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Consulting Engineers, Transportation and Environmental Planners, Hydrology & Hydraulics & Architects

ABN 39 001 200 620

EMM/3014-13

16 December, 2013

**NSW Department of Planning
and Infrastructure
23-33 Bridge Street, Sydney NSW 2000
GPO Box 39,
SYDNEY NSW 2001**

**Re: Response To Environmental Impact Statement Report On Cbd And South
East Light Rail Project-Surry Hills Precinct-Devonshire Street-From Crown
To Bourke Street**

This firm has been engaged by the owners of the Bourke Street Bakery, located at 633 Devonshire Street to respond to the **EIS** Report currently on exhibition.

We have been asked primarily to address the issues relating to *parking, streetscape, noise and construction* from the proposed South East Light Rail Project.

We inspected the site and environs on Wednesday 4 December 2013 and again on Friday 6th December. We have reviewed the ESI Report and the Technical Papers prepared by Parsons Brickerhoff, on behalf of Transport NSW.

1.0 EXISTING SITE CONDITIONS:

1.1 Subject Site and Environment.

The subject site is a bakery known as "The Bourke Street Bakery" located at number 633 Devonshire Street Surry Hills. It is a well established business which has operated for 9.5 years. The bakery is known for its *specialty* pastries, cakes, breads and coffee. Patrons include those persons travelling from the wider city and surrounding suburbs and the local community. It is a business that provides food for charity organisations such as '*Fighting Father Dave*', *Holy Trinity Marrickville Youth Drop in Centre* as well as *OzHarvest* and the *Griffin Theatre Company*. These Charities *rely on this business for support*. The Bakery also supports the '*Bread and Butter Project*'. The Bourke Street Bakery through this enterprise provides *training and employment opportunities to Communities in need*.

Café Operating Hours:

The café operates Monday to Sunday at the following times:-

- Monday to Friday 7:00am to 6:00pm. Saturday and Sunday 8:00am to 5:00pm.

The café employees **7 staff** at any one time and up to 11 staff during the day on weekends and 9 staff on weekdays and has 22 casual and full time employees on a weekly roster. It has an *indoor seating capacity* of **9** and an outdoor seating capacity of **32** seats. Friday is the busiest weekday of the week at the café with a total average of 770 transactions occurring on Fridays. The busiest time at the café is on Friday mornings between 9:30am and midday. The weekends are also busy with a total higher number of patrons spread out over the two days.

1.2 Existing Street Inventory and Parking

Devonshire Street is a local street which has a pavement width of between **12.8** metres and **13** metres in width and services **2 traffic lanes east and westbound** and **2 parking lanes**. Bourke Street has a 'bi-directional cycleway' on the western side, and has *two lanes* of traffic north and south bound and *two parking lanes* north of Devonshire Street and one-way southbound traffic and two lanes of parking south of Devonshire Street. Devonshire Street is characterised by the trees, street furniture and pedestrian scale. It is further enhanced at the Bakery by the wider street foot paths and moveable outdoor furniture which creates a *community interaction hub*. Refer to *attached photographs*.

Directly outside the site frontage on the northern side of Devonshire Street is a Bus Stop Zone, number 201031, servicing Sydney Bus Route 355 Marrickville Metro to Bondi Junction and on the Southern side is a Loading Zone and 1P parking area which services *all of the local business premises near the Devonshire Street/ Bourke Street intersection*. This loading zone is *critical to the operational viability* of these businesses. A *Street Inventory Plan* has been prepared of Devonshire Street between *Crown Street and Bourke Street* and also of *Bourke Street between Nobbs lane and Parkham Street*. Refer to **Figure 1**.

