

COVER LETTER

Submission by Anthony Gosling

I agree with the development of Light Rail in Sydney City and extension to the suburbs.

I do NOT agree with the CSELR as stated in the CSELR EIS having a light rail line built down one of the smallest streets in Surry Hills, Devonshire St.

I am proposing a **New Central Campbell St Route**. Please look at this option with an open mind as it contains some key initiatives that I have not seen in any of the CSELR CIS. I have made many comments on the Devonshire route compared to this **New Central Campbell St Route**.

Besides the Devonshire Route my other objection is the lack of transparency regarding the routes selection.

When the public first heard about this project we received information that there was other alternative routes but the decision had already been made based on some survey results, data analysis and predictive modeling that has never been released to the public. We got told that the other routes where no good and that the only route acceptable through Surry Hills was Devonshire St.

Having just witnessed the demolishing of the futuristic Monorail and the “ease the congestion” Cross City Tunnel fiascoes I don’t want a railway through Surry Hills to become another victim of rushed planning by an enthusiastic State Government wanting to leave it mark.

In the Executive Summary of the CSELR EIS Figure 3 E-4 the diagram shows that Stage 2 of the option assessment process is “identification of the preferred option” and the Stage 3 is then the “cost planning”. Surely the costing of all the options should be done before the preferred option is decided upon. It seems like there has been little or no consultation with the residence of Surry Hills before this “preferred option” was decided upon. The preferred option was supposedly based on survey results. I think the government should publish its survey results, data analysis and predictive modeling.

This **New Central Campbell St Route** would be the cheapest option but it was not considered. The previous Campbell St route (L2) got mixed up with Oxford St and Town Hall and went down Goulburn to Elizabeth instead of Wentworth Ave.

One of the requirements for the proposed light rail option stated in the CSELR CIS chapter 3.4.3 is “Do not contain street sections known to contain significant engineering constraints for light rail (e.g. steep street gradients or prohibitively narrow road widths).

Devonshire St is the narrowest street travelling west/east in Surry Hills.

Campbell St is one of the widest, meets the gradient necessary and the least busy when compared to Oxford, Foveaux (to steep), Albion (to steep).

Another concern for the option of which street was CSELR CIS Chapter 3-19

- *liveability* — improves the quality of the urban environment by increasing liveability and amenity, improving access to high quality public transport services.

Devonshire St does not have it's "liveability" increased by a railway going up it, the exact opposite in fact, not to mention the spelling is "livability"

In the CSELR CIS chapter 3-23 one of the options described is 'Option L1' via Oxford Street, 'Option L2' via Campbell Street and 'Option K' which connected indirectly with Central via Campbell Street) were forecast to attract only about 60 per cent of the demand expected for the Surry Hills routes.

This **New Central Campbell St Route** that I am proposing was not canvassed by this invisible survey that forecast would only attract 60 per cent demand. What where the 40% who would not ride on these proposed routes going to do – walk? How many people were surveyed – what where the questions they were asked? None of this information has been made available to the public.

If the light rail is to go ahead with the route up Devonshire St than I have certain objections and suggestions to be made which are far to many but here are some.

NOISE UP DEVONSHIRE

The main objection is the noise. Having lived in Glebe next to the quiet "light rail" I grew to dislike the noise it created. As the rail aged it made more noise. The maintenance at night (all night) was horrible and kept me awake, sometimes for 3 nights in a row. The trees even though they may have been 4 meters from the track where eventually chopped down, deemed too dangerous.

This light rail up Devonshire St is going to be even bigger and nosier as it is up and down hill. I cannot believe the Government would even consider having this rail through such a highly populated area. It should be a tunnel from Central to Moore Park not through a sleepy little street like Devonshire.

SURRY HILLS CARPARKS SHOULD BE REPLACED

The local business relies upon parking. With as many as 150 car parks disappearing many this will send many businesses bankrupt. 150 car parks at one person per car translates to over 1/3 million people a year will not be parking in Surry Hills. (7 cars parking in each space a day for 2 hours x 150 x 365)

I urge the NSW Transport, the RTA and the Sydney City Council to replace these carparks as much as possible in the Surry Hills area. If anything please put more parking along the new park that is going to be created between Bourke and

South Dowling. Some of the car spaces missing can also be created in Olivia Lane. There is parking there but it could be extended for the length of the street.

Please change the route to Campbell St Taylor Square.