

## **Summary of Submission**

### **Parramatta Light Rail Stage 2**

Property: 91 South Street, Rydalmere NSW 2116.  
Lot 322 / DP15160.

This Submission is lodged on behalf of the property owners who are my parents (senior citizens). Objection is being lodged as insufficient information is available to fully assess impacts on the owner's use of their property in the Operational phase, in particular property driveway access. EIS section 5.4.3.

We have reviewed the exhibition materials online and also attended the EIS Drop-in Session on Monday 14 November 2022 at Rose Hill Bowling Club, cnr James Ruse Drive and Hassall Street, Rose Hill.

The information available indicates potential for the new road pavement and light rail line levels to be above the existing ground level at the street boundary, hence potential for impact on vehicular access to property at 91 South Street in the Operational phase. EIS sections 5.4.3, 6.6.2 and 6.6.3.

However, the EIS materials and staff at the drop-in session could not provide details of what the exact impact on access to the property will be.

Hence, we request to be consulted ASAP and provided with details of the ground heights of the proposed light rail infrastructure at the road frontage of our property. Preservation of the current vehicle access off South Street is imperative for my dad to be able to continue to live at the property.

Other impacts on the property owner / residents include increased noise impact as the existing vehicle traffic on the street is currently 22 metres from the front window of the main bedroom and will be moved to be within 9 metres of the main bedroom windows.

### **Details**

Our property 91 South Street Rydalmere is on the northern side of the street, just east of the proposed Nowill Street Station and being west of the proposed traffic light intersection at Primrose Avenue. See attachments property Location map and EIS Figure 6.2 Key Project Infrastructure - Map 2.

The EIS advises that the light rail is to be located in the centre of the road reserve with vehicle lanes either side of the rail tracks. EIS 5.4.3. It also states that "around 8 properties on the north side of South Street will require adjustment to access and carparking". Which properties are affected is not detailed and also is not detailed in EIS Chapter 13 Land use and Property or Technical paper 2.

Mum and Dad are senior citizens who have lived at the property for more than 50 years. Dad now has dementia and significantly impaired mobility. Retaining current driveway access from South Street frontage is critical for them.

Current access is driveway from South Street to attached semi enclosed Carport attached to their residence, providing direct short access to the main living room of the residence. Carer (mum) drives into the car port which has auto controlled garage door to front. The carport has been widened to allow space for Mum to assist Dad to exit the car and then move short distance to door access direct to the living room. See pictures in attachment. Dad requires a "wheelie walker" or two walking sticks to move short distances. Longer distances he requires a wheelchair. Dad is a "My Aged Care" customer with a "Home Care Package with Dementia supplement". This provides Government support to enable his continued living in his home with the support of Mum who is his full time carer.

The EIS is not specific in relation to the impacts on Mum and Dad's property, but includes comments that "some properties will be able to use alternative street access". Their property does have a rear access to Dorothy Street, but the distance of movement required from Dorothy Street to the house is too far for dad to navigate.

Hence, we request to be consulted ASAP and provided details of what provision will be made for them to continue to use the South Street driveway access to the property in the operational phase of the project. Without this access it is unlikely that dad could continue to reside at the property which would cause highly significant mental and emotional cost to my parents (and likely also significant monetary costs).