Number of On Street Car Parking Spaces

Street Name	No. of Spaces	NOTES	SIDE	LOCATION
DEVONSHIRE STREET	3	2P PARKING AREA	SOUTH	BETWEEN CROWN AND WILSHIRE STREET
	3	1/4P	SOUTH	BETWEEN WILSHIRE ST AND NICKSON ST
	4	2P PARKING AREA	SOUTH	BEWTEEN NICKSON ST AND NICKSON LN
	2LZ	LOADING ZONE	SOUTH	NICKSON LN AND BOURKE STREET
DEVONSHIRE STREET	2LZ	2LZ	NORTH	BETWEEN CROWN AND ESTHER LN
	4	2P PARKING AREA	NORTH	BETWEEN CROWN AND ESTHER LN
	5	1P	NORTH	BEWTEEN ESTHER LN AND VIOLET ST
	1	BZ	NORTH	BETWEEN VIOLET ST AND BOURKE ST
BOURKE STREET	5	2P PARKING AREA	WEST	BETWEEN WHITTLE ST AND NOBBS ST
	3	2P PARKING AREA	EAST	BETWEEN NOBBS ST AND PED XCROSSING
BOURKE STREET	7	2P PARKING AREA	WEST	BETWEEN DEVONSHIRE AND PARKHAM ST
BOURKE STREET	6	2P PARKING AREA	EAST	BETWEEN DEVONSHIRE AND PARKHAM ST
TOTAL	4LZ + 1BZ + 41			



Photo P1: View from Bourke street looking west towards The Bourke Street Café on the corner of Bourke and Devonshire Streets.



Photograph P2: View looking east towards Bourke Street from outside the Bourke Street Café in Devonshire Street.



FIGURE 1:
EXISTING STREET
INVENTORY PLAN

			SURVEY BY:		<div><p>LYLE MARSHALL AND ASSOCIATES PTY. LTD.</p><p>CONSULTING ENGINEERS, TRANSPORTATION AND ENVIRONMENTAL PLANNERS</p><p>SUITE 8, 871 PACIFIC HIGHWAY, CHATSWOOD N.S.W 2067 PH:(02) 9419 8191 FAX:(02) 9419 8107 EMAIL: lylemarshall@ozemail.com.au</p></div>		CLIENT: BOURKE STREET BAKERY		SCALE		PASSED		DATE FIRST ISSUED			
									1:400 (A1) 1:800 (A3)				10/12/13			
			DATUM:		COPYRIGHT		SOUTH EAST RAIL CORRIDOR DEVONSHIRE STREET/ BOURKE STREET		DESIGN		LMA		SHEET No.		DRAWING No.	
			A.H.D.		THIS DRAWING IS THE PROPERTY OF LYLE MARSHALL AND ASSOCIATES P/L AND MAY ONLY BE USED FOR THE PURPOSE FOR WHICH IT WAS COMMISSIONED & IN ACCORDANCE WITH THE TERMS OF ENGAGEMENT FOR THAT COMMISSION. UNAUTHORISED USE OF THIS DRAWING IS PROHIBITED.		EXISTING STREET INVENTORY PLAN		DRAWN		INITIALS		1		3014-13	
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There are **41 spaces** within the subject site environs and **4 loading spaces** and **1 bus zone**.

The proposed CBD and South East Light Rail Route will result in the *removal* of all of *the parking* in Devonshire Street. This will have *detrimental consequences* for the local businesses in Devonshire Street due to the *removal* of the *Loading Zone* and *1P* parking areas.

1.3 Parking Counts

A Parking Count was carried out on *Friday 13th December* between **8:00am** and **12 midday** during the *busiest time* of the week at the Bourke Street Bakery. *Peak patronage* occurred at **9:30am** with **25 patrons** and again at **10:30am** with **24 patrons**. The corresponding parking demand at these times were; **40 vehicles** and **43 vehicles** respectively. Parking Counts are located in **Appendix 1 attached**.

2.0 PROPOSED CBD SOUTH EAST LIGHT RAIL PROJECT AND IMPACTS

2.1 Loss Of Loading Zones Along Devonshire Street

As stated in the **EIS report Chapter 13**, one of the main impacts to Devonshire Street will be the *loss of parking* for delivery vehicles.

At present, the Bourke Street Bakery and other businesses use the Loading Zone on the southern side of Devonshire Street for deliveries throughout the day. The café has deliveries from **6:00am** to **12 midday** *seven days a week*. It is *essential* that an **operational loading zone** is provided for these businesses, if this one is removed.

