

## WE DO NOT SUPPORT THE SOUTH EAST LIGHT RAIL AND CBD ROUTE.

Outlined below are issues concerning the content of the EIS for the South East and CB Light Rail route. Of particular concern to us is the impact on 242 Devonshire Street, which has been noted as a heritage listed item in the EIS.

1. It is indicated in the EIS document that entry to Devonshire Street is from the left and exit from Devonshire Street is to the left. Currently to access the driveway for 242 Devonshire Street the vehicle must be reversed into the garage. It is impossible to drive into the property from the left hand side of Devonshire Street from the proposed new traffic lane due to the narrowness of the garage and footpath. Refer Fig 1, Fig 2, Fig 3, Fig 4 and Fig 5. These figures identify the driveway access for 242 Devonshire Street.

If there was the possibility of entering the driveway by not reversing, i.e. enter by turning left from Devonshire Street, then to exit the vehicle **MUST be** reversed out. This is very unsafe and dangerous as we would be exiting blind directly into light rail, traffic and also pedestrians. This will be exacerbated with the increased number of pedestrians estimated to use the crossing at Marlborough Street to access the proposed light rail station.

There is also the concern of the turning circle when entering or exiting the property. It is unclear if there is to be some type of barrier outside of 242 Devonshire Street due to the light rail station proposed to be at Ward Park.

At the community meeting earlier this year at Sydney Boys High School the Transport Minister advised that no residents will lose access to their property.

- Q1. How does the TfNSW propose to get around this problem? A technical representative from TfNSW visited the property In November 2013 to investigate the problem and was unable to find a solution at the time of the visit.
- Q2. How will the residents enter and exit their property safely?

Fig 1



Fig 2



Fig 2 and 3 clearly showing  
the vehicle in the reverse  
position in the driveway of  
242 Devonshire

Fig 3





Fig 4



Fig 4 and Fig 5 showing the view from driveway of 242 Devonshire Street

Fig 5



Location of proposed light rail station

2. Access to our property during construction – table 13.28 of the EIS states a slightly negative impact to residents with the closure of Devonshire Street between Chalmers and Crown. This closure have more than a “slightly negative” impact as it will impact on the day to day activities of residents and businesses in Devonshire Street, e.g. entering and leaving premises several times a day. This is includes normal day to day expectations such as getting a taxi. This issue is important especially for elderly and disabled residents of the street.

3. Noise and vibration – the houses in Devonshire Street are old houses (some heritage listed) and the walls are not very thick. Currently outside noise is heard from inside the house. With the additional noise of the proposed light rail stop across the road from 242 Devonshire Street (approximately 6metres), the improved footpath (meaning additional pedestrians), the installation of traffic lights at the corner of Marlborough Street the noise will very much be increased. Bedrooms and living areas are at the front of the house which will decrease our quality of living AND sleeping.

The two properties closest to the proposed station (242 and 244 Devonshire Street) are noted as heritage listed items in the EIS document (refer table 13.21, fig 13.24 and table 13.24). Careful consideration needs to be given to the design of any proposed station, cabling, lighting etc

### **Proposed Solutions**

- We would anticipate that the noise and vibration levels are delivered well within the EPA guidelines.
- Speed to be reduced to 20km from South Dowling Street to Elizabeth Street.
- Operational times for the route through the residential area of Surry Hills must be limited to 5:30 to 23:30.
- The frequency of trains is limited to a minimum of 5minutes gap (if not more) for both vehicles in both directions.
- Double glazing of windows for residences and businesses in close proximity to the proposed station
- Insulation of residences and businesses in close proximity to the proposed station.

Sound proofing and double glazing may reduce the noise problem, but what measures can be undertaken to reduce the vibration felt within the house by the residents caused by the light rail, considering the light rail will only be approximately 6metres from 242 Devonshire Street.