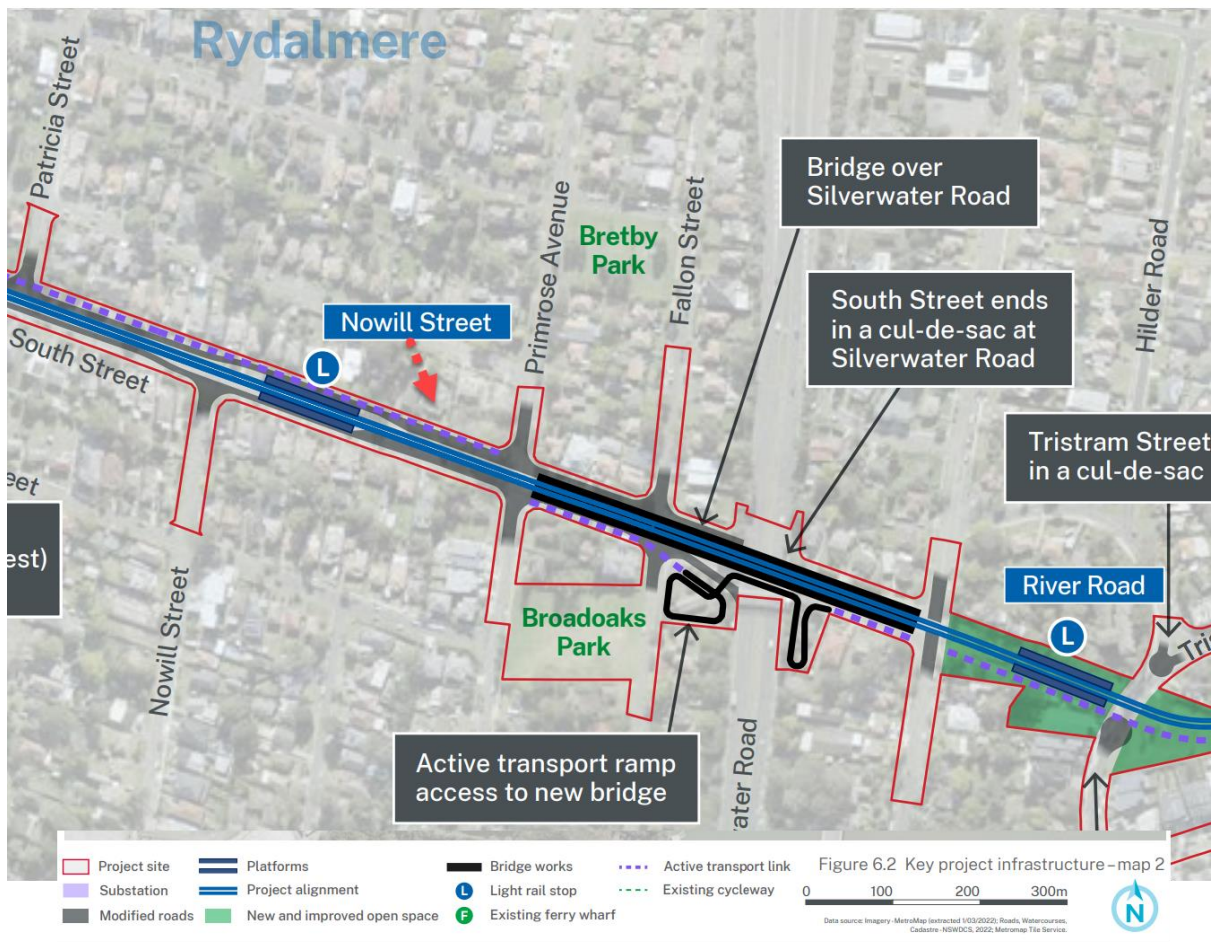
Another significant impact will be the relocation of vehicle traffic which is currently 22 metres from the main bedroom to be within 9 metres of the main bedroom. The EIS section 10.19 states no residences will be affected to an extent that any noise mitigation measures are warranted.

This significant closer vehicle noise has potential for interrupted sleep and adverse health affects on both Mum and Dad. It is requested that provision to reduce the noise to the current levels be implemented.

