on-street route involving a signalised pedestrian crossing of Old Canterbury Road (opposed by the RTA) and a walking route via Henry and Victoria streets involving a walk of over 500m. Access via the heavily trafficked Railway Terrace should be ruled out because the footpath is narrow, dangerous and unpleasant to use.

Locating the stop as suggested by EcoTransit Sydney does not affect its ability to effectively service the desire lines associated with the Lewisham Estate and Allied Mills developments. For example, residents and light rail passengers will still have easy access the Hudson Street axis connecting to Old Canterbury Road.

EcoTransit Sydney acknowledges that construction of the proposed connection is outside the scope of the light rail extension project. However, its feasibility is predicated on the location of the Lewisham West light rail stop chosen by this project.

This scheme could be accomplished in two stages: initially a simple at-grade pedestrian access to the western end of the west-bound platform of Lewisham Station then, later, the inter-platform subway with lifts, stairs, etc, could be done in conjunction with RailCorp works intended to bring Lewisham Station into conformance with accessibility standards. Such a scheme would be an ideal application of Section 94 funding resulting from the Lewisham redevelopments and would be supplementary to an accessibility upgrade to the existing station entrance and underpass that included lifts. A concept plan for the connection at Lewisham Railway Station is shown in Illustration 3.2.

EcoTransit strongly recommends that Transport NSW convene a taskforce with representatives of all relevant state and local government agencies, with input from the Lewisham Estate developers to plan for and enable implementation of this scheme.



Lewisham Station – Light Rail Stop Link
 Proposal for subway connecting Inner West line platforms

EcoTransit Sydney
 August 2010

Gavin Gatenby, EcoTransit Convenor
 9567 8502

Illustration 3.2: Lewisham Railway Station connection

3.2 Dulwich Hill Interchange stop

EcoTransit Sydney is strongly supportive of the preferred location and design of the Dulwich Hill Interchange stop. It is ideally situated to maximise the benefit from its role as an interchange between the light rail, heavy rail and bus networks, and its placement in a cutting will minimise operational noise impacts.

Given the decades-long operational lifetime of the asset, the long-term community and operational benefits accruing from the preferred Dulwich Hill Interchange stop location justify the modest additional construction costs referred to in the Environmental Assessment. As such, it is strongly preferred to the alternative stop locations described in §6.4.3.

Motivated by the critical importance of fast and convenient mode interchange at Dulwich Hill, EcoTransit has proposed that if the double-sided platform design shown in the preferred location is ruled out for reasons related to the width (and therefore trafficability) of Bedford Crescent, a single-sided, double-length platform, which is the next best operational solution, should be preferred to the two alternative stop locations canvassed during the community consultation.

We are opposed to the two alternative locations, shown in Figures 6.35 and 6.35, as these would mean a much longer walk between the stop and the station and would therefore unnecessarily increase transfer times between light and heavy rail and buses and for these reasons they should be ruled out of consideration.

3.3 Hill St/Terry Rd alternative stop

During community consultations following the release of the *Stage 1 Light Rail Extension Product Definition Report*⁵, it was noted that one of the options presented for discussion was the replacement of the Waratah and Arlington stops with one at Hill St/Terry Rd.

While not listed as an option in the Environmental Assessment, EcoTransit Sydney would like to take this opportunity to express its strong support for the retention of the Waratah and Arlington stops and its objection to the proposal that they be replaced by a single stop at Hill St/Terry Rd.

The primary basis of the objection to the single Hill St/Terry Rd stop would be the negative impact it would have on patronage and accessibility. One can compare the number of properties that fall within the 400m walking catchment of each stop, as shown in Illustration 3.3.

Those areas marked in white indicate the properties that would fall outside the 400m patronage catchment as a consequence of substituting the Hill St/Terry Rd stop for the Waratah and Arlington stops. These areas include several medium density developments, and given typical occupancy rates, correspond to 1200 residents.

The loss of convenience and amenity for these community members would not be balanced by any equivalent benefit associated with the Hill St/Terry Rd stop.

EcoTransit Sydney believes that there additional arguments in favour of the Arlington stop that further weaken the case for the Hill St/Terry Rd option:

⁵ Transport NSW July 2010b.

- The extensive medium density residential developments in its vicinity which would fall outside the 400m walking catchment if the Hill/Terry option were selected;
- The existence of a regionally important sporting venue and recreational facilities in the immediate vicinity;
- It services an area to the west that is inside the 800m walking catchment (e.g. Trinity Grammar School) that is not inside the 800m catchment of either of the other two adjacent stops⁶;
- The access it would provide to the Dulwich Hill shopping strip.

6 GHD July 2010B, p. 25.

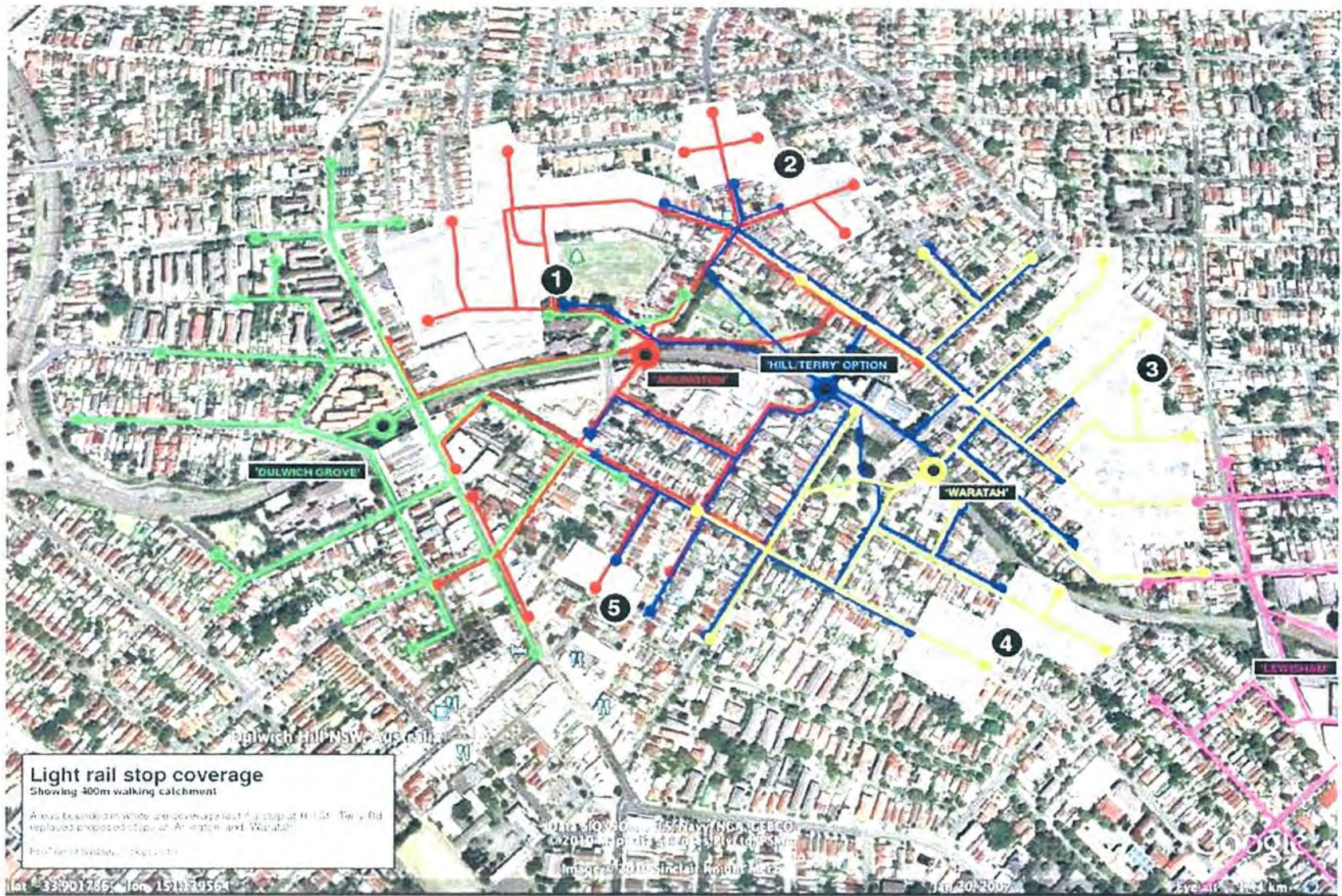


Illustration 3.3: Light rail stop coverage

3.4 Naming principles for stop locations

It is EcoTransit Sydney's view that the selection of stop names contains some that are unhelpful from the point of view of "wayfinding". We feel that some of the stop names suggested bear a closer relation to the usually short-lived locality names beloved of real estate marketing which are designed to convey a sense of status rather than geographical accuracy. In this category we would definitely place 'Arlington' and 'Dulwich Grove'.

