

THE PADDINGTON SOCIETY Inc.
For Community and Heritage
Est 1964

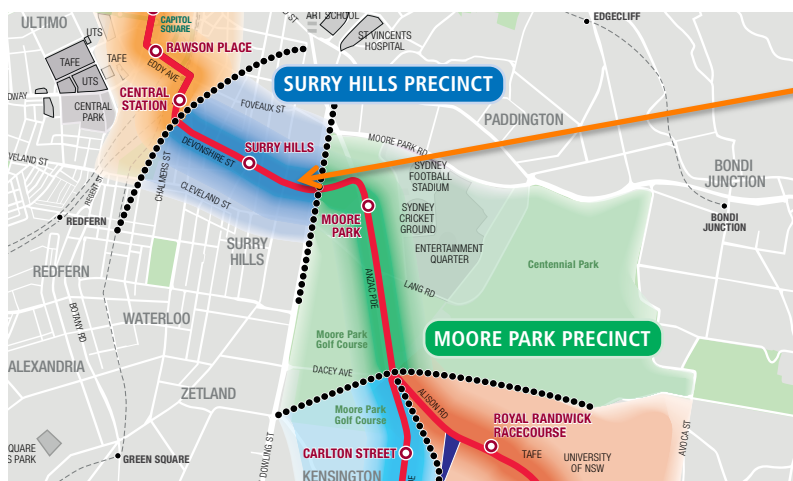
To
Department of Planning and Infrastructure

16 December 2013

**CBD and SOUTH EAST LIGHT RAIL
ENVIRONMENTAL IMPACT STATEMENT
PADDINGTON SOCIETY SUBMISSION**

The Paddington Society is a community organisation established since 1964 to protect and enhance heritage and amenity in the locality. We welcome the new Light Rail (CSELR) proposal since it will provide a sustainable form of transport and has the potential to increase connectivity, public domain amenity, and the appreciation of heritage. The following comments aim to ensure that this potential is realised.

These comments are restricted to the Surry Hills and Moore Park precincts, since these precincts are adjacent to the Paddington Conservation Area, and do not address construction phase impacts.



*Additional stop at Wimbo
Park*

*Figure 1.5 Map of CSELR EIS showing precincts relevant to these comments
An additional stop at eastern edge of the Surry Hills precinct is recommended (see Objective 3)*

Objective 1: Minimise reduction of public open space

One of our Society objectives is:

To preserve existing open spaces and expand these for the health and enjoyment of our community.

In this regard, we welcome the proposal of a ‘cut and cover’ tunnel under Moore Park West, but are concerned that a large amount of land is still proposed to be permanently lost from Moore Park, i.e. two tunnel portals, a separate 2-lane track east of the existing busway, a substation, the major event bus hub, and the stop itself.

Moore Park has over the years been much eroded, from 153 ha of the original grant in 1866 to the present 120 ha, and is increasingly a valuable resource as Sydney densifies.

We recommend that

- the light rail is restricted to the 3-lane existing busway, where trams used to run, with buses either sharing this corridor or being re-routed to Anzac Parade (noting that the light rail will relieve pressure on bus services).
- the substation is located underground, as it is in Ward Park, Surry Hills
- that when the light rail is operational, all on-grass parking in Moore Park is to cease, as the demand for parking should be much less.
- the Moore Park Plaza Underground Carpark for 1600 cars, as indicated on Figure 9.6 of the EIS, be constructed as part of the Light Rail proposal, with landscaping over, to help compensate for loss of parkland. This measure will also greatly benefit the public domain by restoring the visual consistency of infrastructure elements (stadia) surrounded by parkland, and will improve the Moore Park Road streetscape. Alternative locations in Moore Park could be considered for this Underground Carpark.
- The detailed design for all pedestrian and cycle paths in Moore Park in conjunction with this proposal be resolved and presented to the community for further comment - it needs to be clear, with 'before' and 'after' detailed plans, what the full impact on the parklands of all the infrastructure will be – including which trees are to be removed.



Figure 9.6 showing existing character of Moore Park with large infrastructure (stadia) surrounded by green space, except for carpark to west of Allianz Stadium. It is recommended that this carpark be underground with landscape re-instated. (Consider access to carpark from Moore Park Road for Oxford St shoppers and Paddington Town Hall events)

Objective 2: Minimise visual clutter

Another of our Society objectives is

To prevent disfiguring of premises, streets, and open spaces by ugly advertisements, poles, wires and "unseemly structures".