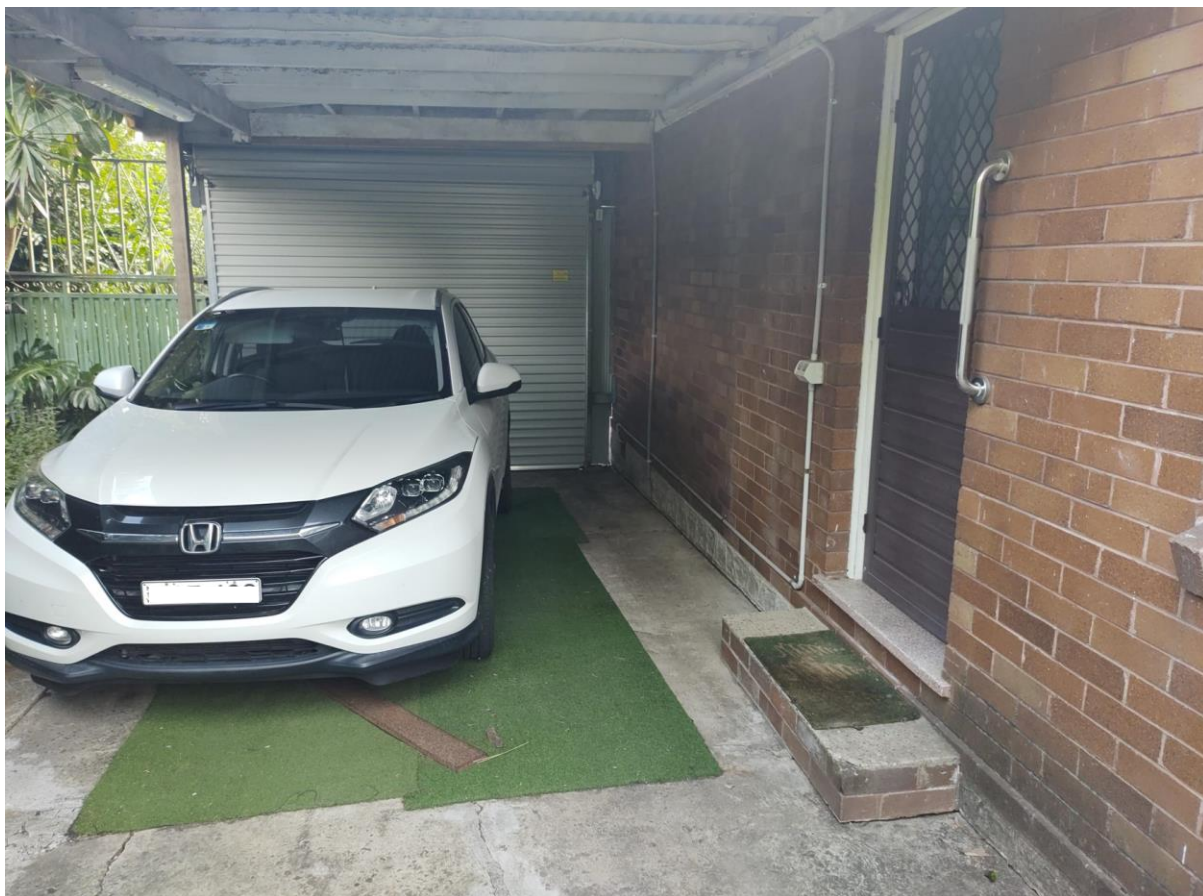
Signed

Son of property owners for the property owners.

My details provided on the Planning Portal submission portal.







91 South Street, Rydalmere - Carport vehicle access







91 South Street, Rydalmere - Driveway vehicle access

#### 5.4.3 Rydalmere

##### South Street alignment

South Street in Rydalmere undulates along its length, particularly in the vicinity of the proposed Nowill Street stop. Light rail tracks should minimise undulation to maintain passenger comfort. To address this issue, and integrate with the alignment to the east and west, the alignment was set to be at or below the existing undulating road surface levels along South Street. This introduced the need for a retaining wall between the road and adjacent residential properties, which would have prohibited access to South Street from about 18 properties on the northern side.

A design review focused on reducing property access impacts was undertaken. The refined design raised the light rail and the eastbound road lane, relocating the retaining wall to between the westbound road lane and the edge of the track form. This design change reduced the length of the retaining wall and integrated it with the stop platform, maintaining existing access to properties from South Street.

Adjustments would be required to existing informal access and parking arrangements for around eight properties on the northern side of South Street. Property impacts are considered in Chapter 13 (Land use and property) and would be confirmed during design development.

**No specific details in  
Chapter 13**

### 6.6.2 Adjustments to existing lanes, intersections and access arrangements

Existing traffic lanes and intersections would be adjusted along some roads to accommodate the light rail infrastructure (including stops) within or adjacent to the road reserve. These adjustments would involve providing new pavement within the road reserve (or in some instances within additional land adjoining the existing road reserve) and the marking of new lanes, including any required turning lanes.

Traffic signals would be provided at about 22 intersections that are not currently signalised. Signalisation of intersections and adjustment of existing traffic signals to support the safe and efficient operation of the project and road network would be refined during design development in consultation with the relevant road authority.

There would also be changes to the way that some side streets access the roads on which the light rail alignment is located. In some locations, existing right-turn movements would not be allowed due to the presence of light rail infrastructure. Access from these roads would be limited to left-in/left-out movements.