It is important that stop names should give light rail travellers a distinct idea of geographical location, particularly when this may involve transfers to other modes. It is preferable therefore to call a stop located at New Canterbury Road just that. This area has never, to the best of our knowledge been called 'Dulwich Grove' and there is certainly no grove there. If it is named that it will inevitably be necessary to add "Alight here for New Canterbury Road bus stops" or some similar formula.

The Arlington sporting ground is far less well known than the co-located Johnson Park. Constitution Road is a well known route and the stop should be named after it or Johnson Park.

The stop tentatively named Taveners Hill would be far better called either Parramatta Road (because of the bus interchange function) or Battle Bridge, a widespread vernacular name, which gives a more precise idea of its location.

4 Fares and Ticketing

The discussion in §10.3 "Patronage forecasts" invariably leads to a consideration of the effects on patronage of the exclusion of the light rail service from the NSW Government's MyZone ticketing scheme. In light of the recently announced Metropolitan Transport Plan and its commitment to a significant extension to light rail services in the Inner West and CBD, EcoTransit Sydney would urge the government to review its determination⁷ that the light rail service be excluded from the MyZone integrated fare structure scheme.

We note that the current and proposed light rail network falls completely within the *MyMulti* region – the region with the highest public transport modal split in Sydney. Public transport users, particularly those commuting in the Inner West and Inner City, would benefit from having light rail seamlessly integrated with the other elements of the broader public transport network via MyZone.

From the point of view of a passenger travelling on the public transport system, the exclusion of the light rail service from MyZone (whether from multi-zone tickets or absent a *MyTram* single-mode option) makes little sense and serves as an effective disincentive to using the service. It also runs counter to the stated – and sound – modal integration and fare structuring principles underpinning the MyZone scheme⁸:

The new fare structure offers:

- *standard fares regardless of where you live and where you are travelling*
- *the benefits of broad fare bands without the disadvantages of a physical geographic boundary*

⁷ As outlined in the Frequently Asked Questions for MyZone – <http://www.myzone.nsw.gov.au/faq.html>

⁸ MyZone FAQ "General" Section – *Why has the NSW Government introduced this fare structure?*

- *greater integration through the introduction of multi-mode tickets across CityRail, Sydney Ferries, State Transit and private bus services*
- *standard multi-trip tickets on public and private buses in the greater metropolitan area*
- *large benefits for commuters who travel more often or over longer distances*

It is incongruous and inconsistent that *private bus services* are deemed suitable for inclusion in MyZone, but the current light rail service and its soon to be operational extensions are not. The stated reason:

Unlike private buses, these [ie light rail] services are operated without a Government subsidy and existing ticketing arrangements for these services will therefore apply.

overlooks the fact that private bus services formerly operated without a Government subsidy as a matter of public policy.

It was the Government that chose to alter this arrangement, motivated by the desire to achieve better integration, simplified fare structures and improved service delivery for passengers. It is difficult to follow the government's reasoning as to why it is sound public policy to extend subsidies to one public transport mode, namely the private bus industry by, for example:

- Spending hundreds of the millions of dollars on purchasing buses for private operators;
- Extending support for Pensioner Excursion Tickets and school passes under the School Student Transport Scheme.

while at the same time penalising another public transport mode, namely light rail, by excluding it from the MyZone scheme and its associated operational and ticketing benefits.

Passengers will be reminded on a daily basis of the incongruity, and the plain frustrating inconvenience of excluding light rail from the MyZone scheme when one observes the extent to which the current (and soon to be extended) light rail network is physically adjacent to other public transport modes, such as heavy rail and buses.

For example, a passenger intending to board the light rail at Dulwich Hill and alight at Lewisham in order to connect with the main Western heavy rail line will be unable to use their MyZone ticket for this part of their journey. They will reasonably ask why physical integration and fare integration are seemingly beyond the policy and technical capacity of the NSW Government?

EcoTransit Sydney is aware of the covenant between the NSW Government and the operators of the light rail that requires the service to be operated without a Government subsidy. We are also aware of a previous determination by former Transport Minister Michael Costa that deemed light rail a "luxury" service, apparently on par with taxis.

The characterisation of the light rail as a "luxury" service is an inaccurate description of its current operational profile and fails to take into account the service benefits that will result from the extensions from Lilyfield to Dulwich Hill and from Haymarket to Circular Quay via Barangaroo⁹. These include:

⁹ NSW Government February 2010a, "An expanded light rail network," p. 32.

- Enhanced cross network connectivity by, for example, offering a direct north-south connection between the main Western and Bankstown lines for Inner West commuters;
- Increases in patronage flowing from the broader passenger catchments along the extended routes;
- Directly, and sustainably, servicing the immense trip generator centered on the Barangaroo precinct.

For the travelling public, these benefits will not be fully realised if the light rail service remains segregated from the integrated fare system providing by the MyZone scheme. The nonsensical nature of the segregation is underscored by noting the extent to which the (present and future) light rail network is physically adjacent to other transport modes, whether they be the heavy rail or bus networks. According to the NSW government's apparent reasoning, being able to use the same ticket when alighting at a train station and then boarding a (private) bus represents a worthy societal and public transport outcome, but alighting at a light rail stop and then boarding a bus does not.

At the present time, approximately 3.5 million trips are made on the light rail service each year, and the service has enjoyed steady year-on-year growth in passenger numbers. In response to an enquiry from EcoTransit Sydney concerning the number of journeys undertaken by periodical ticket holders, Metro Transport Sydney reported in early 2008 that:

- 20% of patronage comes from weekly or annual ticket holders.
- Research showed that roughly 50% of all trips are made for work or business purposes.
- Most trips are by regular passengers who travel at least once per week, and many travel every day.

These are hardly the characteristics of a "luxury" or "boutique" service.

EcoTransit Sydney is supportive of the improvements that will flow from the integration of Sydney's public transport network via the MyZone ticketing scheme. However, the scheme as it stands fails to recognise the value of the (current and future) light rail service to Inner West and Inner City residents. Excluding light rail from the MyZone ticketing scheme will disadvantage it as a transport mode, effectively suppressing passenger demand. It militates against the NSW Government's stated policy aim of reducing road congestion through improvements in the utility and coverage of the public transport system, and thereby encouraging people out of their cars and onto public transport.

5 Greenhouse gases and energy usage

In addition to the mitigation measures for operational emissions outlined in Chapter 15 "Greenhouse gases and energy," EcoTransit Sydney would strongly urge that the NSW government require of the operator of the light rail service that it use electricity generated from renewable sources.

6 GreenWay Cycleway alignment options

In the context of the Environmental Assessment's analysis of the GreenWay, EcoTransit Sydney is supportive of the preferred options outlined in §5.2 "Greenway shared path options" for:

- A largely in-corridor, off formation, shared path along the west side of the double-track light rail line.

- A cycling/pedestrian bridge over Parramatta Road.
- A pedestrian/cycling bridge over Marion Street (as outlined in §6.4.1)

The maintenance of path continuity and grade separation by the provision for underpasses at the road bridges passing over the rail line is strongly supported by EcoTransit Sydney. This is a sound design decision and will deliver an excellent long term outcome for cyclists and pedestrians, ensuring a safe, direct, continuous, grade-separated facility along the length of the light rail extension.

EcoTransit Sydney acknowledges that the GreenWay shared path in the vicinity of Weston Street does present a dilemma due to the conflicting requirements of vegetation and habitat remediation on the one hand, and changes to existing road treatments to accommodate future increases in cycling numbers that could conceivably affect local residents.

EcoTransit Sydney notes the validity of the rationale set out in the Environmental Assessment for the preferred option of diverting the cycleway along Weston St. given:

- The narrowness of the rail corridor in the vicinity of Weston Street and the resulting close proximity of the shared path and the rail formation;
- The presence of the Hawthorne Canal, which further complicates the task and increases the cost of extending the shared cycleway along this portion of the rail corridor;
- The very low number of car movements along Weston Street which would justify its designation as a low speed, local traffic area that would require little in the way of bicycle-specific road treatments¹⁰;
- The short additional distance associated with the deviation that would suggest it would have little effect on trip times;
- The need to provide for additional security and privacy measures given that an in-corridor shared path would be adjacent to the rear yards of residents;
- The negative effect on bushcare sites, remnant habitat and vegetation of extending the cycleway through this section of the corridor.