The CSELR proposal currently entails catenary wires and poles for the Surry Hills and Moore Park precinct corridors, advertising at all stops, the Moore Park stop is 2-storeys, unspecified fencing and an above-ground 10m x 8m substation for Moore Park. It is important that visual clutter is the least possible, especially in the parkland context where all infrastructure will be most visible.

We recommend that

- the whole corridor is wire (and pole)-free. The contract should make this mandatory, or at least encourage this technology with bonus assessment points in the tender process. A wire-free corridor will also assist in retaining significant trees along the route.
- All substations should be underground
- Advertising to be limited to 1 side of the stop shelter (similar to City of Sydney bus shelters). This advertising plane could at times be used for public art.
- Any safety barriers should be discreet – a stone or concrete kerb and change of paving texture, rather than fencing – and platform ramps minimal, and no bollards. The Rawson Place Stop image at 18.16 shows too much clutter.
- The Moore Park stop, in particular should be minimal yet striking in design – we recommend a design competition for this important building; the need for 2-storeys during events should be reconsidered, as this adds to the visual bulk.

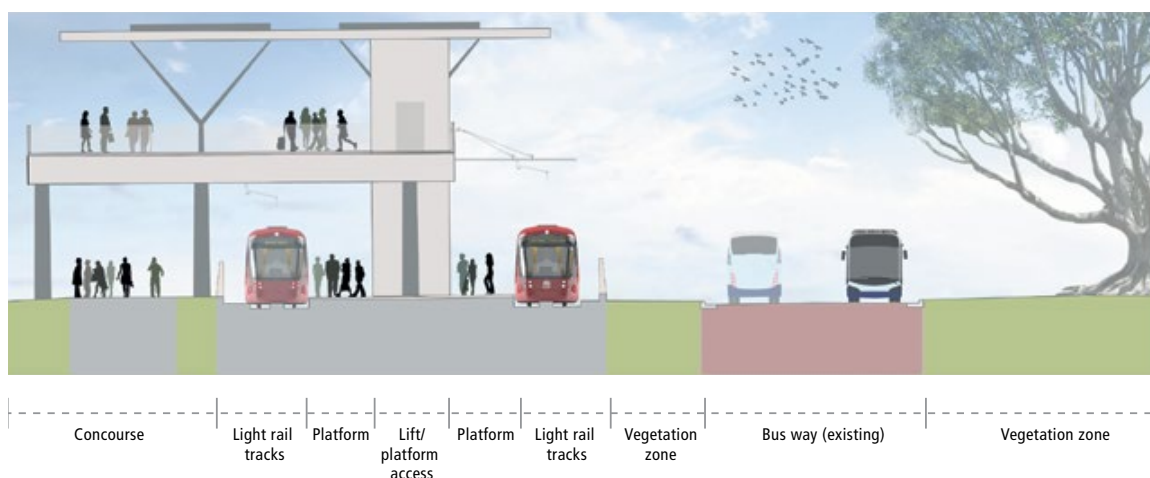


Figure 5.25 Section thru proposed Moore Park stop

It is recommended that the light rail run in the existing bus way corridor, with wire-free vehicles, and that the stop structure is single storey.