The project would include tie-in works on some adjoining roads.

Further information about the proposed adjustments and new traffic signals is provided in section 4 of Technical Paper 2 (Transport and Traffic).

### 6.6.3 Adjustments to property access

New access arrangements would be required for the industrial property at 37 Grand Avenue, Camellia. A new access road is proposed to provide access to the property beneath the proposed bridge abutment on the southern side of the river.

Access to other properties may also need to be adjusted due to the difference in grade between the property and the light rail or road alignment. This could involve changes to the location or arrangement of driveways. Design refinements that reduce property access adjustments would continue to be considered during design development.

Potential impacts on access are considered in Chapter 9 (Transport and traffic).

### 6.10.1 Service frequency

#### Operating hours

The project would operate as a turn-up-and-go light rail service from 5am to 1am, seven days a week, similar to the operation of Parramatta Light Rail Stage 1.

Different service schedules for weekdays, weekends and public holidays (see Table 6.5) are proposed to meet passenger demand. The operator may adapt the services in response to demand and usage changes and for special events.

6.32

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Environmental impact statement

Table 6.5 Summary of proposed services

Time of day	Operating hours	Indicative time between services (minutes)	Vehicles per hour (each direction)
<b>Weekday services</b>			
Early morning	05:00 – 07:00	10	6
Day	07:00 – 19:00	7.5	8
Evening	19:00 – 23:00	10	6
Night	23:00 – 01:00	15	4
<b>Weekend and public holiday services</b>			
Early morning	05:00 – 07:00	15	4
Day / Evening	07:00 – 23:00	10	6
Night	23:00 – 01:00	15	4

## Sandown Boulevard to Carter Street

### Residential receivers

A summary of the range of predicted operational noise levels, and the number of receivers predicted to experience noise levels above the *Rail Infrastructure Noise Guideline* (NSW EPA, 2013) trigger levels, is provided in Table 10.10. Receivers would qualify for consideration of mitigation in the following cases:

- during the day (7am to 10pm) –  $L_{Aeq(15\text{hour})}$  60 dBA and  $L_{Amax(95\%)}$  80 dBA noise trigger levels are exceeded; or
- during the night (10pm to 7am) –  $L_{Aeq(9\text{hour})}$  50 dBA and  $L_{Amax(95\%)}$  80 dBA noise trigger levels are exceeded.

No residential receivers have been identified as qualifying for consideration for mitigation as both the  $L_{Aeq}$  and  $L_{Amax}$  exceedance conditions have been not met at any location.

Table 10.10 Summary of predicted operational noise levels – Sandown Boulevard to Carter Street – residential receivers

Noise catchment area	Day (7am to 10pm) (Trigger - $L_{Aeq(15\text{hour})}$ 60 dBA)		Night (10pm to 7am) (Trigger - $L_{Aeq(9\text{hour})}$ 50 dBA)		Maximum (Trigger - $L_{Amax(95\%)}$ 80 dBA)		Receivers qualifying for mitigation consideration
	Range (dBA)	No of exceedances	Range (dBA)	No of exceedances	Range (dBA)	No of exceedances	
E	38 - 58	0	33 - 53	14	47 - 76	0	0
F	39 - 58	0	34 - 54	35	49 - 78	0	0
H	34 - 61	1	29 - 56	21	44 - 80	0	0
I	37 - 60	0	33 - 55	62	46 - 79	0	0
J	41 - 61	1	36 - 57	3	51 - 80	0	0
K	43 - 55	0	39 - 50	0	56 - 70	0	0
L	41 - 59	0	36 - 54	3	52 - 78	0	0
M	36 - 58	0	31 - 53	7	53 - 77	0	0
R	32 - 59	0	27 - 55	3	49 - 80	0	0
<b>Total</b>	<b>32 - 61</b>	<b>2</b>	<b>27 - 57</b>	<b>149</b>	<b>44 - 80</b>	<b>0</b>	<b>0</b>

## Parramatta Light Rail

Event	Date	Time	Location
Farmers Market	Wednesday, November 9, 2022	7.30am - 2.30pm	Centenary Square, Parramatta
EIS Drop-In Session	Monday, November 14, 2022	3pm - 7pm	Rosehill Bowling Club, Cnr James Ruse Drive and Hassall Street, Rosehill