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10 December 2013

THE CBD AND SOUTH-EAST LIGHT RAIL PROJECT - EIS

SUBMISSION TO THE DEPARTMENT OF PLANNING & INFRASTRUCTURE

I wish to make the following comments in respect of the proposed Light Rail system:-

1. The route should unquestionably be located on the location of the former tram way lines which is now the site/route of the current busway. It accordingly does not require any parkland.
2. The light rail will no doubt significantly reduce the current number of buses required. The reduced number should therefore be easily accommodated on Anzac Parade.
There are currently several buses that have been running along the eastern side of Anzac Parade which maybe of a greater number than the newly reduced number of buses post the light rail
3. Talk of damage to tree roots by converting the existing busway to the new light rail way is therefore a nonsense. It may require the opinion of another expert briefed by those in favour of that scheme.
4. The proposed light rail system appears to be grossly inadequate to properly service the various suburbs involved because the proposed stations are too far apart. It may be ok for high traffic locations e.g. Randwick Racecourse or Prince of Wales Hospital but not satisfactory to attract and service the permanent local residents.
5. Having made an in-depth assessment of the proposed location of the light rail line in Devonshire Street Surry Hills, I strongly believe that it would be much better located and cheaper to establish if moved to Cleveland Street. I have not previously conveyed my opinion to the authorities.

It would:-

- a) not require any interference with any parkland;
- b) eliminate or at least minimise the necessity to resume expensive properties;
- c) take the place of or at least reduce the existing buses on Cleveland Street which currently coexist with heavy other traffic;
- d) facilitate a more practical, direct and cheaper future extension of the light rail system to Sydney University as proposed;
- e) enable the current busway to remain between Moore Park Road and Cleveland Street thereby allowing the current high volume bus terminal in Moore Park opposite the Sydney Cricket Ground to continue to operate as established; and
- f) reduce the congestion of traffic after major sporting events which the proposed location of the light rail station in Anzac Parade / Moore Park will no doubt create, thereby facilitating and improving crowd management during such peak periods.

I hope that the above will be of assistance.

Yours sincerely



Robert Bressan
Chairman