

Re: CSELR – response to Environmental Impact Statement

I do not agree with the CSELR as stated in the CSELR EIS.

I wish to deliver my personal opinions on the proposed design of the CBD and South East Light Rail project (CSELR) as described in the Environmental Impact Statement (EIS). I do not agree with the proposal as stated in the EIS document.

As a local resident and small business owner in Surry Hills, my concerns are mainly related to the Devonshire Street route and provided as below:

1. Devonshire Street is not suitable for a light rail project
 - a. Devonshire Street is a narrow and busy street. As proposed, the two lanes of light rail tracks and one lane for other types of vehicles will nearly take up the entire area of street. It will pose potential dangers to pedestrians particularly to those elderly, disabled people, children and pet animals who present high volume of activities in Devonshire Street and the Ward Park area.
 - b. The buildings along Devonshire Street are predominately of residential nature and most of them were built some hundred years ago, meaning structures may not be able to resist the vibration from light rail vehicles. If this happens, cases of litigations may arise.
 - c. There are many restaurants, cafes, and other small business along Devonshire Street. During and post construction, closure of streets and intersections, noise, dust, vibrations will create significant negative environment for those business. This situation would force them either close down or move out from this area.
 - d. Higher level of noise from nearby restaurants and bars only occur weekend nights, but light rail services deliver the noise and vibration 24/7 all year around.
 - e. To facilitate light rail construction, Olivia Gardens, an apartment block will be demolished. 69 households will not be given full compensation which is equivalent to current market value and will be forced to move from this area. Their rights of living in this area and entitlement for full compensation will be totally ignored by the authorities.
 - f. There are strong indications that other options of routes (e.g. Foveaux Street) or forms of construction (e.g. tunnel, sub-surface) could represent more optimal solutions for key stakeholders.
 - g. 140 trees will be removed from Surry Hills. To find a replacement spots for new trees on the narrow Devonshire Street will be a struggle, between pedestrians, substation and light rail cable posts.
 - h. As per the EIS, the light rail will have right of way on the road and service provided at 2-5 minutes intervals. This will generate great interruption to the arterial traffic flow on Chalmers, Crown and Bourke Streets and make traffic conditions worse.

Suggestions:

- a. Provide more detailed cost benefit of other possible options including tunnel, sub-surface constructions etc. During an assessment process, the consideration to cost of individual option should be well balanced with other factors such as impacts and

benefits to the residence, business, environment and possibility for the sustainable development in the effected areas.

- b. Conduct well informed genuine community consultation process.
- c. Before all reasonable options including the routes and forms of construction have been given equal opportunities for a proper assessment, the Devonshire Street surface route should not be considered by the government as an only and the most favourable option.

2. Noise and vibration produced during and post constructions:

- a. Noises and vibrations during construction would be significant. Some construction sites are to operate 24 hours, and this is not acceptable.
- b. Light rail carriages are not a light weight. When the vehicles move up to or down from hill on Devonshire Street, stress on the motor and suspension system will produce more vibration and noise.
- c. The light rail service will operate from 5:00 am to 1:00am and vehicles will move every 2-5 minutes. Maintenance vehicles will move between 1:00 am to 5:00 am. This is not an appropriate arrangement for Surry Hills, which is a dense residential area.
- d. The light rail vehicles are proposed to travel between 40-45 km/hr along Devonshire Street, whereas travel along George St will be 20km/hr. A higher speed will produce greater levels of noise and vibrations. The impact to the residents would be significantly increased.

Suggestions:

- a. No construction activities will be allowed after 12:00 midnight.
- b. The Sydney airport has a night curfew from 11:00 pm to 6:00am. The same should be applied to light rail service in order to provide a sound sleep period for the residents.
- c. The materials, structures and technologies which can reduce the vibration and noise should be applied for the constructions of rail base and rails.
- d. Should the light rail travel along Devonshire Street, they should be limited to speeds of 20 km/hr to reduce the noise footprint.

3. Safety to people around in this area

- a. There are constant and considerable amount of activities carried out by elderly, disabled, young children and pet animals on Devonshire Street and in the Ward Park area. The safety to those people should be well considered.
- b. Given the weight of the light rail vehicles, they will need longer distances to stop. In consideration of this narrow street, the speed of light rail vehicles should be controlled appropriately.

Suggestions:

- a. The speed of light rail vehicles should be restricted to 20 km/hr along Devonshire Street from Chalmers Street to South Dowling Street.

- b. The interval of light rail services should be maintained at least every 5 minutes to allow the safe crossing of pedestrians.
- 4. The closure of streets and intersections bring the negative impacts to the local area.
 - a. The closure of intersections at Buckingham, Holt, Waterloo, High Holborn and Clisdell Streets will bring no benefit to local civil and commercial activities.
 - b. The closure will force every local and residential vehicle to enter into main streets and be trapped in a heavy traffic stream when they only need to travel locally such as shopping, taking kids to school, visiting local business and family doctors, deliveries or provision of services. Consequently, the closures will lead to worsened local traffic conditions and pollutions.

Suggestions:

- a. Leave the intersections at Buckingham, Holt, Waterloo, High Holborn and Clisdell Streets open on the completion of project.