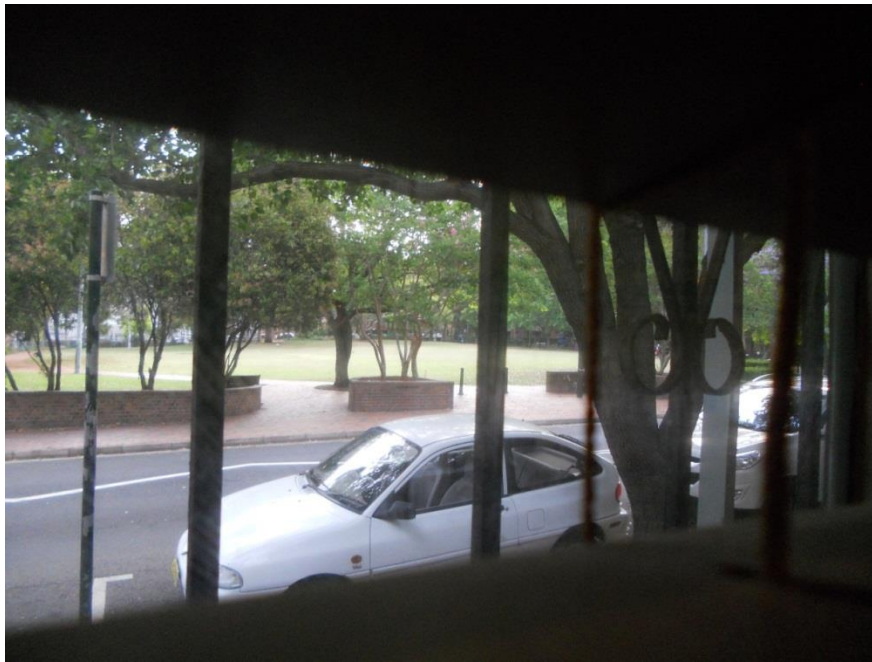
4. The property of 242 Devonshire Street is only metres (approximately 6metres) from the proposed station (refer Fig 6 and Fig 7). In Chapter 13 page 13-49 it is indicated that noise from the PA system at the station will directly impact the residents close to the stop at Ward Park, especially in the evenings.

Station announcements are not, in any case, necessary. In recognition of the residential character of the area, train information could be provided through dynamic electronic signs.

If station announcements are to occur, they must be set at a volume that cannot be heard from within the residences and businesses close to the proposed station.

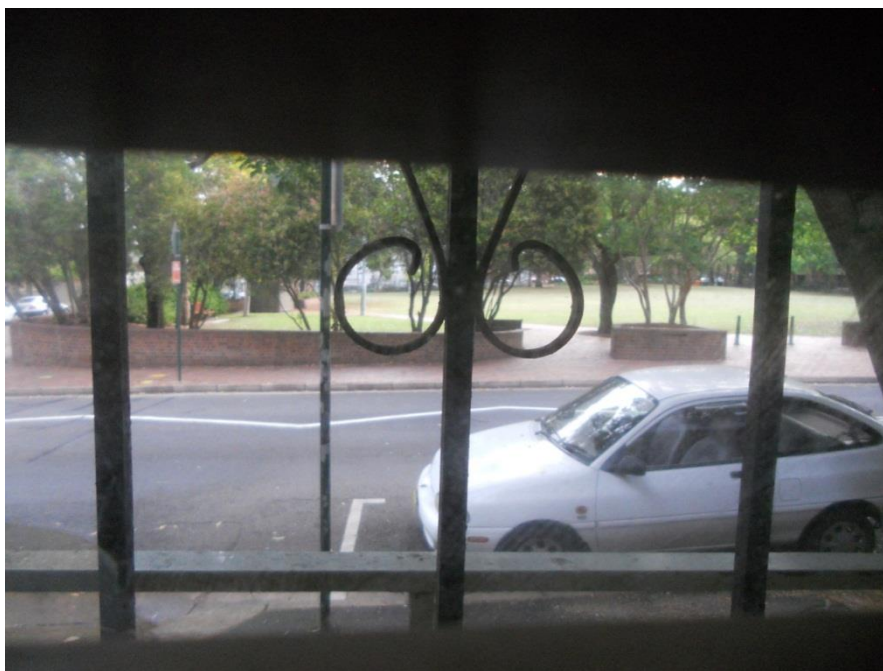
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Fig 6



Views from living room of 242  
Devonshire Street looking out  
at proposed area for light rail  
station

Fig 7



Views from living area of 242  
Devonshire Street

5. Noise from the commuters waiting at the proposed Ward Park light rail station and also commuters travelling to the stop will also directly impact the residents close to the proposed Ward Park light rail station, i.e. 242 Devonshire Street. The living and bedroom areas are at the front of the houses. The design of the station must take into account this additional noise as well

The two properties closest to the proposed station (242 and 244 Devonshire Street) are noted as heritage listed items in the EIS document (refer table 13.21, fig 13.24 and table 13.24). Careful consideration needs to be given to the design of any proposed station, cabling, lighting etc.

