

To Department of Planning and Environment

**Submission Regarding Adverse Impacts of Proposal – Modification 4**

**RE: CBD AND SOUTH EAST LIGHT RAIL PROJECT  
MODIFICATION REPORT SSI - 6042 MOD 4**

**STOP CHANGES HIGH STREET RANDWICK**

4 December 2015

Dear Sir,

We have only just become aware of the changes to the proposal as outlined in the above document and the effects on the premises at **6 Clara Street (also known as 34 Blenheim Street) Randwick**.

Link to Map: <https://www.google.com.au/maps/@-33.9166315,151.2392297,19.02z>.

The letter drop appears to have missed us and apparently did not even include the residences on the east side of Clara Street, and it appears neither side was within the door knock zone. There are significant detrimental implications for the residents of Clara Street and Arthur Street, and in particular the Specialist Medical Practice based at 6 Clara Street. Three Neurologists, a Neuropsychologist and a Physiotherapist practice from these consulting rooms. There is also a residential unit at the rear of the property facing High Street and the light rail. Herewith are some of the adverse impacts for your attention in the knowledge that they will be seriously considered and that a satisfactory resolution can be found.

**IMPACTS OF MOVING THE HIGH STREET BUS STOPS FOR POW HOSPITAL TO CLARA STREET AND REDIRECTING 2 ADDITIONAL BUS SERVICES, AND TRAFFIC THROUGH CLARA STREET.**

**1. ENVIRONMENTAL IMPACTS**

**a. Ambient Noise**

The Modification 4 document identifies some of the adverse environmental impacts in Clara Street such as traffic, vibration and road noise (by 90 %!). However the fact is that **the building alignments** of most of the buildings in Clara Street are almost on the boundary with the street and this severely exacerbates these adverse effects. This means that some windows and walls would be within approximately **3.5 metres** of the curb where buses would constantly stop and start at the proposed new bus stops. In addition, two extra bus routes are to be diverted through Clara Street totalling up to possibly 5 routes. Currently the bus stop is in High Street at the rear and to the west of 6 Clara Street. This is some **20 metres** away from the rear building alignment where it has little significant impact. So, **in addition** to the documented adverse environmental impacts of the light rail in High Street we are further impacted by:

- The relocated rail **crossover point** on High Street nearer to Clara Street. Night time noise is yet to be assessed according to the Modification 4 Document.
- The repositioning of 2 bus stops, one adjacent to the front door of the consulting rooms and the other directly opposite possibly servicing up to possibly **5 bus routes**. The loss of on street parking spaces as a result of this.
- Increased vehicle and bus traffic in Clara Street (almost double especially in peak periods).
- The **cumulative** effects by being bound by both High Street (light rail) and Clara Street (buses and other vehicles). This combined impact appears to be omitted from the Modification 4 Document.

### **b. Effect of Increased Road Noise on Patient Communication**

The Modification 4 Document, Figure 5.5, indicates that there will be an increase in traffic volume in Clara Street from the additional buses and cars (up to 90% in peak periods). The associated constant increase in noise will certainly be heard in the rooms and affect our ability to clearly take a history from our, often elderly patients and to easily communicate with them. Double glazing would help a little but the need to have our front door frequently open would cancel such benefit. The lack of fresh air and the need to install air conditioning is not ideal, as this also contrasts with our current effective and environmentally friendly use of fresh air and ceiling fans.

The Modification 4 Document, Table 5.8 and the commentary, clearly show that noise in Clara Street will increase by 90% when measured at 10 to 12 metres from the '**Receiver Typical Setback**'. Our building is between approximately 3.5 and 5.5 metres from the curb so it is unclear to us from where those measurements are taken. Noise outside our front door is likely to be intolerable. Further the Approved document has noise at 58dB whereas Modification 4 is higher at 61dB. It is likely that these measurements probably only take into account noise from extra vehicles and buses in Clara Street. Documented noise and environmental impacts from the Light Rail will add further to these readings as we are on the corner with High Street.

### **c. Vibrations and Electromagnetic Interference**

Sensitive apparatus is used to perform electrophysiological studies and there may well be electromagnetic interference to same, as well as to some of the physiotherapy equipment. It could therefore be difficult or perhaps impossible to conduct delicate electrophysiological testing in the rooms as a result of the cumulative effects of the buses and the light rail.

The 'Infrastructure Approval' SSI-6042 dated 14/6/14 (B13, B15) indicates that residential receivers would be consulted and this has not occurred with us. Some of us use electrophysiological equipment and others use electrical and ultrasound equipment in daily practice.

I draw your attention to item B83 (Property and Business Impacts) of the Approval 'The Applicant shall design and construct the SSI with the objective of minimising impacts to, and interference with third party property and infrastructure.....'.

### **d. Air Pollution**

The extra buses using Clara Street, as well as the stopping and starting outside our front door and directly across the road, may well pose a health hazard to staff and patients attending the rooms, as a result of the diesel fumes that may be emanating from so many buses.

### **e. Loss of Trees**

The Jacaranda trees in Clara Street provide a much needed visual and environmental benefit. This can be seen in the 'link to street view' below.