2.2 Loss of Parking for Visitors and Residents

The café services both visitors and the local residents in the community. The loss of parking in Devonshire Street will have detrimental effect on the business operation. A solution to providing both the Light Rail and 'some parking' in Devonshire Street is discussed in **Section 3.0**.

In **Table 13.4** of the **EIS Report** it lists a total of **128** parking spaces within the Surry Hills Precinct area. The *removal of 24 spaces* including *four loading spaces* from Surry Hills is *extremely significant*.

2.3 Loss Of Amenity and Streetscape

The streetscape along Devonshire is an important and integral part of the local community. The streets and wide footpath areas allow for outdoor seating and interaction between local residents. The local amenity will be affected by the loss of trees and by the noise produced by the light rail operation.

2.4 Ambiguity in The design

In chapter 13.3.2 of the EIS report it states the *“provision of a single eastbound traffic lane (westbound traffic lane would be occupied by the light rail tracks and therefore closed to traffic”*. It goes on to state that *“a westbound service lane connection would be introduced between Bourke Street and Crown Street”*.

We believe that the introduction of a westbound traffic lane is unnecessary and parking within Devonshire Street is of primary importance. Vehicles can still turn right into Nickson Lane and Nickson Street.

2.5 Construction Program

We note that from the EIS, the Construction Program states that works in Devonshire Street will take **5 months** and result in a *full closure* of Devonshire Street to traffic. The demolition of Olivia Gardens which has a 14 month time frame and a construction compound within the Wimbo Park area could result in additional noise and heavy vehicle impacts up to 6 years.

The issues concerning the construction of the light rail and the *full road closure* are **parking, noise pollution, safety to pedestrians and loss of loading bays**.

Parking:

As all of the parking supply in Devonshire Street will be lost, ‘shorter term parking restrictions’ within the vicinity of the café should be implemented during business hours. *1 Hour parking restriction* could replace the current *2 hour parking restrictions* to allow a *greater turnover for cars* visiting local businesses in Bourke Street between Nobbs Lane and Devonshire Street.

Loading Bays:

A Loading Bay should be provided in Bourke Street between the hours of **6:00am** and **12 midday** to permit deliveries for businesses during the construction period.

Noise Pollution:

The construction of the Light Rail Project will not only produce significant levels of noise but also dust.

As the café has a majority of outdoor seating, *dust and noise mitigation devices* must be installed around the work site to protect the patrons and pedestrians.

Pedestrian Safety:

It was observed on site visits to the vicinity that during the afternoon period **3:00pm** on *School days*, a School Bus travels west along Devonshire with **many small aged school children** in *addition to parents and prams walking children home* from the local Public School. *Additional safety measures* to be implemented to protect these pedestrians.

3.0 Proposed Alignment Adjustment In Devonshire Street Between Nickson Street And Bourke Street

3.1 Design Characteristics

It is possible to provide *some parking outside peak hours* and the Light Rail tracks within Devonshire Street. ***Austroads Guide To Road Design: Geometric Design Part 3 Section 4.9.3*** states the following track characteristics for design are listed below *from Table 4.2.3:-*

**“Light rail vehicle critical dimensions for straight track
Parameter Dimension**

Track gauge (standard gauge) 1.435 m
Distance between track centres (no centre poles)
(provides minimum clearance between trams of 0.6 m)
3.353 m
Distance between track centres (central poles) 4.0 m
Overall width between outer rails 4.8 m
Clearance between outer rail and lane marking 0.9 m
Overall width between lane markings 6.6 m.”

3.2 Alternative Solution

We have provided a sketch design of an *alternative solution* to provide some **six 1 hour short term parking spaces** and **two 5 minute parking/loading spaces** within the vicinity of the café and other businesses in Devonshire Street and to provide for the Light Rail Track and clearances. The provision of only one eastbound traffic lane and one parking lane is proposed. The sketch shows a *slight adjustment* to the *alignment of the proposed light rail tracks* form a centre road alignment to a southern side alignment. The sketch design is included as **Figure 2**.