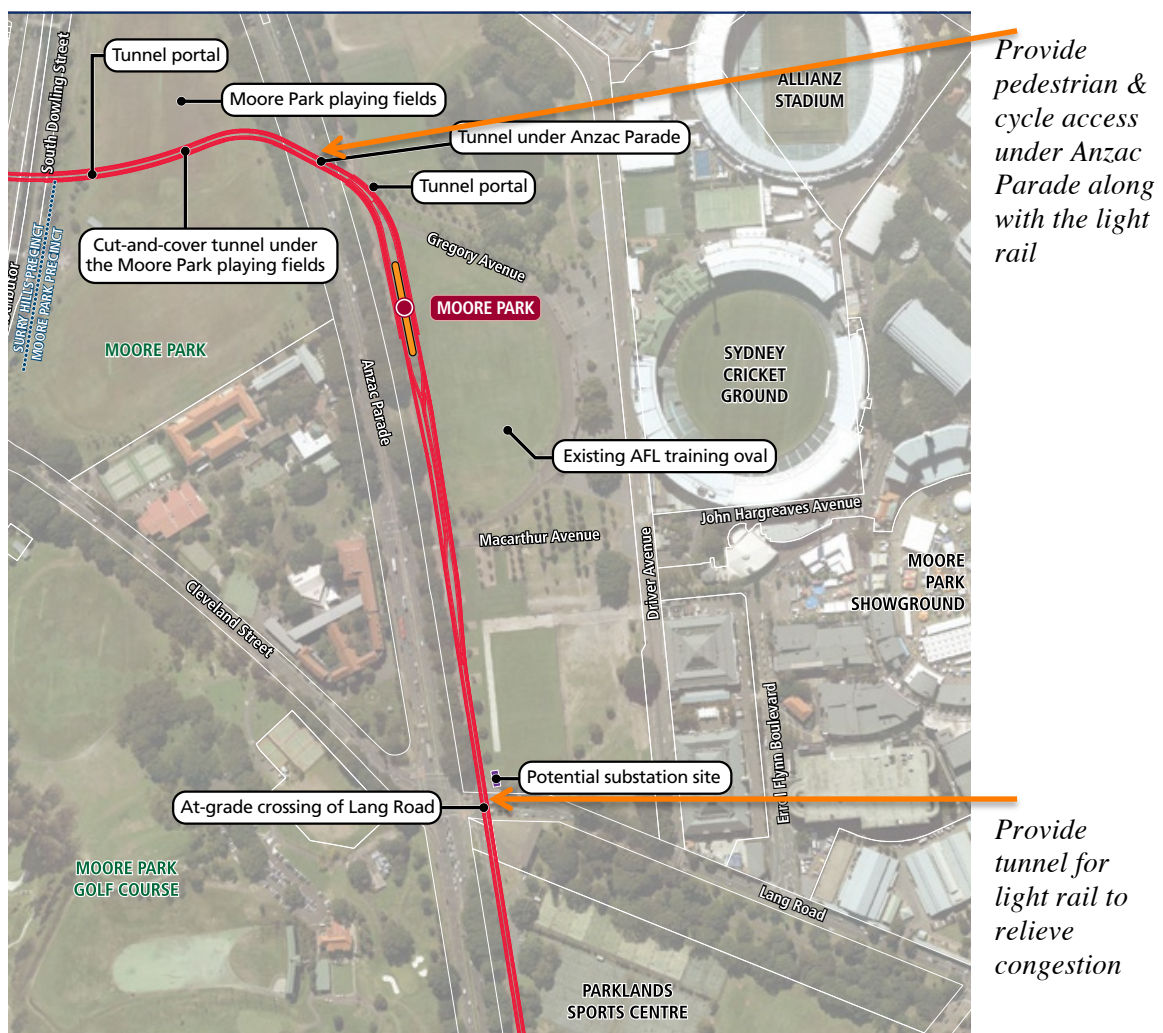
Figure 18.16
Impression of
Rawson Place
stop showing
visual clutter of
canopy &
ground plane

Objective 3: Enhance connectivity

The Light Rail is an opportunity to increase connectivity for the whole community, not just light rail users.

We recommend that

- the whole corridor is barrier-free as much as possible, to encourage pedestrian crossing of streets – this may mean lower platforms at stops.
- That pedestrian and cycle paths are maintained in parallel to the light rail corridor, including through Surry Hills, across South Dowling St and the Eastern Distributor, and under (or over) Anzac Parade (giving due regard to security). These paths may be better located on the south side of the South Dowling/Eastern Distributor crossing to facilitate safe access from Bourke Street Public School (i. e. so that pupils do not have to cross the light rail lines to access Moore Park).
- An additional stop is considered at Wimbo Park, in conjunction with traffic signals at South Dowling St, to further serve the Surry Hills community, to assist safe pupil access to Bourke St public school, and to assist in creating a useful public domain in this area.
- a further cut-and-cover tunnel be constructed from the Moore Park stop to the other side of Lang Road. This measure will have the additional benefit of not adding to the current congestion at this very busy intersection (Anzac Parade and Lang Road).



Objective 4: Enhance amenity and heritage

We recommend that

- The Light Rail vehicles be of the highest quality, of contemporary appearance and with comfortable seating;
- the ratio of 80 seating and 220 standing be improved, as it appears too low on seating for an ageing population profile.
- That the fare structure be equivalent to the bus fare structure, to encourage patronage.

We endorse the Heritage Interpretation Strategy set out in Technical Paper 6, and look forward to the results.

Finally, we recommend that further public consultation occur at the detailed design stage, when detailed plans are available, before the project is tendered, or else that the contract clearly allows for adjustment of the design at that stage.

Yours faithfully

Will Mrongovius

President

The Paddington Society

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Per Linda Gosling Committee Member