## **2. PATIENT ACCESS TO CONSULTING ROOMS**

Link to street view:

<https://www.google.com.au/maps/@-33.9166928,151.2394373,3a,90y,288.37h,96.24t/data=!3m6!1e1!3m4!1sXkKPHIfuW iwF 3A9xT-MQ!2e0!7i113312!8i6656>

The proposed new bus stop and bus shelter is to be situated just outside the level front entry to the consulting rooms. As we need the front door open to allow easy access to those in wheelchairs, on crutches and using walking sticks, there will be considerable loss of privacy and difficulty accessing the rooms for these patients due to congestion at the bus stop, and the patient's need for extra manoeuvrability. There is also the issue of hazard as a result of items of food and rubbish generally left at bus shelters. This bus stop would be a major drop off and exit point for people coming and going to the Hospital and nearby Medical Centres and Surgeries. Our patients need more room to

manoeuvre than most and often need to be dropped off and collected by special taxis, buses or cars. **How will people who are less mobile and unable to use public transport be able to be dropped off and collected at such a busy bus stop?**

The area is nominated as a 'Health and Education Precinct'. Poor access to one's health professionals would not encourage patients to attend this health precinct, as does the further loss of parking spaces.

### **3. FLOW OF TRAFFIC IN CLARA STREET - COLES LOADING BAY**

At present large semitrailers backing into the Coles loading bay on the eastern side of Clara Street, near Arthur Street take up the whole width of Clara Street and jut into Blenheim Street. In addition to the extra noise, it takes some time to manoeuvre the trucks into the bay. At present this holds up traffic in both directions in Clara Street, as well as in Blenheim and Arthur Streets. At times this extends to High Street. With the anticipated increase in traffic and particularly buses, this problem will be far more extensive, further impeding the flow of traffic and causing delays in surrounding streets. In addition to this the buses need to take a wide berth when rounding the corner from High Street into Clara Street.

### **4. LOSS OF FURTHER PARKING SPACES IN ARTHUR STREET AND CLARA STREET**

Many elderly and disabled patients cannot just be dropped off because they have considerable mobility problems. A parking spot is necessary so that they can then be assisted to the nearby medical facilities. Collapsing wheel chairs and walking frames need some time to be assembled necessitating the need for short term parking.

### **5. CONSULTATION**

Most of the environmental impacts noted in the Modification 4 Document (P.35 Sectn.5.1) have not considered the property at 6 Clara Street which runs between High Street and Blenheim Street, and the medical practice and residential unit therein.

'Operational Impacts' (P. 67, Section 5.8.2 of the Document) states that the relocation of the Terminus stop would aid the 'Randwick Health and Education Centre' by locating the stop closer. This has also resulted in increased bus and vehicle traffic in Clara Street and inappropriate positioning of bus stops which is not a beneficial change.

These bus stop changes are described in the Modification 4 Document as '**minor**'. They present significant changes to the residences and the consulting rooms in Clara Street.

### **6. SUGGESTIONS**

Lack of consultation would naturally impede suggestions. However perhaps the following could be considered:

1. **There was never any prior indication** that a bus stop would be located directly outside the front door of 6 Clara Street. Within the EIS, there is the pdf file link to the document named "21 CSEL R EIS Technical Paper 1 - Traffic Operations - Part B.pdf". It is accessible by clicking on the following link showing proposed bus stop outside 4-6 Clara Street:

<https://majorprojects.affinitylive.com/public/59cd3ba716a677733a77e21df494ac2c/21%20CSEL R%20EIS%20Technical%20Paper%201%20-%20Traffic%20Operations%20-%20Part%20B.pdf>

On the page numbered 180 of this document, is the following image showing the bus stop outside 2-4 Clara Street (**not** 6 Clara Street). These are blocks of units with ground floor parking so that a stop

there would have much less impact. This is clearly a better position for buses to access the stop. In fact it would be interesting to confirm if Clara Street between High Street and Blenheim Street is long enough for a bus bay to accommodate 2 buses approaching from a corner (High Street). In addition, on the opposite side of the road, 'Coles' have a large high brick wall bordering their loading bay. This would be a more appropriate westbound bus stop as it is not outside any dwelling. The extra few metres required for passengers to reach the POW Hospital would be partially offset by other passengers needing to access nearer locations such as medical facilities in Blenheim Street, local residences and the main shopping centre in Belmore Road.

**Figure 5-23: Proposed bus stop locations outside the hospital**



2. Accommodating the existing Hospital bus stops in High Street at their current locations would certainly mitigate some of the problems. It would provide the best access to the Hospital and the rail interchange. There may be a solution here if one has the will to look for it.
3. We understand that the Prince of Wales Hospital is to be rebuilt. It may be possible to incorporate a Hospital bus stop within the new design depending on where the entry might be and if such plans are yet in progress. This would be most convenient and appropriate for all attending the hospital and relieve other congestion issues.

## 7. CONCLUSION

Unfortunately no one has contacted us or written to us about these proposed changes which will severely interfere with the day to day operation of the business/practice at 6 Clara Street, and cause the loss of amenity and use of the property, which lies in 'Randwick Health and Education Precinct'. As a result of the increased noise, pollution, congestion and loss of privacy it will be difficult if not impossible to retain lessees. The premises will become far less attractive for consulting rooms or residential occupation. Also the loss of amenity to the residents in Clara Street, Arthur Street and parts of High Street is significant.

#### **NOTES REGARDING ATTACHED PETITION 'SAVE CLARA STREET'**

As a result of the general lack of awareness of the Modification 4 Document and the short time frame for submissions, the Petition is incomplete. Nonetheless there are 36 signatures attached.