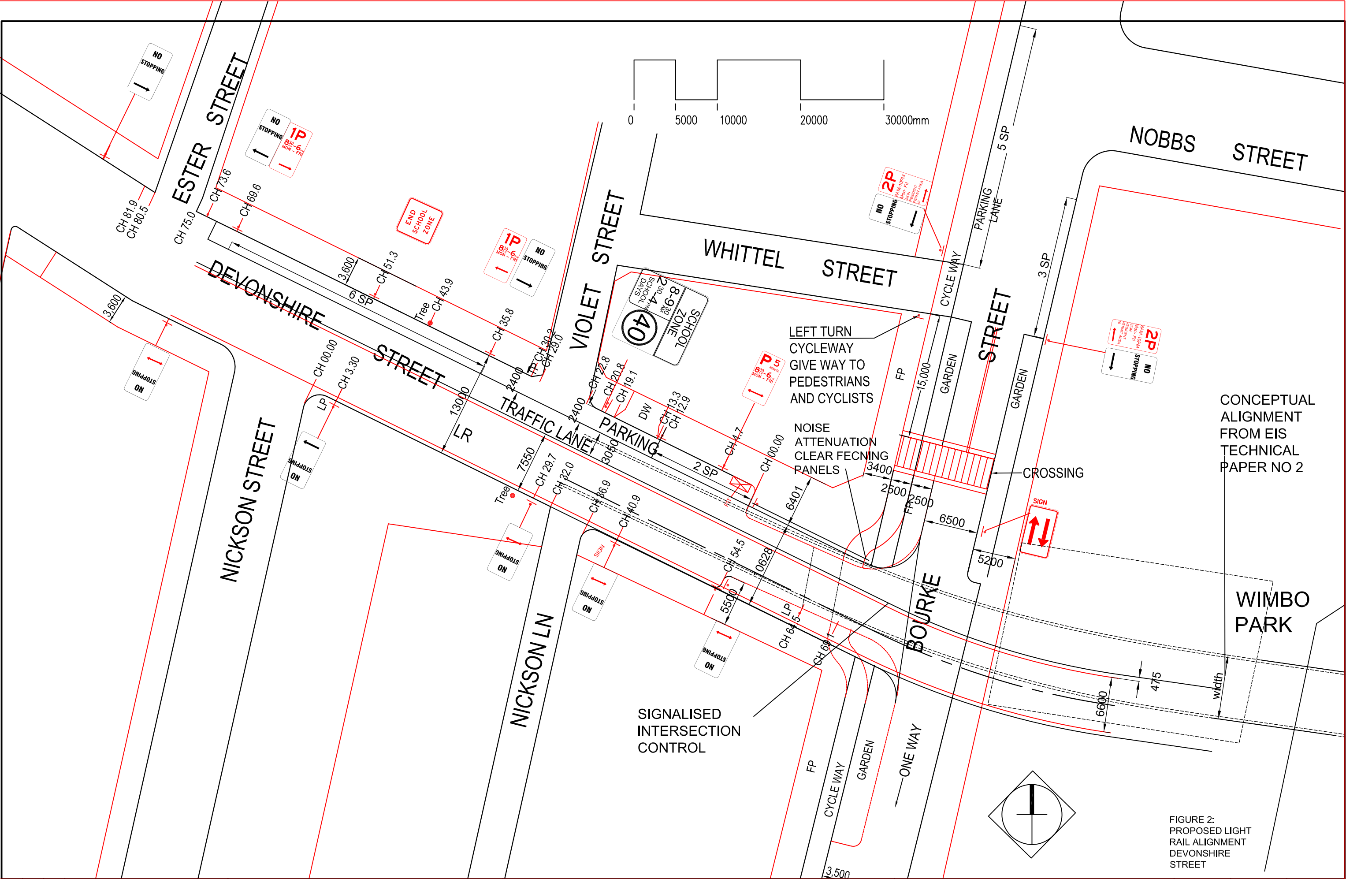
The track alignment in Devonshire Street using current surveys requires investigation and a detailed plan should be provided for comment.

