

SUBMISSION:

Response to the CBD & South East Light Rail Project (CSELR) and CSLER Environmental Impact Statement Modifications Report (Modification Report)

Thank you for the opportunity to respond to the CSELR Modifications Report.

We are residents of 82 Alison Road Randwick (situated east of Darley Street between Cowper Street and Wansey Road opposite the racecourse). Our submissions are primarily limited to the impact of the CSLER in this vicinity, in terms of potential of loss of street parking, noise, vibration and visual impact. These concerns potentially having a significant adverse impact on the amenity of residents and value of private residences along Alison Road. We also raise concerns regarding the CSELR and its ability to deliver improved public transport in this area, in terms of both increased capacity and shorter travel times to the CBD.

We are of course supportive of projects, innovations and changes to Sydney's public transport that seek to improve transport in terms of access, affordability, quicker travel times and environmental impact. However, the extent of any such improvements must be weighed and balanced with any adverse impacts on businesses and private residences in this area and the wider areas affected by the CSELR.

On Street Parking

Current Situation

Despite the current available street parking, parking in this area can be at times very limited.

There is a reasonably high population density along this small stretch of Alison Road with numerous high rise apartment buildings and even though some apartment blocks and private residences include parking facilities it is clear that these do not always satisfy the local demand with multiple vehicles attached to each residence as well as visitors. At times, we, as well as our visitors, are unable to secure parking near our apartment and can be forced to park hundreds of metres away in time restricted parking outside our designated permit parking area.

The impact to parking along Alison Road has been raised with Mr Jeff Goodling at the last two community meetings to which he responded that he was surprised this was an issue and that he would look into it. To date, no response has been received.

Currently, Alison Road between Cowper Street and Wansey Road is three lanes wide in each direction. There is street parking along both sides of Alison Road allowing traffic flow to use two lanes in each direction. Along the northern side of Alison Road (opposite the racecourse) east of Darley Street there is a stretch of street parking up to Wansey Road estimated to be approximately 300 meters. A recent count of vehicles parked along this stretch amounted to 47 vehicles. In addition, there is also street parking along the southern side of Alison Road (adjacent to Randwick Racecourse) after Cowper Street up to Wansey Road. I estimate this to be a stretch of at least

150metres. A recent count of vehicles parked along this stretch amounted to 30 small to medium vehicles. The only restrictions on this parking being that there is no parking between 10am and 6pm on race days at Randwick racecourse. This year there are 40 race days at Randwick racecourse. Accordingly, the restriction on this large strip of street parking is very limited, with parking this year being available every night (after 6pm) and 325 days of this year. Even despite this restriction I have often noticed cars continuing to park in this location even on race days and I suggest (out of personal experience) this is simply out of there being no other choice.

There is a significant impact on the value of our property for future resale by the removal of all parking amenities in the vicinity which needs to be adequately considered and addressed.

Changes proposed by CSELR

After Darley Street the CSELR proposes to run along the southern side of Alison Road (adjacent to Randwick Racecourse Cowper Street effectively removing the 150 metre (approximately) stretch of essential street parking (currently housing approximately 30 car spaces for nearby residents and their visitors). This will obviously significantly compound the parking issues in this area. We are unaware of any solution or strategy being suggested to address and mitigate this impact.

Furthermore, the Modification Report suggests that after Darley Street there will now be two lanes of traffic running east towards Coogee, instead of the current 3 lanes. Therefore, it also appears that the essential street parking along the northern side of Alison Road will also be cut (potentially displacing in excess of 70 vehicles). The alternative possibility is that one lane is used for parking and there will be in effect only be one lane for traffic heading towards Coogee. Either scenario is unacceptable, either causing heavy traffic congestion by the bottleneck or removing all parking facilities in this vicinity for private residents. We are unaware of any solution or strategy being suggested to address and mitigate this impact.

The lack of parking in this immediate vicinity will obviously have a flow on effect as vehicles are displaced into nearby streets compounding parking issues in the wider area.

In addition, given the distance between stops and the bus routes cut it is also highly likely that residents from outside the immediate vicinity may also seek to drive to the Alison Road stop, further compounding the issue for residents.

We also note, Randwick TAFE proposes to increase the student capacity by 10,000 students over the coming year. There is a risk that at least some of these additional students will drive and will require parking in the area and the increase capacity needs of those catching the light rail also need to be allowed for and catered by the CSELR.