The relatively lightly trafficked nature of many of the roads along the rail corridor presents an opportunity for the creation of a zone, or *trellis*, of cycle-friendly low-speed streets on either side of the rail corridor. As well as enhancing local amenity, such a precinct would maximise both light rail patronage and cycle-commuting and would constitute, at minimal expense, a model for such arrangements which could be implemented elsewhere. The idea has been described¹¹ in the following terms:

Creating a Trellis

A quiet street network providing easy and safe connections to a GreenWay "spine", improving active transport accessibility across the rail corridor and Hawthorne Canal and providing for improved streetscapes, amenity, stormwater management and biodiversity. This concept was put forward at the Marrickville Belonging community leaders project as the "Marrickville Trellis", to capture themes of a growing, linking, network which provided security and greater greenery. Such a network could be implemented progressively in conjunction with local initiatives for water sensitive urban design, traffic calming, bushcare

¹⁰ See RTA Bicycle Guidelines 2005

¹¹ Marrickville Shire Council 2009, p. 7

and community gardens;

With regard to the alternative scheme described in §6.3.2 of extending the shared path along the corridor in vicinity of Weston Street, EcoTransit Sydney acknowledges that such a solution is possible, but would require careful design and engineering practice, as suggested in the Environmental Assessment. If the in-corridor option is solution is adopted, all possible measures should be undertaken to maintain the ability of the west side of the line to act as a viable wildlife corridor.

In order to minimise the impact on remnant vegetation in the narrow space available, the path should, wherever possible, use the airspace above Hawthorne Canal. Dense hedge-like habitat planting could be used to separate the shared path from the rail line. Additional measures would also be required to maintain privacy and to prevent access from the shared path to the rear yards of residents in accordance with the *crime prevention through environmental design* principles noted in §6.3.2 of the Environmental Assessment.

Compared with the diversion along Weston Street, an in-corridor route would offer a slightly more direct route for pedestrians and cyclists. Should path utilisation increase in the future, additional cyclists and pedestrians could be accommodated without affecting the amenity presently enjoyed by Weston Street residents.

6.1 Pedestrian and cycling bridge over Marion Street

EcoTransit Sydney supports the option outlined in §6.4.1 “Pedestrian crossing at Marion Street” for a new pedestrian and cycle bridge over Marion Street. From the point of view of commuting cyclists (and pedestrians) the indicative design, with the cycleway bridge located on the west side of the rail bridge, has several advantages over a signalised crossing:

- Cyclists will not be forced to slow down, or stop for several minutes, thereby maintaining their momentum and the continuity of their journey;
- It would connect directly to the cycleway adjacent to the Hawthorne Canal (in Richard Murden Reserve);
- It would maintain the separation of cyclists from busily trafficked roads that is a feature of the rest of the cycleway;
- It avoids the risk of collision with buses and cars on what is a busily trafficked road and bus route;
- The northern portion of the GreenWay cycleway will likely be the busiest section, drawing cyclists from the Leichhardt, Ashfield and Marrickville LGAs, and connecting to the regional bicycle route to the CBD along Lilyfield Road.
- Given the importance of Marion Street as a traffic and bus route between Haberfield and Leichhardt, EcoTransit Sydney doubts that the Roads and Traffic Authority and Sydney Buses would agree to a signalised pedestrian crossing being installed on Marion Street at the proposed location. Nor that those agencies would agree to Marion Street being traffic-calmed as a means of reducing risk and conflict for pedestrians and cyclists using the crossing.

The above factors suggest that there is a strong long-term community benefit in providing a

pedestrian and cycling bridge over Marion Street.

7 Crafting a cycleway connection with the Anzac Bridge

EcoTransit Sydney is of the view that based on the estimates and projections outlined in the Environmental Assessment, the light rail extension to Dulwich Hill will offer an excellent service for public transport commuters in the Inner West, and the GreenWay shared cycleway will facilitate an increase in commuter cycling usage to Leichhardt and the CBD.

While acknowledging that the scope of this submission is limited, like the Environmental Assessment, to consideration of the *Sydney Light Rail – Stage 1 – Inner West Extension* project, EcoTransit Sydney would urge the NSW government to consider the broader transport network outlook for cyclists and investigate how it might also improve the connection for cyclists from the end of the GreenWay at Iron Cove to the CBD. This will require a coordinated approach from the Department of Planning, the Roads and Traffic Authority and Transport NSW.

To that end, EcoTransit Sydney has proposed a cycling and pedestrian facility called the *City West Cycle-Link*¹² that extends from the end of the GreenWay at Iron Cove to the Anzac Bridge. This facility would:

1. Provide a cycling and walking tunnel running across and under the City West Link Road, from Darley Road in the west to Derbyshire Road in the east.
2. Closely integrate with the proposed Leichhardt North light rail stop.
3. Connect with local street and benefit pedestrians who would no longer need to cross the slip lane running from the City West Link Road onto Darley Road;
4. Allow cyclists to bypass the climb up Lilyfield Road between the Hawthorne Canal and James Street;
5. Connect with and extend the cycling route along Darley Road proposed as part of the GreenWay project;
6. Provide a grade-separated alternative to Lilyfield Road by creating a comparatively flat and direct connection to the Anzac Bridge cycleway at White Bay via the Lilyfield rail cutting and the Rozelle rail lands.
7. When coupled with the GreenWay cycleway running along the western alignment between Dulwich Hill and Lilyfield, provide an essentially grade-separated route for cyclists and pedestrians between Dulwich Hill and Pyrmont via the Anzac Bridge.

7.1 Leichhardt North Stop and the City-West Cycle-Link

In addition to integrating with bus services, the Leichhardt North stop also has the potential to integrate with enhanced pedestrian and cycling facilities, by virtue of its location immediately adjacent to the entrance of the City West Cycle-Link subway and tunnel proposed by EcoTransit Sydney.

The location affords the government an opportunity to create an integrated, well designed and closely coupled interchange providing access to light rail, walking and cycling facilities, and

¹² <http://www.ecotransit.org.au/ets/citywest-cyclelink>

improved connections with local streets. The resulting additional access for pedestrians and cyclists would also increase the flow of people in the vicinity of the stop, enhancing the sense of safety of light rail commuters.

We note the benefit of the Cycle-Link subway to pedestrians who would no longer need to cross the slip lane running from the City West Link Road onto Darley Road. We would encourage the government to coordinate construction of the subway with the works associated with constructing the Leichhardt North light rail stop.

8 References

- GHD July 2010b. *Sydney Light Rail Inner West Extension Study — Final Report*. for Transport NSW.
- Marrickville Shire Council 2009. *Cooks River to Iron Cove GreenWay Master Plan and Coordination Strategy*.
- NSW Government February 2010a. *Metropolitan Transport Plan — Connecting the City of Cities*.
- RTA Bicycle Guidelines 2005. *NSW bicycle guidelines Version 1.2 — RTA/Pub 03 286*. NSW Roads and Traffic Authority.
- Transport NSW July 2010b. *Sydney Light Rail Extension — Stage 1 Inner West Extension: Product Definition Report*.
- Transport NSW October 2010b. *Sydney Light Rail Extension — Stage 1 — Inner West Extension, Environmental Assessment*.

Diane Fajmon - Online Submission from Evelyn Dwyer (support)

82

From: Evelyn Dwyer <evelyndwyer@hotmail.com>
To: Diane Fajmon <diane.fajmon@planning.nsw.gov.au>
Date: 12/11/2010 2:58 PM
Subject: Online Submission from Evelyn Dwyer (support)
CC: <assessments@planning.nsw.gov.au>

I am a resident of Williams Parade Dulwich Hill. I fully support the light rail extension. I am very excited about the possibility of light rail coming here.

I usually use public transport with my toddler son at least 5 days per week. We rely on public transport or walking to get to all essential services such as shopping, doctors etc as well as educational activities like playgroups, children?s activities etc.