#### **Proposed Solutions**

- Double glazing of windows for residences and businesses in close proximity to the proposed station



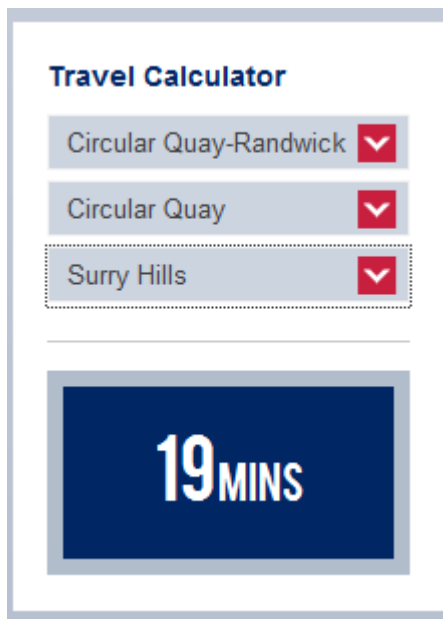
- Insulation of residences and businesses in close proximity to the proposed station.

The two properties closest to the proposed station (242 and 244 Devonshire Street) are noted as heritage listed items in the EIS document (refer table 13.21, fig 13.24 and table 13.24). Careful consideration needs to be given to the design of any proposed station, cabling, lighting etc).

- Given the close proximity of the proposed construction site at Ward Park to local residences, i.e. 242 and 244 Devonshire Street it is important that the construction hours are adhered to and noise kept to a minimum. These two properties are noted as heritage listed items in the EIS document (refer table 13.21, fig 13.24 and table 13.24). Living rooms and bedrooms are located at the front of these properties and the additional noise from the construction site will have a major impact on the residents.

The construction site could be relocated to Prince Alfred Park which is in close proximity to the construction of the light rail at Central and Devonshire. Other options for the construction site could be Moore Park or Belmore Park.

- As 242 Devonshire Street is only approximately 6metres from the light rail station and there will be additional pedestrians in the area, we are concerned about our increased lack of privacy for our property. We do not view this as a neutral impact as indicated in Table 13.26 of the EIS, but rather a negative impact.
- Given that it is quicker to walk to Central Station and travel by train to Circular Quay, there does not seem to be any advantage in locating the station at Ward Park. During peak hour the train trip from Circular Quay to Central is only 10minutes, if not shorter. The on-line calculator on the Light Rail website states it is 19minutes by light rail from Circular Quay to Surry Hills. Given the close proximity to Central, the station may be better placed at the demolished Olivia Gardens site.



- Currently there is not much natural sunlight shining into the houses of Devonshire Street given the direction they face. This will be dramatically reduced with the trains travelling so close to the houses. Residents will be forced to live by artificial light which in turn increases the carbon footprint plus also increases the electricity bills for the local residents, many of which are elderly and on pensions.

Q1. What does TfNSW plan to do to mitigate this problem?

- Currently residents and businesses located in Devonshire Street are able to have goods and services delivered directly to their properties. The EIS states side streets will have special parking areas for business deliveries – what about residents? Approximately 99% of houses and businesses between Waterloo and

Crown Streets do not have rear lane access. The EIS does not state how residents will be able to have normal everyday deliveries to their properties.

Q1. How will residents of Devonshire Street be able to get deliveries and, for example, move house:

- a) during construction when vehicles are unable to access Devonshire Street; and
- b) after construction has finished?

At the community meeting early this year at Sydney Boys High School the Transport Minister advised that residents will not be trapped/locked in their property.