Yours sincerely,



Erica Marshall-McClelland
LYLE MARSHALL & ASSOCIATES PTY LTD

Cc: Penny Roberts: Projects Transport NSW



CONCEPTUAL
ALIGNMENT
FROM EIS
TECHNICAL
PAPER NO 2

WIMBO
PARK

FIGURE 2:
PROPOSED LIGHT
RAIL ALIGNMENT
DEVONSHIRE
STREET

			SURVEY BY:		 <div>LYLE MARSHALL AND ASSOCIATES PTY. LTD. CONSULTING ENGINEERS, TRANSPORTATION AND ENVIRONMENTAL PLANNERS</div> <div>SUITE 8, 871 PACIFIC HIGHWAY, CHATSWOOD N.S.W 2067 PH: (02) 9419 8191 FAX: (02) 9419 8107 EMAIL: lylemarshall@ozemail.com.au</div>	CLIENT: BOURKE STREET BAKERY		SCALE		PASSED		DATE FIRST ISSUED	
						1:200 (A1) 1:400 (A3)						10/12/13	
			DATUM:					SOUTH EAST RAIL CORRIDOR DEVONSHIRE STREET/ BOURKE STREET PROPOSED LIGHT RAIL ALIGNMENT SKETCH		DESIGN	LMA	SHEET No.	DRAWING No.
			A.H.D.		COPYRIGHT THIS DRAWING IS THE PROPERTY OF LYLE MARSHALL AND ASSOCIATES P/L AND MAY ONLY BE USED FOR THE PURPOSE FOR WHICH IT WAS COMMISSIONED & IN ACCORDANCE WITH THE TERMS OF ENGAGEMENT FOR THAT COMMISSION. UNAUTHORISED USE OF THIS DRAWING IS PROHIBITED.				DRAWN	INITIALS	OF	3014-13	
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APPENDIX 1

OBSERVER.....Elvira Haldey.....DATE:.....13/12/13.....WEATHER...fine

PERSON 1

PARKING

Street Name	lo. of Space	NOTES	SIDE	LOCATION	8:00AM	8:30AM	9:00AM	9:30AM	10:00AM	10:30AM	11:00AM	11:30AM
DEVONSHIRE STREET	3	2P PARKING AREA	SOUTH	BETWEEN CROWN AND WILSHIRE STREET	4	4	3	3	3	3	3	3
	3	1/4P	SOUTH	BETWEEN WILSHIRE ST AND NICKSON ST	2	1	3	3	1	1	3	1
	4	2P PARKING AREA	SOUTH	BETWEEN NICKSON ST AND NICKSON LN	3	3	4	4	2	4	4	4
	2LZ	LOADING ZONE	SOUTH	NICKSON LN AND BOURKE STREET	1	2	2	0	1	2	1	2
DEVONSHIRE STREET	2LZ	2LZ	NORTH	BETWEEN CROWN AND ESTHER LN	2	2	2	2	2	2	2	1
	4	2P PARKING AREA	NORTH	BETWEEN CROWN AND ESTHER LN	4	4	4	3	3	4	4	5
	5	1P	NORTH	BETWEEN ESTHER LN AND VIOLET ST	5	5	4	7	6	6	6	6
	1	BZ	NORTH	BETWEEN VIOLET ST AND BOURKE ST	0	1				1		
BOURKE STREET	5	2P PARKING AREA	WEST	BETWEEN WHITTLE ST AND NOBBS ST	3	4	4	5	5	5	5	5
	3	2P PARKING AREA	EAST	BETWEEN NOBBS ST AND PED XCROSSING	3	3	3	3	3	3	2	3
BOURKE STREET	7	2P PARKING AREA	WEST	BETWEEN DEVONSHIRE AND PARKHAM ST	7	7	7	7	6	7	6	6
BOURKE STREET	6	2P PARKING AREA	EAST	BETWEEN DEVONSHIRE AND PARKHAM ST	5	6	6	3	4	5	4	4
TOTAL	+ 41				39	42	42	40	36	43	40	40
					8:00AM	8:30AM	9:00AM	9:30AM	10:00AM	10:30AM	11:00AM	11:30AM
NO OF PERSONS INSIDE CAFÉ					6	6	6	6	2	2	6	8
NO OF PERSONS SEATED OUTSIDE CAFÉ					13	14	14	19	10	22	14	13
				Total Patronage	19	20	20	25	12	24	20	21

Notes

UNRES Unrestricted
 LZ Loading Zone
 BZ Bus Zone