Arlington Stop

Specifically, I support the original proposal for the ?Arlington? and ?Waratah? stop locations. I DO NOT support getting rid of the Arlington stop and replacing it with a moved Waratah stop (the ?Terry/Hill? stop). There are a large number of units in Williams Parade and Constitution Rd, with probably over 1200 residents in Williams Parade alone. It makes sense to have a light rail stop close to this area. It is also next to Johnson Park which is one of the best parks in the area and has the very popular Magic Yellow Bus on Fridays. Therefore it would be a popular destination. The proposed Arlington Stop will be located in Johnson Park where it should not cause any noise or inconvenience to others.

Although Dulwich Hill is serviced by rail and bus services already, the area where we live (Williams Parade) is not particularly close to bus or train stops. It is at least 20 mins walk to the train station. To be able to walk down the road and get straight onto a tram will be fantastic. If Arlington stop is not included this will mean an extra 400m walk for the residents of Williams Parade. This will reduce the amenity of the light rail.

Accessibility

Bus and trains services are also not accessible to people with a mobility impairment and can be difficult to access with small children. NONE of the railway stations in the local areas (apart from Summer Hill which is ? hour walk away) have ramps or lifts. This makes it very difficult to access with a pram and I imagine even more difficult if you have 2 or more young children. Some buses are wheelchair-accessible but only about 1 every hour and it can be unpredictable which one it will be. I don?t personally have too much trouble using buses with my son however for people who rely on a pram or people who use wheelchairs it would be a problem. One of the great things about the light rail is that I understand that it will be built to be fully accessible for people with disabilities, wheelchairs and prams. This is something we really need.

I note in the Environmental Assessment there does not appear to be any way for people to transfer smoothly from the light rail to the heavy rail station at Dulwich Hill without having to use stairs- it seems they will be able to get a lift up to Wardell Rd, but then have to go down the stairs to the train station. It would be great if there could be an accessible way to transfer from the light rail to the train station as this would open up a whole range of destinations for people with mobility impairments- they could then travel to any of the train stations with lifts etc.

I support the proposal to include the ?GreenWay? bicycle path alongside the light rail. I believe that the light rail should be a 2-track system for efficiency and I would not like to see the light rail replaced by the bike path. I would like to see them together. I fully support cycling but I think it is important to have the light rail too as cycling is not accessible for everyone (again, people with mobility issues, health conditions, parents with more than one young child)

Use of light rail

We anticipate that we will use the light rail regularly, for return journeys at least 3 times a week. One of the great

features of the light rail is that it connects us directly with the Pyrmont/Darling Harbour area. This area has a lot of great services/activities for families such as the fish markets, Tan Thorpe Aquatic Centre, museums and aquarium (that are relatively cheap if you have season passes). The light rail will bring us closer to this area of the city and make the facilities of the city accessible to our family.

It will be good to use for trips to Leichardt for shopping (Leichardt Marketplace) and visiting people as well. Currently there is a bus (445) from Dulwich Hill to Leichardt however it takes around 45 mins to get to Leichardt Marketplace and the light rail at Lilyfield. Once the light rail is here that trip should take about 10-15 mins.

Subsidies

I believe the light rail should be subsidised by the government in the same way that private buses are. It should be included in the MyMulti ticketing scheme and have pensioner concessions available. If the light rail is affordable more people will use it. Catching a bus to Leichardt or the city, or getting the existing light rail, it is clear that there are many people who are using public transport to get around here and will benefit from the light rail.

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

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

Diane Fajmon

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NSW Department of Planning
Sydney, NSW.

Attention: Diane Fajmon
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SYDNEY LIGHT RAIL EXTENSION - STAGE 1 - INNER WEST EXTENSION
Application No: MP 10_0111

Dear Ms Fajmon,

This submission is in response to the Environmental Assessment (EA) for the above project. The EA was placed on public exhibition on 13 October 2010, with a closing date for submissions of 15 November 2010.

The writer has made no reportable political donations. This is a personal submission. It is not made on behalf of any organisation.

1 - Low Economic Viability.

I understand that this project is to be evaluated under Section 3A of the planning legislation and that the approving authority is the Minister for Planning. In considering approval, the Minister should bear in mind that this project has been found to have only marginal economic benefit. There are almost certainly other public transport projects with higher economic benefits which should receive higher priority for construction.

The inner western suburbs of Sydney through which the extended light rail line will pass are already well served by bus and train services which are often more direct, thus offering faster journey times and lower fares.

If the proposal for the re-use of the disused rail corridor had offered significant community benefits at negligible cost then that use may have been justified. The current proposal for a light rail service comes at considerable cost, for little gain. One must conclude that the EA assigns too much importance to the light rail component of the project and too little to the other uses proposed for the corridor.

2 - The process of analysing conflicting issues appears unsatisfactory.

The "Project", as defined for planning purposes, combines the proposed light rail extension and a proposed "Greenway" - a shared pedestrian and cycling path which is to run parallel to the extension for much of its length. Provisions for other activities, including the continuation and expansion of existing "bushcare" sites, and the ongoing maintenance of Sydney Water's facilities, are also being considered as part of the project.

It has been well documented, and actively discussed, that the narrow confines of the "railway" land at certain places will require design compromises where it is difficult or expensive to locate the light rail, the Greenway, and all the other activities within the property boundaries of what was RailCorp's freight railway.

The low demand for the light rail service, and its relatively low contribution to the economic and social well-being of people who live and work in the corridor, should have been reflected in the priority given to it when such design choices were to have been made.

This appears not to have been the case. One way of reducing the width of the light rail easement in order to make provision for the other uses would have been to use "single track". This can still be done, despite the fact that most of the existing dual track has already been renewed under a separate planning approval.

Transport NSW (TNSW) has advised that it will assign "weightings" to the conflicting criteria in order to reach its design recommendations for its Submissions Report (SR) to the Minister. It also advises that the SR will list the weightings used. Unfortunately, these weightings have not been made available to the public during the submissions period. Consequently, the public has not been able to tailor its submissions in consideration of the weightings.

I offer two examples of this apparent bias toward the light rail in TNSW's EA. In the narrow and controversial Weston Street section, the public does not know what weightings TNSW will employ to determine whether the Greenway will use the rail corridor, or Weston Street. Is the 3.5m track-centre-to-boundary-fence figure negotiable? Will cyclists plus walkers outnumber tram users, now or in the future? Whose interests deserve the heavier weighting? What weighting does the question of property resumption have?

Why has "single-line working" of trams not been seriously considered as a means of reducing the width of the light rail easement on the narrower sections of the property? Single-line working was used by freight trains on this very line, under Railway Square, in the decades when Darling Harbour was a busy export port. Single-line working of trams was also used over a distance of about 2 km, between Gladesville and Ryde, in the early twentieth century, coping adequately with service frequencies of about ten minutes. The new light rail on Queensland's densely populated Gold Coast will use single-line working when required, to facilitate car racing events on adjacent streets.

3 - Transport and Land Use.

The importance of considering land-use and transport together has been a central tenet of all of the government's urban planning policies of the last decade. The opening pages of the EA also assert that the light rail extension is "a key element in sustaining population growth" (p xxvi). But there is no further discussion in the EA of any relationship between the project and increasing population densities. Why isn't land use policy, and in particular, urban density, a significant consideration in the approval process for this project?

4 - Timetabled Operation.

Ever since the present light rail service opened, the operator has consistently resisted any commitment to timetabled operating, and in particular, the publication of a public timetable. If the service frequency on the extended line is to exceed ten minutes at any time of day, then timetabled operation should be a condition of the project approval. Given that most of the line is on dedicated right-of-way without interference from traffic congestion, the operating contract should also contain appropriately severe financial penalties for failure to adhere to such a timetable.

5 - Ticketing and fares.

Two issues arise concerning fares and tickets. The first is the exclusion of the light rail line and its proposed extension from the government's recently introduced "MyZone" ticket regime. This regime now covers most of suburban Sydney, extending single-ticket travel to the private bus network for the first time. In terms of passenger convenience, and in compliance with the government's pro-public-transport policy, it is unacceptable that the MyZone ticket will not apply to this light rail extension, which lies in the centre of the MyZone network. Now that the proposed

light rail extension is to intersect with a number of bus and train services, passenger convenience demands that the light rail tickets be integrated with the rest of Sydney's public transport. Failure to do so will act against the government's stated policy of reducing car dependency by luring new patrons to public transport. The inclusion of the light rail service in the MyZone ticket system will be even more critical when stage 2 of the light rail is extended into Sydney's CBD.