11. Currently there are a number of elderly and disabled people who reside in Devonshire Street. The disabled parking in Devonshire Street has been highlighted as to be removed.

Q1. What will disabled and elderly residents of Devonshire Street do to easily access their properties?

- a) during construction when vehicles are unable to access Devonshire Street; and
- b) after construction has finished?

Q2. How can disabled (permanent and temporary) and elderly residents park close to their property?

- a) during construction when vehicles are unable to access Devonshire Street; and
- b) after construction has finished?

12. Page 13-40 of the EIS states “It is **understood** that warning bells would not form part of normal rail operations (i.e. they would not be used on approach or departure from stations, or at level crossings).

Q1. Can this be guaranteed and not just “understood”? This will be heard some 20 hours every day – again having a direct impact on the lives of residents and businesses in close proximity to the Ward Park station, e.g. 242 and 244 Devonshire Street.

13. Emergency vehicles – how are they to access the area? If vehicles cannot turn right at Marlborough Street and Clisdell Street is blocked off, how are police, ambulance and fire vehicles to access the areas, especially the Northcott site. How also are emergency vehicles to also expediently get to emergencies if local traffic is blocking their way, i.e. when travelling along Devonshire Street traffic is unable to move to the left to allow emergency vehicles to pass. A detailed emergency access plan must be prepared and provided to residents for review.

14. Why was the information session for Surry Hills scheduled for just six days prior to the close of date for responses to the EIS? This does not allow enough time for concerned residents to fully digest the document and to be able to ask questions of TfNSW to provide an valuable response to the document.

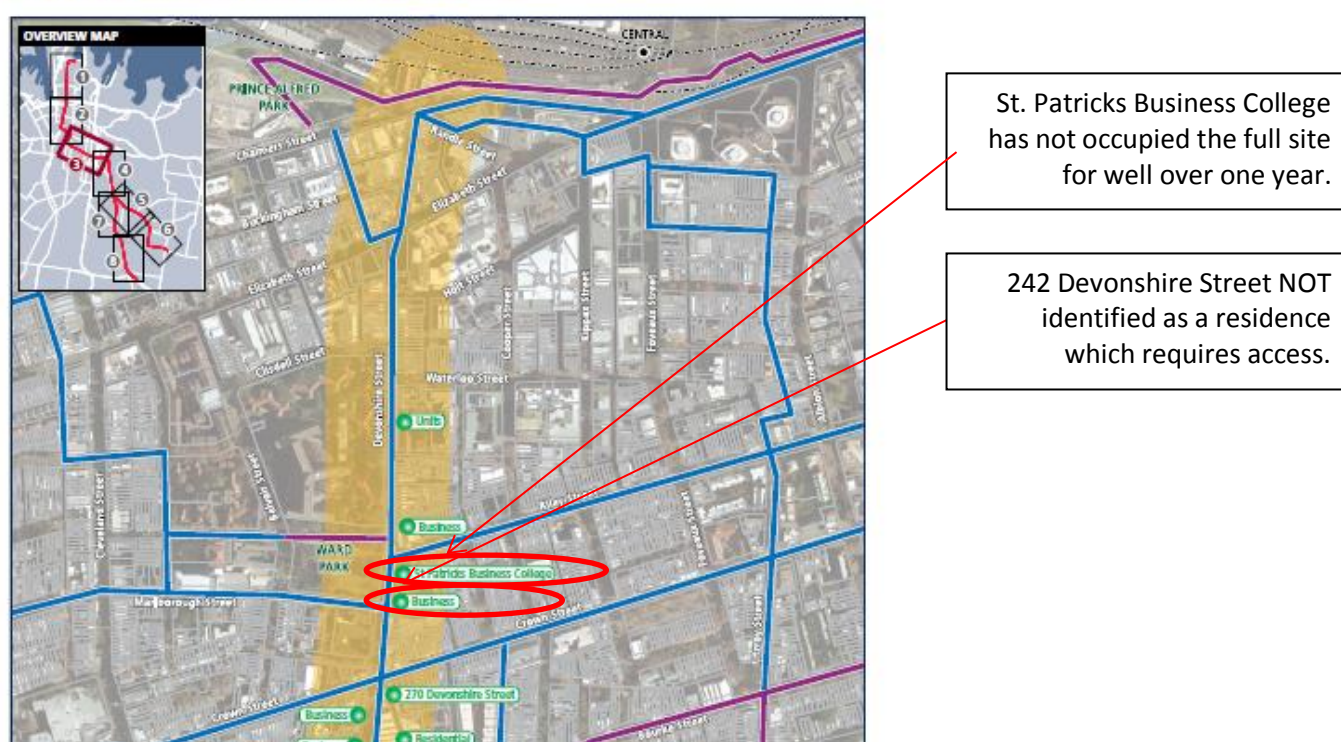
15. The proposed new route for the 355 bus into Lansdowne Street (narrow one way residential street) and down Marlborough Street (narrow one way residential street) does not seem logical. It would be impossible for the 355 bus to turn into narrow Lansdowne Street and then again turn left into Marlborough Street. The 355 bus to Bondi Junction is a very popular service and must be maintained.