Noise, vibration and Visual Impact

Current Situation

The distance between the frontage of our specific apartment building (similar for other residences) and Alison Road (northern side) including the nature strip is a mere 8 meters (approximately).

Below pictures of the view from the master bedroom windows of the apartment building (noting they are located at the front of the apartment)



We along with all other private residences along this stretch of Alison Road enjoy and value an uninterrupted leafy view of well-established fig trees and Randwick Racecourse.

Changes proposed by CSELR

It is our understanding that the CSELR proposes two light rail lines (one in each direction) with overhead cabling constructed in front of the tree line along the southern side of Alison Road (adjacent to Randwick Racecourse). In addition, it is proposed that a 67 meter long stop be constructed on Alison Road prior to the Wansey Road. It is proposed that this will cater for 67 metre long light rail vehicles with one passing every 4 minutes during peak hour.

There is no denying this will significantly and adversely alter the face of this part of Alison Road which is currently enjoyed by all of its residents.

Given the proposed alignment is also so close to the frontage of residences, along with the increase in the size of the light rail vehicles and stops to cater for the increased capacity of each light rail vehicle we have significant concerns regarding both noise and vibration levels generated during construction and operational phases.

Capacity and Travel Times

We are concerned regarding the lack of information and data released regarding the capacity of the proposed light rail when fully operational taking into account the bus routes that will be cut (we are advised that all buses that service Cowper Street currently the stop closest to our location will be removed,) when compared to the maximum capacity currently offered by the existing bus network currently servicing this vicinity.

The comment made by Mr Jeff Goodling at the last two community meetings has been that we are not to worry because we will have access to these buses for the next 4 years. This does not provide us with any comfort that residents' concerns have been considered and is a very short sighted comment for an already heavily populated inner city location which is also expected to

accommodate a new hotel at Randwick racecourse and currently has one major apartment block currently under construction on Alison Road.

We also note that the current bus network offers a variety of routes and consider that a significant proportion of local residents simply wish to head straight into the CBD. These residents do not need to go to Surry Hills or to Central Station. We are unaware of any data available regarding how this route is expected to impact travel times for those travelling into the CBD.

The lack of clarity around this makes it impossible for residents and business impacted by the CSELR to make informed decisions regarding the CSELR and to find the balance referred to above between adverse impacts verse any increased benefits.

Other general issues

1. There has been a lack of communication in the sense that decisions appear to have been made without adequate consultation or taking into account the views of residents.
2. There is a concern regarding the removal of street parking at the Hospital on High Street
3. There is a concerns regarding congestion of traffic as the light rail stops and starts and cross intersections interfering and adding to stop light phases.
4. There is still a concern for flooding in Doncaster Avenue
5. There is a concern that the CSELR reduces accessibility as a result of the significantly increased distances between light rail stops
6. There is a concern regarding the relocation of the Randwick Racecourse stop and passengers having to cross Alison Road (similar concerns are held in relation to the Alison Road stop).
7. There is a concern regarding the amount of stops (4 including the intersections and the Alison Road stop) required along the relatively short distance of Alison Road between Darley Street and Wansey Road (approximately 500 metres).
8. There are concerns regarding tax the fact that an “international” company has been engaged to do the works when we have Australian companies that can perform the works.
9. There is a concern that the cost/benefit is not thoroughly documented
10. There is a concern for the safety of resident who have garages and will have to reverse directly into a lane of traffic.
11. We object to the loss of right hand turn from Alison Road into Darley Road forcing large numbers of vehicles to detour up to 2.5km through local roads to access Centennial park

Some Proposed Recommendations/ Alternative solutions

1. Further investigations undertaken into issues regarding capacity and travel times.
2. As previous submissions have suggested, the CSLER alignment on Alison Road east of Darley Street should be adjusted to run inside the existing Randwick Racecourse lands on the other side of the established tree line. This will improve the view for those travelling on the CSELR as well as retain essential existing street parking on the southern side of Alison Road, reduce both visual and noise impacts to residents along this stretch of Alison Road and retain the well-established tree line;
3. Additional resident only parking to be built nearby
4. Extension of parking permit designated areas

5. Council to encourage and assist residents to construct off street parking solutions on their premises.
6. Further investigation to consider whether High Street is a more suitable street to take the LR rather than Alison Road

Thank you for receiving our response to CSELR EIS Modification Report and we look forward to your assessment and response to all submissions.

Kind regards

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