It is acknowledged that the employment of conductors to collect fares on the existing light rail vehicles provides a customer-friendly service, albeit at a cost to the operator, which is reflected in the higher fares. However, conductors may become impractical if the light rail is further extended into the city CBD, where passenger turn-over would be expected to be considerably higher. This dilemma needs to be resolved now.

Secondly, the EA blithely evades the ticketing question by declaring that the proposed electronic ticket, under development by the Public Transport Ticketing Corporation (PTTC), will be the panacea of all fare payment problems. It will not. It is unlikely to be available if and when the extended light rail service commences in 2012. The more sinister aspect of the electronic ticket is that it will have the ability to hide the higher fares charged by the light rail operator. Passengers may only become aware of those higher fares if they bother to check their electronic purse after payment, by which time it will be too late to avoid the charge.

6 - Temporary closures of shared path for maintenance purposes.

The rail track, the overhead power supply, Sydney Water's various canals and pipes, and other infrastructure and plant life in the corridor will need to be maintained. TNSW should make recommendations in the SR regarding the extent to which temporary closure or constraint of the shared path will be permitted for maintaining other things in or alongside the corridor.

It should be a condition of approval of this project that closure or restriction of the cycling / walking shared path may only be implemented at specified times and for defined maximum periods.

7 - Existing Canal Pedestrian Bridge at Loftus Street.

There is an existing pedestrian bridge across Hawthorne Canal, which connects directly with a pedestrian subway below the light rail tracks. This subway connects in turn with Loftus Street Leichhardt. The bridge may have heritage value but Leichhardt Council has advised, on 12 November 2010, that Council would be unable to investigate the provenance of the bridge before July 2011. The bridge is in poor structural condition and could well be closed or demolished for safety reasons, before that process even commences.

The bridge is featured in pictures in both the EA (Vol 2, p 66) and the October 2010 public exhibition promotional brochure, but I could find is no mention of it in the text of either document. Sabolch, M, in his "Hawthorne Canal : the history of Long Cove Creek, p 72, (Balmain Library LH 994.41SAB) refers to a 1903 footbridge "provided for access to the ferry wharf at the end of Allan Street, and still in use today". I have no proof that Sabolch is referring to the subject bridge, or even to the subject site.

The bridge is of twin I beam design. The I beams are of riveted plate web construction, indicating that the bridge is quite old. The bottom flanges of the beams are so corroded as to have almost disappeared in places. The heavy design suggests that the bridge may have been used for another purpose prior to its placement at this site. It is essential that a pedestrian bridge be retained at this site as it is part of a well-used existing link between Hawthorne Parade, Haberfield, and Loftus Street, Leichhardt.

I recommend, given Council's lack of resources, and TNSW's multiple references to the bridge, that The Minister direct that the establishment of the provenance of this bridge, and if found desirable, its preservation, be made a condition of any approval for this project.

8 - Restrictive Trade Practices.

I understand that the operating contract between the government and the operator of the present light rail service included restrictions on how competitors like the State Transit Authority could make changes to their bus services. It is understood that these restrictions were intended to protect the light rail operator's commercial interests.

The Minister, in any approval, should ensure that no such restrictive trade clauses are included in the operating contract for the extended line.

9 - Possible waste by over-design.

The existing tracks have recently been removed and are being replaced with heavy-weight rails on concrete sleepers supported on new or reconditioned ballast. A responsible authority such as the Audit Office should ascertain the design axle load and design train speed of the new track and compare those figures with the axle loads and speeds for the proposed light rail vehicles, and seek explanations for any significant differences.

Kevin Eadie

21 St Georges Cres.
Drummoyne, NSW, 2047.

12 November 2010.

F515.9\Lily-DuIEA

A. Savitri-Devi
7/9-11 Hathern St.
Leichhardt 2040

November 12, 2010

Application Ref No: MP 10 0111 Attention: Diane Fajmon

SYDNEY LIGHT RAIL EXTENSION SUBMISSION

I am writing to strongly object to the proposed pedestrian ramp construction at the end of my street as well as the removal of 2 parking spaces from our street. These proposals would be best served being located in Beeson Street as Hathern street is just a nightmare of danger, congestion and speeding motorists who have no regard for the wider community. To add more cars to the huge volume of traffic is to just make a bad situation diabolical. The location of this ramp is on a dangerous curve in the road and I have attended to many injured motorists who have been injured as a result of accidents on this curve. The most recent one was a few weeks ago when a motorbike hit a car as it came around the curve. To now have pedestrians also in this area is just madness. Why is it necessary to have another entrance to the Taverner's Hill station anyway when there is one on Parramatta road just a few metres away? By having it on the dangerous curve in the road the Government will be responsible for the deaths that will come as a result of this ramp as people will naturally want to cross the road here.

As for removing 2 parking on street parking spaces this is just taking away from already an acute parking situation. The townhouse complex where I live only has one dedicated parking space for each unit and there are units with 4 and 5 cars each and they have to park on the street. Also, the local businesses all park their cars on the street during the day making it very hard for residents to park on the street they live. So, for the Government to want to remove 2 parking spaces is just too much for us to bear.

Also, I hear that there will be no noise barriers for residents on Hathern Street. As you are aware Hathern Street is noisy due to the high volume of traffic and to add more noise to it is just reducing resident's amenity even further, not to mention having a further disregard for those of us who live here. The Government has never addressed the impact of the traffic noise on residents and to just assume that it is so noisy that more noise won't be a problem is very arrogant indeed. How about doing something to reduce the traffic, the noise and the high amount of speeding semi trailers with their unnecessary compression brakes? Then we can consider noise from the light rail which I point out is above our homes and therefore it will be very noticeable. Please re-locate this ramp and parking space proposal to Beeson Street if it is required at all and do something about the dreadful traffic and noise on Hathern Street instead of stressing the residents even further.

Yours sincerely

A. Savitri-Devi

Diane Fajmon - Online Submission from Amornsee Tawinwong (other)

(85)

From: Amornsee Tawinwong <amorgazza@optusnet.com.au>
To: Diane Fajmon <diane.fajmon@planning.nsw.gov.au>
Date: 12/11/2010 10:23 PM
Subject: Online Submission from Amornsee Tawinwong (other)
CC: <assessments@planning.nsw.gov.au>

I strongly support the proposal being put forward by the Better Light Rail resident action group to merge the Waratah and Arlington stations for a number of reasons:
- it would remove the need for both the Waratah Mills and Arlington stops, thereby saving both time and money. The merged stop is also better aligned with the state government's stop criteria and will ultimately be more cost efficient for the government and tax payers
- It will better satisfy and service Marrickville Council's long-term growth and planning objectives for the Marrickville local government area.
- If deemed necessary, Light Rail commuters will benefit by way of improved efficiency, time, speed, and the potential to construct commuter parking at the Grove St redevelopment all of which may further increase patronage.
- The merged stop will minimise the overall destruction of bush care, which will respect the efforts of the Inner West Environment Group.

Name: Amornsee Tawinwong

Address:
2 Channel Street
Dulwich Hill
NSW 2203

IP Address: d175-39-65-86.r1v800.nsw.optusnet.com.au - 175.39.65.86

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

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

Diane Fajmon
Senior Planner - Roads and Rail

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Diane Fajmon - Online Submission from Melanie Mon (object)

From: Melanie Mon <monmtp@tpg.com.au>
To: Diane Fajmon <diane.fajmon@planning.nsw.gov.au>
Date: 13/11/2010 11:09 PM
Subject: Online Submission from Melanie Mon (object)
CC: <assessments@planning.nsw.gov.au>

My preference is that the extra money be spent to ensure the Greenway is safely enclosed within the Light Rail corridor, and NOT detour up Weston St.

Name: Melanie Mon

Address:
36 Weston St.
Dulwich Hill
NSW 2203

IP Address: 60-242-29-254.static.tpgi.com.au - 60.242.29.254

Submission for Job: #4097 Project Application
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Diane Fajmon - Online Submission from Kevin Lo (object)

From: Kevin Lo <mr.kevin.lo@gmail.com>
To: Diane Fajmon <diane.fajmon@planning.nsw.gov.au>
Date: 13/11/2010 11:07 PM
Subject: Online Submission from Kevin Lo (object)
CC: <assessments@planning.nsw.gov.au>

My preference is that the extra money be spent to ensure the Greenway is safely enclosed within the Light Rail corridor and NOT detour up Weston St.