16. It has been identified that approximately 3200m<sup>2</sup> of Ward Park will be used as a construction site during the six year period. Next to Ward Park is the Northcott Centre which houses a few hundred residents, many of whom are disabled and elderly. Ward Park is the only local park which these residents can use given the proximity to the complex. Ward Park is also used by other local residents on a daily basis, and is the closest dog park to the area.

17. St. Peters Church is located on Devonshire Street and as such there is a need for funeral and wedding vehicles to park in front of the church. As the light rail is proposed to run along this side of Devonshire Street where will these vehicles be relocated to. Also, the front of the church is also used as a drop off point for the elderly and disabled to attend mass and other functions at the church.
18. An alternative route for the light rail has been proposed which is via Foveaux Street. As this route would seem to eliminate the problems outlined above and would provide for room for expansion of the light rail, we ask for an explanation as to why this route has not been given further consideration.
19. Figure 13.2 - the property at 242 Devonshire Street has not been identified in this figure. A Business has been identified as having access from Devonshire Street (cnr Devonshire and Marlborough Streets) which is does not. The **RESIDENCE** at 242 Devonshire Street, which has a drive way on Devonshire Street has not been identified. (refer below).

Also, St. Patricks Business College has not been at this location for between 18-24 months (if not longer).

Figure 13.2 Surry Hills Precinct - Existing traffic, transport and access

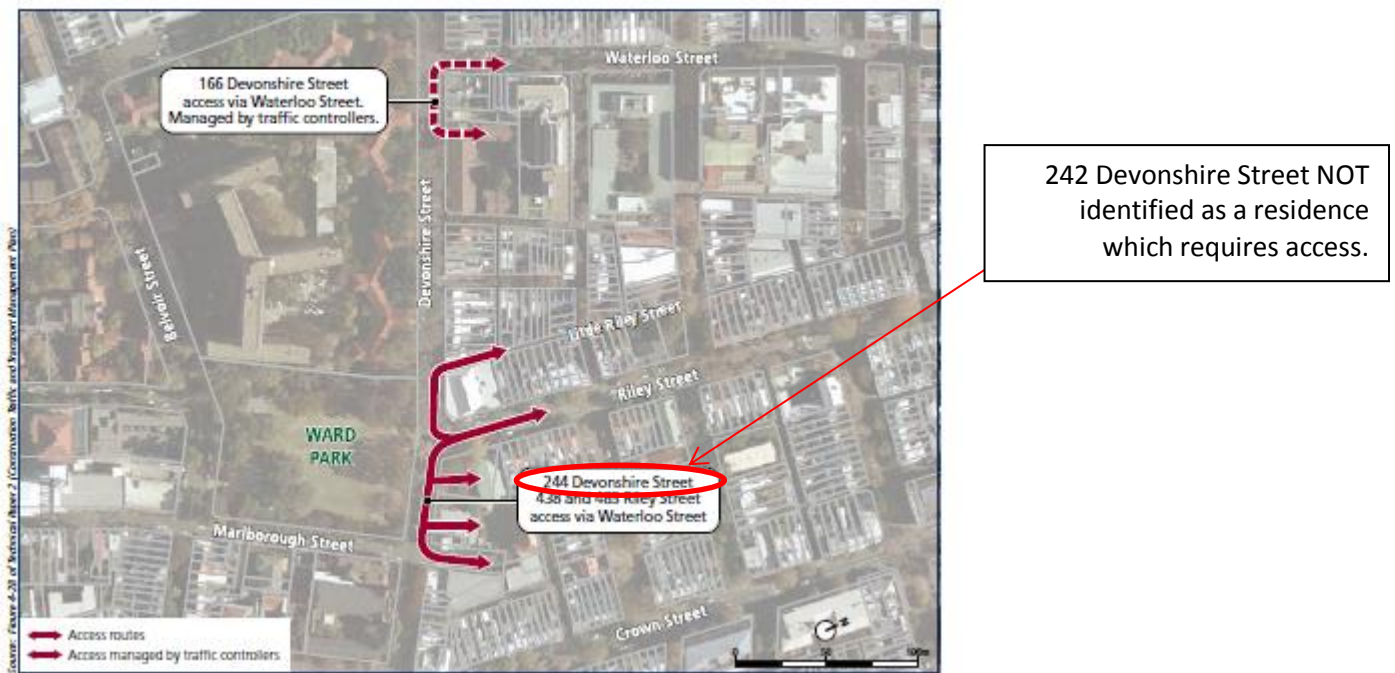


20. Figure 13.7 – the **RESIDENCE** of 242 Devonshire Street has not been identified in this figure.

The properties in Marlborough Street (left from Devonshire Street) have not been separately identified as requiring access from Devonshire Street during the street closure. If they are unable to gain access they will not be able to access their properties.



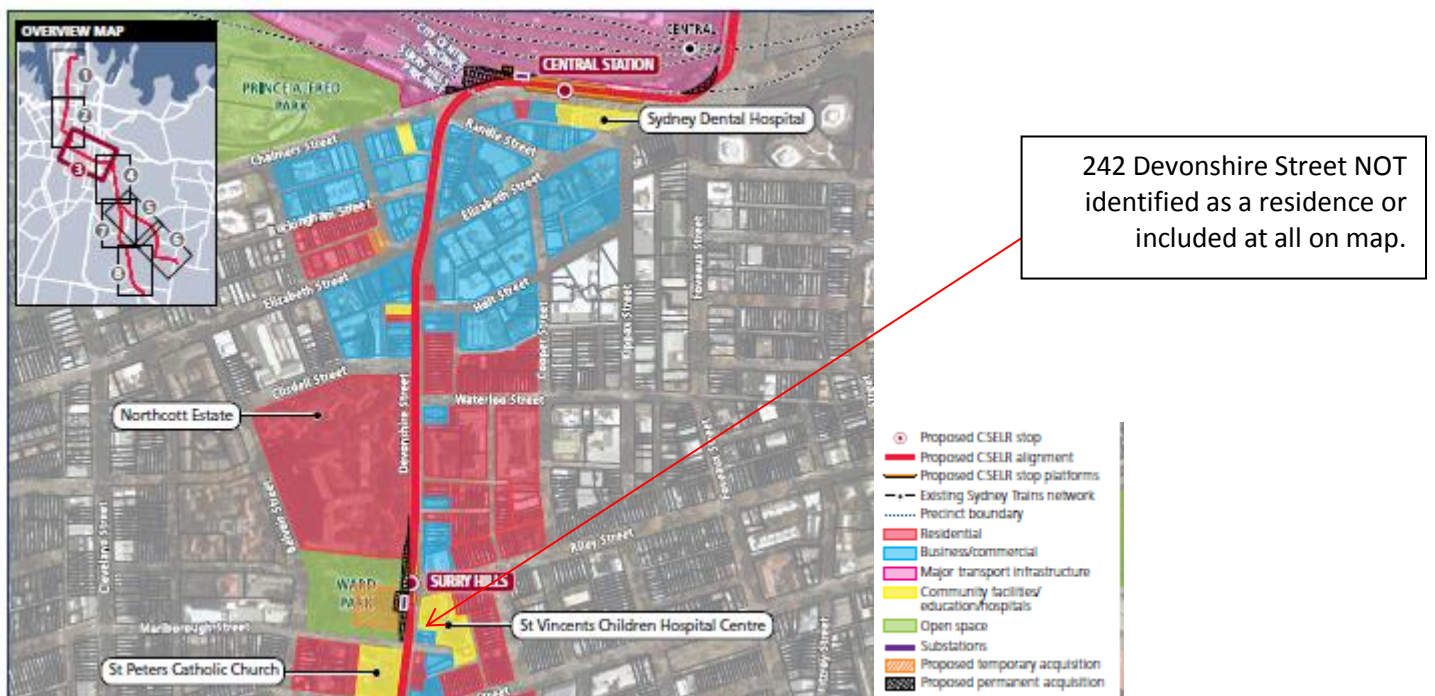
Figure 13.7 Alternative access to properties on Devonshire Street during the closure of Devonshire Street – Surry Hills Precinct



