

## **Proposed CBD & South East Light Rail Maintenance Facility Rozelle Goods Yard**

### **Objection letter from the residents of Nanny Goat Hill and Lilyfield**

Submitted 15<sup>th</sup> December 2013

As residents of the Lilyfield community, we wish to express our concern and objection to the proposed site for the CBD & South East Light Rail 24-hour Repair and Maintenance facility in the rail corridor running parallel to Lilyfield Road.

Lilyfield is a residential community divided by the Rozelle Goods Yard and the City West Link Road. On the northern side of the goods yard is the local historic precinct of 'Nanny Goat Hill', which is characterised by narrow streets, workers cottages, terrace housing, B2 and B5 mixed development, light industrial and commercial, on-street parking, and bounded by major thoroughfares. The area is a well-established and growing residential community.

In proposing the maintenance facility for the Light Rail CBD & South East Light Rail in Rozelle Goods Yard, Transport for NSW need to consider the significant disruption and impact a 24-hour operation will have on the local residential community.

After reviewing the EIS for the proposal, the residents of the local community object to the proposal for the following reasons;

#### **1) Negative impact on residential amenity**

- Visual pollution from the size and bulk of a building structure required to accommodate 5 trains at one time, with overhead wiring cantilever clearance, overhead gantry operation, staff amenity estimated from the EIS at 8-9 metres high.
- A **24-hour operation** is being introduced that will have an effect not previously experienced in this area, nor expected by residents who have made their homes here. Noise from train movements, warning sirens, PA announcements, LRV start-up & testing with attendant brake noise and wheel-squeal will be highly detrimental.
- Light pollution from lighting for night-time operations, headlights from staff cars and heavy transport operations.
- Sound attenuation methods are spoken of in the EIS, however we believe these have to be embedded in any tender requirements to guarantee implementation.
- The removal of existing mature trees exposes local residents to noise and visual pollution with no guarantees that remediation will be effective.
- There are no specific provisions made for sound attenuation to protect existing and future residents from noise pollution from a **24-hour operation**. No detailed landscaping plan has been made available in the EIS

- There are no specific provisions made to avoid light spillage from overhead lighting from a 24-hour operation affecting existing and future residents

## **2) Traffic impacts for the local residential community**

- Increased traffic on Lilyfield Road and adjacent streets generated by heavy transport and staff travel to and from the proposed facility using side streets that barely cope with existing traffic.
- Possible staff parking overflow will add to local parking pressure which, at present, restrict sight lines to road and cycle traffic to a dangerous level.
- Changes to the Lilyfield Road alignment should be built to allow for a slip road access to the site for heavy trucks and staff parking
- Traffic separation devices should be built to keep cyclists, local traffic, and trucks safely apart at the ingress/egress point of the site access

## **3) Safety impacts for cyclists and residents**

- The EIS states there will be no effect on local pedestrian traffic which also suggests no serious study has been done, which would have shown children and school groups accessing the existing light rail station along and across Lilyfield Road.
- The EIS says there will be minimal impact on the major West to City cycleway – a risible statement that suggests the study has been superficially done, whereas local residents encounter confrontation with cyclists on a daily basis. Lilyfield Road currently carries heavy trucks from locally based transport haulage and crane operators. It is also a major bicycle way for cyclists routing through the area to Anzac Bridge, with some 1000 cycle movements each day. Their safety has already been compromised by motorists switching to Lilyfield Road to avoid the slow down caused by peak hour congestion on the City-West Link.

## **4) Lack of integrated planning for the future mixed use and residential use of the goods yard**

- Transport for NSW has advised that it is an industrial area and the facility is a permitted use. Yet, when questioned about the specific location and flexibility to adjust its position, TfNSW stated that the remaining area (also industrial zoning) was slated for residential development.
- TfNSW cannot have it both ways. If there is recognition that the area will carry future residential development then the planning for the Repair and Maintenance Facility must provide for the amenity of the existing neighbourhood as well as those residents who will be living there in the future.
- Leichhardt Council, as the local government authority for area should be part of this integrated planning process.

The undersigned residents of Nanny Goat Hill and Lilyfield request that Transport for NSW address its concerns and engage the local community in the development of this proposal.

# CBD & South East Light Rail Maintenance Facility ROZELLE

As per the concerns raised in the letter of submission I believe it is imperative that these points are addressed and taken into consideration with further developments for the Proposed 24 hour Light Rail Maintenance Facility in Lilyfield.

December 2013

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