Name: Kevin Lo

Address:
36 Weston St.
Dulwich Hill NSW 2203

IP Address: 60-242-29-254.static.tpgi.com.au - 60.242.29.254

Submission for Job: #4097 Project Application
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Diane Fajmon - Online Submission from [REDACTED] (object) 88

From: [REDACTED]
To: Diane Fajmon <diane.fajmon@planning.nsw.gov.au>
Date: 13/11/2010 6:04 PM
Subject: Online Submission from [REDACTED] (object)
CC: <assessments@planning.nsw.gov.au>

Attention: Diane Fajmon,

I would like to make a submission against the 500metre Greenway Detour up Weston Street. I enjoy cycling along dedicated cycle tracks such as the Bay Run, and am looking forward to cycling along the new Greenway. But to have a potentially dangerous detour at the halfway mark of it is ridiculous. More effort needs to be put in to ensure the Greenway stays within the dedicated corridor. Otherwise the project will be ruined, with an embarrassing hole in the middle of it (certainly not world class standard). At the halfway mark, users of the Greenway would be shunted out onto a suburban street for almost half a kilometre, into the path of reversing cars coming out of driveways. Even if the Greenway needs to thin down at a couple of tight areas where space is minimal within the corridor at regular spots, where you know to slow down & let people through, this gives certainty, and is much better than the uncertainty of taking your chances on the street with reversing cars randomly coming out of their driveways.

Regards,

[REDACTED]

Note- please keep my name and contact details confidential. The content of my submission is fine to publish.

Name: [REDACTED]

Address: [REDACTED]

IP Address: [REDACTED]

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

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

891

From: [REDACTED]
To: Diane Fajmon <diane.fajmon@planning.nsw.gov.au>
Date: 13/11/2010 5:37 PM
Subject: Online Submission from [REDACTED] (object)
CC: <assessments@planning.nsw.gov.au>

Att: EA Planner, Diane Fajmon.

My name is [REDACTED], and I am a regular visitor to Summer Hill and Dulwich Hill. Although I am looking forward to using the Light Rail connection and using the Greenway, I would like to strongly object to a detour of the Greenway up Weston Street. I would like to make my preference quite clear that I prefer the Greenway to be fully enclosed within the Light Rail corridor, in order to ensure a shoddy 2nd rate project is not rushed through with a dangerous half baked detour, with no consideration for Greenway growth for the future. Even if there is a couple of spots where the enclosed Greenway path can't be as wide & has a ?giveaway? section, that is much better than diverting the Greenway for such a large crucial stretch up a quiet suburban semi-cul-de-sac street with cars reversing out of their driveways.

There are a mountain of issues, for example I have observed people washing their cars in Weston Street, where their car is parked on the street, and the hose stretches across the footpath. This would make Greenway users possibly trip over, or have to go onto the road with the Greenway cyclists. There are also a number of Dog Wash vans that also have hoses across the footpaths on both sides, on weekends, and other days, also creating a trip hazard for Greenway users, or forcing them onto the road. As a semi-cul-de-sac, the street in it's current form is not dangerous. But, the Greenway will turn the street into a true thoroughfare- with a proper flow through of Greenway users coming in one end & out the other in both directions. The stress and danger that this shoddy detour will create will continue to get worse & worse over time, as patronage increases. More must be done to stop this detour at all costs for the long term quality & integrity of the whole Greenway. At the moment, the proposal has a huge hole in it.... literally.

This big detour up Weston Street will really spoil the Greenway, now and into the future. I would love to be able to enjoy visiting and walking along the Greenway, and take my grandchildren up the dedicated Greenway path on their little bikes, in a safe dedicated path. I would not feel safe fighting my way up a popular Greenway with multitudes of other users as it then detours up a street, with the dangers of cars coming out of driveways, with the drivers stressed to the hilt, waiting for a break in the flow of cyclists, and walkers, etc. It really is an accident waiting to happen. The amount of people that will use the Greenway will be huge. It will NOT be like just any old ?cycle/walk path?. It will be EXTREMELY popular. The Greenway hasn't even opened yet, & it already has it's own Greenway FESTIVAL, which is was a huge success & popular a few weeks ago. The Greenway itself will be VERY popular indeed! The danger created will put lives at risk, create huge amounts of stress along the detour, with users clashing with residents trying to get out of their driveways. The quality of the ?Greenway experience? will be shot to pieces, and will tarnish the whole project. A dollar figure can't be put on safety, and I would hate to see any lives lost, or injuries, but it will be inevitable if such a dangerous mix of a hugely popular Greenway and a shoddy detour at it's centre are allowed to happen. You hear of so many accidents of young children being run over these days by reversing cars, don't wait for the headline ?Deathway Detour?. Instead of cutting corners by having a potentially dangerous detour up Weston Street, instead make compromises on the enclosed corridor- compromises such as get extra money to ?make it happen? for safety reasons, and also perhaps have narrowed giveaway sections. Just make sure it's within the corridor at all costs. At least then all the Greenway users are enclosed, and safe. Please, for the sake of future injuries & deaths, don't have a ?Death-trap Detour?.

[REDACTED] Please keep my home phone, my name, and my address private. Feel free though to use & publish all my comments. Give me a call at home to discuss any queries if required.

[REDACTED]

Address:

[REDACTED]

[REDACTED]

Submission for Job: #4097 Project Application

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Site: #2291 Sydney Light Rail Inner West Extension

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Diane Fajmon

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Diane Fajmon - Online Submission from Peter Chiam (other)

From: [REDACTED]
To: Diane Fajmon <diane.fajmon@planning.nsw.gov.au>
Date: 13/11/2010 3:53 PM
Subject: Online Submission from [REDACTED] (other)
CC: <assessments@planning.nsw.gov.au>

I support the idea and plan of this light rail project.

I support the original proposal which features the light rail stops at Waratah Mills and Arlington. This original proposal allows the full potential of the light rail project to be realised as these two stops cater to the best possible catchment areas comprising medium to high density residential blocks.

Merging these two stops into one "merged stop" defeats the purpose as the distance to walk to the merged stop is actually longer than what is the theoretical distance, meaning we simply cannot draw a circle to simplify the realities of catchment areas, and neither can we draw a straight line to say that the distance to the merged stops are the same. For instance, people living in the Williams Parade area cannot simply access the Dulwich Grove station via a "straight line" method.

Therefore, I support the original stops at Arlington and Waratah mills.

I oppose the merged stop as it may well reduce the accessibility and practicality of the light rail as a mode of transport for residents of Dulwich Hill.

I do not wish to have my last name and/or address published on the Department's website. I also do not wish to have my last name and/or address made available to the proponent or any other interested party.

[REDACTED]

[REDACTED]

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Diane Fajmon - Online Submission from Andrew Redfern (support)

91

From: Andrew Redfern <aredfern@tpg.com.au>
To: Diane Fajmon <diane.fajmon@planning.nsw.gov.au>
Date: 13/11/2010 2:24 PM
Subject: Online Submission from Andrew Redfern (support)
CC: <assessments@planning.nsw.gov.au>

I oppose the Hill St/Terry Road option that is currently being advocated and fully support the Arlington and Waratah stops as shown in the Environmental Assessment.

I also implore the integration of the light rail into the myzone ticketing system. One of the key aspects of the light rail extension is its connection with existing modes of transport (specifically heavy rail and bus) so in order to make this fully achievable, the ticketing system needs to be integrated with the myzone system. Patrons should not have to purchase separate tickets.

Name: Andrew Redfern

Address:
Unit 46, 11 Williams Parade
Dulwich Hill NSW 2203

IP Address: 60-242-29-54.static.tpgi.com.au - 60.242.29.54

Submission for Job: #4097 Project Application
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Diane Fajmon
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Diane Fajmon - Online Submission from Alison Mudie of Central Sydney GP Network (support)

From: Alison Mudie <amudie@csgpn.com.au>
To: Diane Fajmon <diane.fajmon@planning.nsw.gov.au>
Date: 13/11/2010 1:09 PM
Subject: Online Submission from Alison Mudie of Central Sydney GP Network (support)
CC: <assessments@planning.nsw.gov.au>

Greenway and extension of light railis excellent. However, I object to the detour along Weston St. Dulwich Hill.
This detour will negatively affect residents in the street.

