

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 do not support the CSELR project. The main reasons are:

1. Sydney is a world class city, if we broaden our vision to watch what other big and famous cities in the world have and have done, Sydney should have its own under-ground fast train to move people quickly to their destination. Examples include the transport systems in Los Angeles, Singapore, Taiwan, Hong Kong, Seoul, Guangzhou and Shanghai. An efficient and reliable fast underground train system has proven to be the best provider of transport services to residents and visitors alike.
2. If the money to be used to build CSELR can be used to build a better train system, we know for sure that many generations will benefit from the money spent by our government, not like CSELR which could only benefit a very small percentage of population in recent years and it will soon reach its capacities in the next 10 to 20 years.
3. The environmental and personal damages CSELR brought along to people and surroundings
 - a. By demolishing the residential apartments at Olivia Gardens, people will suffer directly and indirectly from CSELR.
 - b. There are 800 plus trees that will be cut because of CSELR, and this will have a major impact on the environment of Sydney city.

- c. A few hundred car spaces will be wiped off along the route of CSELR, and no plans or projections have been finalised for any substitutes.
- 4. Last but not least, the CSELR route was selected from Circular Quay to Randwick via Surry Hills through Devonshire St without any proper consultation with the local community. Devonshire St is inappropriate for the CSELR route for many reasons:
 - a. Firstly Surry Hills is a dense suburb comprised of small businesses and residential houses.
 - b. Devonshire Street is very narrow, and there is a high volume of pedestrian traffic which will be impacted. Safety of pedestrians (many of which are children and elderly) need to be considered.

Suggestions:

Light rails need to be built on wider and bigger streets, such as tram system in Melbourne city where the public buses and cars running side by side with trams which give the commuters more choices and options for transport. In Sydney, the ideal streets for Light rail are not many, but at least other traffic corridors such as Oxford Street and Moore Park Road can be considered and selected instead of narrow and crowded streets.