

Date: 6<sup>th</sup> December 2022

**Sue Marendy**

**151 Wharf Road,**

**Melrose Park NSW 2114**

Attn: Parramatta Light Rail

We refer to the Parramatta Light Rail Stage 2 Environmental Impact Statement - Section 10. Noise and Vibration.

We note that the Environmental Impact Statement fails to properly consider the environmental impact caused by the light rail and buses at 2 critical locations:

1. At sharp bends in the light rail tracks ; and,
2. Disturbance to residents further away from the light rail tracks because of sound transmission across water.

**1. The Effect of Noise on Residents at Sharp Bends in the Light Rail Tracks**

The proposed route shows the Light rail progressing along Waratah Street, Ermington and turning sharply onto Wharf Road, Melrose Park - adjacent to existing residences. Based on the noise generated by the light rail at similar intersections around Sydney (Circular Quay and Central Station are two such intersections) where scraping and clattering can be heard from hundreds of metres away as the light rail trains negotiate these turns, residents on Wharf Rd and in surrounding streets are concerned that similar levels of noise and disruption will be experienced as the Parramatta Light Rail turns at the intersection at the corner of Waratah Street and Wharf Road. This noise will commence at the early hours of the morning and continue at regular intervals until late in the evening.

Similarly, the noise from buses servicing Stadium Australia late in the night following major events as they brake, turn and change gear will impact residents.

**2. The Effect of Sound Transmission across Water**

Sound travels great distances across water with little attenuation. This can be easily demonstrated by the fact that the existing metropolitan trains crossing the river on the Ryde Railway Bridge approximately 1 km away can be easily heard from the Wharf Road boat ramp pontoon but these same noises are indistinguishable when in the boat ramp car park a few metres away where trees and houses shield residents from the noise of the trains.

Locating the bridge at the end of Wharf Road, near residences fronting the Parramatta River on Lancaster Avenue, will expose dwellings further away from the bridge to similar levels of noise and disruption as those living directly adjacent to the proposed route on Wharf Road.

**Alternate Routes**

The proposed route for the Parramatta Light Rail takes the light rail along public land beside the Parramatta River for a distance of 250m before it reaches Wharf Rd. The route could be easily diverted and the bridge built at any number of locations along this path, well before it reaches Wharf Road and Lancaster Avenue. A number of options are available for consideration. Some of these options include:

**Option 1:** Relocate the bridge to the location of the existing boat ramp (and re position the boat ramp); or,

**Option 2:** Relocate the bridge further west - continuing the light rail past the rear of Melrose Park Primary School and directly across the river at the end of Waratah Street, before Waratah Street turns to run parallel to the Parramatta River.

Both options offer the added benefit of improved traffic safety because the light rail does not cross over the boat ramp car park traffic.

The environmental impact of the bridge near houses on Wharf Rd and Lancaster Avenue has not been properly considered. The proposed Parramatta Light Rail route currently creates **MAXIMUM** environmental impact on existing residents, laying waste front yards, homes and lives whilst leaving public land and car parking untouched.

The developers, through increased densities in their developments due to the light rail, are receiving the enormous financial benefits while local residents are being asked to carry an excessive and onerous environmental burden of unnecessary noise and increased traffic.

The proposed route of the Parramatta Light Rail where it passes along Waratah Street beside the Parramatta river and turns into Wharf Rd will tear apart long-standing communities while public carparks are left unaffected. The proposed route of the light rail **MUST** be reconsidered.

Yours Sincerely

Sue Marendy