Name: Alison Mudie
Organisation: Central Sydney GP Network

Address:
Level 1/ 158 Liverpool Rd
Ashfield

IP Address: - 120.18.182.28

Submission for Job: #4097 Project Application
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Diane Fajmon - Online Submission from Mark Sangkuhl of resident and cyclist (support)

From: Mark Sangkuhl <marksangkuhl@gmail.com>
To: Diane Fajmon <diane.fajmon@planning.nsw.gov.au>
Date: 13/11/2010 12:55 PM
Subject: Online Submission from Mark Sangkuhl of resident and cyclist (support)
CC: <assessments@planning.nsw.gov.au>

My main objection is again on the cycle path. It seems to have been designed to cause conflict and endanger pedestrians and cyclists. You have the opportunity to make a really good cycle path/walking track don't loose out to accountants. You need to keep the cycle path contained in the rail corridor, taking expense out and diverting the cycle path onto Hoxton Park, then again onto Weston St is just going to be dangerous. Statistically we know doing these intersections and blind turns is were all the accidents occur. So lets not go there. Also there should be a overhead crossing at Leichhardt onto Hawthorn parade, it is far safer this way. The more we can keep bikes away from the congested roads the better for everyone concerned. Thanks and regards

Mark Sangkuhl

Name: Mark Sangkuhl
Organisation: resident and cyclist

Address:
Home -
41 Windsor Road
Dulwich Hill nsw 2203
0417994779

IP Address: cpe-124-188-148-13.peczi.cht.bigpond.net.au - 124.188.148.13

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Diane Fajmon

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Diane Fajmon - Online Submission from David Coe (support)

94

From: David Coe <d_coe@bigpond.net.au>
To: Diane Fajmon <diane.fajmon@planning.nsw.gov.au>
Date: 13/11/2010 11:24 AM
Subject: Online Submission from David Coe (support)
CC: <assessments@planning.nsw.gov.au>

I support the plan to have stops at Arlington and Waratah and specifically oppose the Hill St/Terry St option.

Name: David Coe

Address:
12/11 Williams Parade
Dulwich Hill 2203

IP Address: cpe-124-188-147-39.pecz1.cht.bigpond.net.au - 124.188.147.39

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Diane Fajmon

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

Diane Fajmon - Online Submission from Murat Tez (support)

95

From: Murat Tez <mtez@bigpond.net.au>
To: Diane Fajmon <diane.fajmon@planning.nsw.gov.au>
Date: 13/11/2010 11:05 AM
Subject: Online Submission from Murat Tez (support)
CC: <assessments@planning.nsw.gov.au>

This application is in support of the 'Arlington' and 'Waratah' stops as shown in the EA.

I am opposing the alternative 'Hill st/Terry rd' option.

Most people will walk to these stations from surrounding areas. For the people that drive it will spread parking across a much larger area around both stations.

If the Hill/Terry Options is built, more people will have drive to this station, making parking a nightmare and a nightmare at the station with the increased numbers of passengers to one station only.

Name: Murat Tez

Address:
805/8 Williams PDE, Dulwich Hill, 2203

IP Address: cpe-124-188-145-5.pecz1.cht.bigpond.net.au - 124.188.145.5

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Diane Fajmon

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F: 02 9228 6355

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Diane Fajmon - Online Submission from Kerryn Darroch of n/a (support)

96

From: Kerryn Darroch <kldarroch@gmail.com>
To: Diane Fajmon <diane.fajmon@planning.nsw.gov.au>
Date: 14/11/2010 10:39 PM
Subject: Online Submission from Kerryn Darroch of n/a (support)
CC: <assessments@planning.nsw.gov.au>

I wish to Support the proposed Arlington and Waratah stops and Oppose the Hill St/Terry Rd option that is being touted by some residents.

I live in Williams Pde, which is all units and within easy walking distance of the Arlington stop. I would walk to this stop to catch the light rail into town. If this was replaced with the Hill St/Terry Rd stop, then I would be more likely to get in my car and continue to drive to Summer Hill station to catch the normal rail into town than trying to fight for parking around Hill St/Terry Rd.

Name: Kerryn Darroch
Organisation: n/a

Address:
42/6 Williams Pde, Dulwich Hill, NSW 2203

IP Address: cpe-124-188-149-154.pecz1.cht.bigpond.net.au - 124.188.149.154

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

Diane Fajmon - Online Submission from Jayson Gordon of Resident (object)

97

From: Jayson Gordon <jaysong@ilinet.net.au>
To: Diane Fajmon <diane.fajmon@planning.nsw.gov.au>
Date: 14/11/2010 10:30 PM
Subject: Online Submission from Jayson Gordon of Resident (object)
CC: <assessments@planning.nsw.gov.au>

I strongly support including the Greenway within the shared corridor at Weston Street as proposed by BetterLightRail, instead of the detour currently being proposed by Transport NSW. This is because it will:

1. have less impact on private property bordering the shared corridor than the detour have minimal impact on habitat and fauna (as identified in studies on the rest of the corridor)
 2. have less impact on privacy for residents
 - have more predictable path narrowing constraints and thus be safer for users, as opposed to an unpredictable streetscape (e.g. bin night, cars reversing)
 3. better ameliorate the noise 'enveloping' effect of Weston Street, which has a light rail station as well as light rail operations increasing its base noise levels
 4. be far safer for users and residents, particularly compared to the entry and exit points of the detour
 5. have less impact on the wear and tear of the Weston Street streetscape
 6. be better geared for future growth in the area and thus be more sustainable in the long run
- I urge Transport NSW to investigate this option more fully and determine its feasibility.

I also strongly support the BetterLightRail proposal to merge the Waratah and Arlington stations because:

1. It will obviate the need for both the Waratah Mills and Arlington stops, thereby saving considerable time and money. The merged stop is also better aligned with the state government's stop criteria and will ultimately deliver the government more ?bang for its buck?.
2. It will better satisfy and service Marrickville Council's long-term growth and planning objectives for the Marrickville local government area.
3. Light rail commuters will benefit by way of improved efficiency, time, speed, and the potential to construct commuter parking at the Grove St redevelopment (if deemed necessary), all of which may further increase patronage.
4. Population of NSW will benefit through a better allocation of taxpayer funds and minimisation of wastage.
5. The merged stop will minimise the overall destruction of bush care, which will respect the efforts of the Inner West Environment Group.

I urge Transport NSW to investigate this option to determine its feasibility.

I would like to add that I am very concerned about the mixed messages we have been receiving from the project team to date regarding screening at the back of my property. The previous Director, Tim Parker, in front of Deborah Palmer, promised that the project would pay for our back fence to be raised, and provide a budget and consultant to assist with tree-based screening. This was for privacy and security purposes. However, we have heard since that the project team will only do it if ?made to do so by the Department of Planning? and seek your assistance in directing this, as this is causing undue stress and worry for us.

Name: Jayson Gordon
Organisation: Resident

Address:

73 Weston Street
Dulwich Hill 2203

IP Address: 124-168-13-207.dyn.linnet.net.au - 124.168.13.207

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Diane Fajmon - Online Submission from Ben Barry (support)

98

From: Ben Barry <bazzaathome@optusnet.com.au>
To: Diane Fajmon <diane.fajmon@planning.nsw.gov.au>
Date: 14/11/2010 10:19 PM
Subject: Online Submission from Ben Barry (support)
CC: <assessments@planning.nsw.gov.au>

I have attended community sessions and made feedback at each point of the light rail process. I am supportive of the light rail, however feel that this is the only opportunity to properly construct the light rail corridor. There is a high risk that this project can be a white elephant due to the route that it takes (i.e. it runs to Central via Chinatown rather than through the City centre near Martin Place) and in this environmental assessment I was disturbed to see evidence of uninformed decision making.

I specifically refer to the statement on xxxiii (and restated on page 121) where it is stated that "The proposed signalised intersection near Marion stop would provide minimal impact to the traffic performance on Marion Street." This is clearly an uninformed statement and Transport NSW staff admitted that no specific traffic surveying had been done on the surrounding streets at an information session in Haberfield. I further note that the surveying undertaken by your traffic consultant was undertaken for an hour at 4pm rather than the morning and evening peak.