21. Figure 13.11 – again the **RESIDENCE** of 242 Devonshire Street has been missed altogether from this figure. The property seems to have been included in the St. Vincents Hospital Childrens Centre, of which it is not. The **RESIDENCE** of 242 Devonshire Street is a completely separate and privately owned property.

It is also interesting to note that the St. Vincents Hospital Childrens Centre (aka child care centre) is noted in figure 13.2 as St. Patricks Business College.

Figure 13.11 Surry Hills Precinct – Land use and property



How are concerned citizens supposed to provide quality feedback on the EIS when the correct information is not available to them? If there were people who wished to comment on the close proximity of the proposed station at Ward Park and local residents they are unable to as the **RESIDENCE has not** been identified in the maps on the EIS.

Fig 8



View to the east down  
Devonshire Street at the  
proposed light rail station



Proposed location of Surry Hills  
light rail station





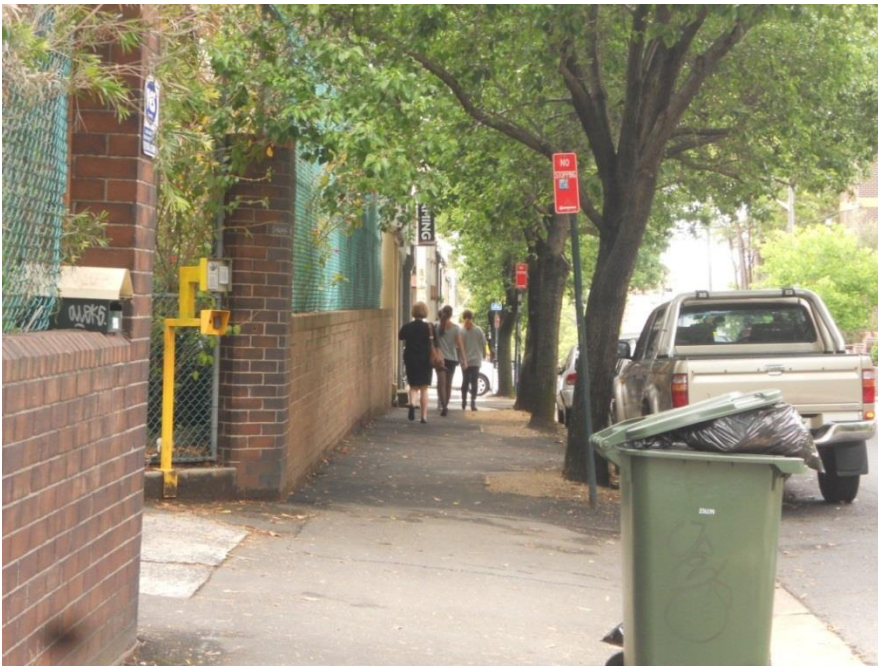
Views down Devonshire Street  
from the proposed light rail  
station with the residences of  
242 and 244 in view.



Views down Devonshire Street  
heading toward Crown Street



View down Devonshire Street  
heading toward Central Station



Narrowness of footpath  
between Riley and  
Marlborough Streets





St. Peters Church on  
Devonshire Street (near  
Marlborough Street)



Proposed location of traffic  
lights at Marlborough and  
Devonshire Streets



Location of proposed Surry Hills light rail station

