

CSELR EIS SUBMISSION  
Major Project Assessments  
Department of Planning  
23-33 Bridge Street  
SYDNEY NSW 2000

**Department of Planning and Infrastructure**  
**Re: CSELR – response to Environmental Impact Statement**

I wish to voice my opposition for the proposed design of the CBD and South East Light Rail project (CSELR) as described in the Environmental Impact Statement (EIS) dated November 2013. I do not agree with the proposal as stated in the EIS document.

My concerns in relation to the CSELR project and the EIS, with particular interest with the Surry Hills to Moore Park West route, are summarised below:

1. Devonshire street is not capable of being the spine of the SE Network / not sustainable. The CSELR EIS is based on Devonshire Street only. As a taxpayer and community member of Surry Hills I want to understand why Devonshire Street is the Government's preferred route for the spine of the South East network, when various other options, that are existing traffic corridors, appear to be superior.
2. No genuine community consultation has been engaged in. There has been no community consultation apart from a resident-forced "information" session where the Minister advised we had no choice but to accept the route and offered an A3 flyer with unconvincing proof this was the best route. This is not acceptable.
3. Vastly superior alternative routes has been identified – Foveaux and Devonshire sub-surface. A local Engineer has identified an alternative cut and cover proposal along Fitzroy/Foveaux Streets. The Foveaux route delivers greater capacity (through a third line), avoids traffic issues with major intersections, has less residential impact, increased speed for LRV's that will decrease travel times, less visual impact on the local area and no long term noise impact for residents. It also provides for a station in the centre of Surry Hills, and within the area where many buses will be cancelled, rather than one that is a 5-minute walk from Central station (Ward Park). Transport for NSW has admitted to the local Engineer Robin Bean, that they did not give this proposal appropriate time, money or resources, and therefore I believe it has not been given genuine consideration.
4. Unacceptable noise levels. Surry Hills is a quiet residential neighbourhood with occasional noise from traffic passing through, weekend visitors to the cafes/ shops on offer, and infrequent groups passing by to attend events at the Stadiums. The increased noise from these occurrences is explicable and does not last long; hence they feed the life of the suburb. The light rail proposal will see light rail vehicles passing every 2-3 minutes with maximum noise of 75-83dB every time a vehicle passes. This is far in excess of the noises residents experience now. I request noise and vibration levels delivered well within the EPA guidelines

5. Loss of car parks and access to properties and along for the elderly and disabled living in the housing units.

6. This route sees the loss of at least 69 homes with people unable to buy back in the area they have made their home.

I am one of the thousands of people who have signed the PUSH Petition calling for an alternative Surry Hills route, and believe a sub-surface route (Foveaux or Devonshire) should be the default option.

Yours sincerely