As a resident of Hawthorne Parade I travel on Marion St daily. The intersection of Hawthorne Parade and Marion St is a particularly busy one that regularly backs up over 500mtrs in each direction in the morning peak hour as cars push in front of one another to progress their trips. I believe that Hawthorne Parade is a thoroughfare for traffic coming from Five Dock and seeking to bypass the traffic on Ramsay St. I have personally witnessed the following incidents at this intersection at peak hour:

- i) On multiple occasions I have seen motorbikes travel on the wrong side of the road to get around the traffic;
- ii) On multiple occasions I have seen motorbikes jump the gutter and access Marion St from the cycle path, exiting to Marion St down the council depot driveway.
- iii) On two occasions I have seen dogs on leads struck as their owners attempted to cross Marion St at peak hour and they took refuge in the pedestrian refuge.

I note further note the following:

- a) Traffic on Marion St is severely impaired when the traffic flow is restricted. I can cite examples such as a police cars pulling over other cars on Marion St and forcing merging or parked cars in the No Stopping zone outside of the retirement home where traffic can triple the 500mtr peak time length. Buses stopping at the stop near Darley St causes the same delay although it is less severe as the bus is only stationary for a short time.
- b) The proposed position could be improved by bringing the lights back to the intersection with Hawthorne Parade such that it was useful to traffic management generally AND usable by park users.
- c) If the pedestrian crossing is placed where it is documented in Chapter 6 (Fig 6.1c) the pedestrians would come into direct contact with the motorcycles I have seen short cut around the traffic and exit down the council depot driveway.
- d) Traffic on Hawthorne Parade is likely to become worse as commuting light rail users attempt to park and ride the light rail (refer to your own traffic forecast although I am dubious of the delineation between Marion and Hawthorne car trip - kiss and ride and parking - estimates as Hawthorne Pde is clearly the only place for a person to drop a person off on Marion St legally and the driver will then continue their trip along Hawthorne or attempt a U turn on it).
- e) Traffic on Marion St is likely to become worse as buses stop longer as part of the light rail interchange (cited on page 77).

I further note that comments that were made by me and others in prior feedback submissions about having the Hawthorne stop accessed via the off leash dog park will limit the attractiveness of this stop. Aside from the aversion some commuters may have to direct contact with dogs on their way to work there are amenity factors such as

navigating dog faeces and the smell of the dog park, not to mention safety issues (and potential liability issues should dogs harm or threaten commuters).

As a final point in relation to this study, as a resident of Hawthorne Parade, I am concerned about the additional parking burden that has to be borne by residents of Hawthorne Parade for extended periods each day and the limit on amenity for Ashfield Council rate payers that commuter parking will cause. It will increase traffic on a street that is home to 13 tennis courts, 5 netball courts, 3 playgrounds, 2 basketball courts, a popular route for cyclists and joggers en route to the Bay Run, a favoured parking spot for dog owners to park when accessing the off leash area and a picturesque park down the eastern side. Some serious thinking should be done as to traffic management on this street, particularly in relation to parking for commuters, parking for residents, parking for park users and safety for users, in particular the raft of children that play sport and congregate each afternoon.

Please also refer to my prior submission about the attractiveness of this project for suggested alternate routes that could be taken into the centre of the City, thereby increasing patronage and reducing the risk that this project with so much potential ends up a white elephant.

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

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

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Diane Fajmon - Online Submission from Graeme McIntyre (object)



From: Graeme McIntyre <gmcvdm@hotmail.com>
To: Diane Fajmon <diane.fajmon@planning.nsw.gov.au>
Date: 14/11/2010 10:03 PM
Subject: Online Submission from Graeme McIntyre (object)
CC: <assessments@planning.nsw.gov.au>

I have an issue with the Inner West Light Rail Extension (IWLRE) project planning process.

When the IWLRE project was first announced back in February this year, there was no mention of the GreenWay and planning proceeded as a standalone project. However later in the year when the IWLRE project announced incorporation of the GreenWay, it fundamentally stayed the same project and the GreenWay was literally ?fitted in?.

If the two projects are to co-exist and operate alongside each other, then surely they need to be planned in unison.

This has not happened, possibly for the sake of expediency, but for whatever reason, I believe it is not the correct process to deliver the best outcome for all stakeholders.

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Diane Fajmon - Online Submission from Isabella Watkins of Better Light Rail Community Action Group (other)

100

From: Isabella Watkins <isabellawatkins@optusnet.com.au>
To: Diane Fajmon <diane.fajmon@planning.nsw.gov.au>
Date: 14/11/2010 9:45 PM
Subject: Online Submission from Isabella Watkins of Better Light Rail Community Action Group (other)
CC: <assessments@planning.nsw.gov.au>

I broadly support the concept of the Light Rail Inner West extension and the GreenWay, however, I believe that the plans proposed by Transport NSW (TNSW) are seriously flawed. The GreenWay route proposed by TNSW is flawed because of the proposed detour down a suburban street (Weston Street) at its half way mark. The number and location of Inner West light rail stops is also flawed, so too is the proposed design of the Waratah Mills stop.

I STRONGLY OPPOSE:

1. the GreenWay detour down Weston Street - rather than look for the easy way out, TNSW should be prioritising the safety of local residents and all GreenWay users. Safety can only be achieved if GreenWay users are separated from vehicular traffic and this is best achieved by keeping the GreenWay within the light rail corridor between Davis Street and Old Canterbury Road (i.e. do not detour it down Weston Street).
2. Having both the Waratah Mills and Arlington light rail stops. They are best merged into one stop. The advantages of having just one stop are many and include - minimising congestion on Weston Street; minimising conflict between local residents, GreenWay users and commuters; minimising the destruction of existing bushcare; minimising the wastage of taxpayer funds; minimising the intrusion that light rail will have on local residents. There is significant and unnecessary overlap in the walk up catchment areas of the Lewisham West, Waratah Mills, Arlington and Dulwich Grove stops. Having so many stops is nothing more than a waste of taxpayer money.
3. The unnecessary destruction of existing bushcare sites - a significant amount of time and resources has been devoted to these sites by IWEG and others and bushcare should not be destroyed as a result of poor and inadequate planning on behalf of TNSW.
4. TNSW's proposed design of the Waratah Mills stop (if it is to be constructed). The design by TNSW MAXIMISES intrusion on local residents. Commuters should be funneled AWAY from local residents, not toward them.
5. The wastage of NSW taxpayer funds and flawed design.

I STRONGLY SUPPORT:

1. Keeping the GreenWay within the light rail corridor between Davis Street and Old Canterbury Road.
2. Merging the Waratah Mills and Arlington stops into one stop, as per the submissions lodged by the Better Light Rail resident action group.
3. Compensation to IWEG and any other bushcare groups as a result of bushcare destroyed due to this project.
4. The expansion of existing bushcare sites and creation of new bushcare sites
5. Resigning the Waratah Mills stop (if it is built) so that commuters are funneled AWAY and KEPT AWAY from local residents, as per the submissions lodged by the Better Light Rail resident action group. Specifically, the Weston Street and Davis Street access points must be abolished and all access to the Waratah Mills light rail stop MUST be limited to the overbridge portion of Davis Street. Acces to the stop should be via stairs and a lift from the Davis Street overbridge. Designated commuter parking and a 'drop off' zone must be created in Davis Street. This design will also minimise bushcare destruction as there will be no need to build a walkway through the Davis Street bushcare site.
6. If the GreenWay is to be detoured down Weston Street, then I support the closing/blocking off of Weston Street at its intersection with Old Canterbury Road only. This is the only way to maximise the safety of GreenWay users as the intersection of Weston Street and Old Canterbury Road consists of a blind bend for motorists travelling south on Old Canterbury Road wanting to then turn left into Weston Street.

I STRONGLY SUPPORT the submissions lodged by the Better Light Rail community action group. These submissions have been lodged by Ms Siobhan Brahe on behalf of the group. These submissions further detail the points I have made above with regard to what I support and what I oppose.

Further, I note that the description of this project is for: "An Inner West Extension of 5.6 kilometres along the disused Rozelle Goods Line from its current terminus at Catherine Street, Lilyfield to Dulwich Hill, with eight new stops. "

I SUPPORT 8 new stops, these being:

1. Leichhardt North
2. Hawthorne
3. Marion Street
4. Taverers Hill
5. Lewisham West
6. Waratah Mills and Arlington merged
7. Dulwich Grove
8. Dulwich Hill Interchange.

I OPPOSE 9 new stops, which is actually what TNSW is proposing in the Environmental Assessment it has lodged with the NSW Department of Planning.

TNSW's approach to this project has been sloppy and inadequate. This is evident in its poor planning, poor design and lack of attention to detail.

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