

CSELR EIS SUBMISSION
Major Project Assessments
Department of Planning
23-33 Bridge Street
SYDNEY NSW 2000

Department of Planning and Infrastructure

Re: CSELR – response to Environmental Impact Statement

I do not support the CSELR as stated in the CSELR EIS.

We are long term Surry Hills residents. Our home is on Bourke St near Devonshire Street. We also own a residential investment property on Nickson St near Devonshire St. Both our properties are greatly impacted by the proposed CSELR project.

Our concerns in relation to the CSELR project and the EIS, with regard to the Surry Hills to Moore Park West route, are summarised below:

1. Unacceptable noise levels and times through a densely populated suburb.
 - We listened to the Light Rail noise level examples provided at a Surry Hills Library information session and viewed the noise level envelope diagrams (noting that the estimated noise levels do not include noise from pedestrians or passengers). We have also heard the current trams in the CBD.
 - The expected noise levels to our properties are unacceptable, particularly during typical sleeping hours from 10pm to 6 am. Our quality of life will suffer, our property values will suffer and we expect to lose rental income as a result of the light rail noise during and after construction. Will the CSELR project provide financial compensation?
 - What measures will the CSELR project and Sydney City Council take to reduce noise levels along Devonshire St, particularly between Crown and Bourke Streets, in order to reduce noise transference into our homes and backyards? The proposed speed for this section is 40km/hr. This should be reduced to 20km/hr. What can be done with the road and track surface to reduce currently estimated noise levels? Is some form of screening possible?
 - Any road surface treatment on Devonshire St to discourage cyclists should be such that it does not increase the noise resulting from motor vehicle movements.
 - The operational hours through Surry Hills should be limited to 5:30 to 23:30.
 - The frequency of light rail vehicles should be limited to a minimum of 5 minutes gap in both directions to ensure a suitable time for pedestrians/cyclists/vehicles to cross safely.
 - What measures will be in place for residents to report increased noise levels due to degrading tracks and road surface?
 - What measures will be in place to maintain tracks and road surfaces along Devonshire St to keep noise levels as low as possible during the lifetime of the CSELR.
2. Devonshire Street surface route is not an acceptable, or sustainable, spine of the SE Network.
 - Foveaux and Devonshire sub-surface routes have both been identified as providing a vastly superior alternative. These routes are preferred and supported by the local Surry Hills community. Will these routes be seriously assessed by the CSELR project?
 - Will the 355 bus route continue along Devonshire St? Where will the bus stop, currently at the corner of Devonshire and Violet Streets, be relocated to? Current location is too close to proposed new signaled intersection at Bourke and Devonshire Streets.
 - Where will 276-282 Devonshire Street businesses park their delivery vehicles? These businesses are already using Violet Street as a temporary work and storage area,

blocking access to residential garages. There is no room for loading zones to be introduced into the streets/lanes surrounding this building.

- Left-in left-out only at uncontrolled intersections along Devonshire St will make it very difficult for Nickson St residents to enter/exit the street by car from/to desired direction. Vehicles will be required to loop through local streets in order to be on the correct side of Devonshire St to make the turn into the street.
- Nickson Street entry/exit uncontrolled intersections left-in left-out only
- Restricting Devonshire St vehicle movements to eastbound only from Crown St to Central will restrict the use of Riley St for north bound traffic and result in a more congested Crown and Bourke Streets.
- The introduction of the cycle way on Bourke Street has caused crossing Bourke Street at Arthur Street to become very tricky due to the shared zone and the poor to zero visibility caused by large vehicles parked along Bourke Street. Introducing Light Rail to Devonshire Street will exacerbate this situation with more motorists trying to navigate Bourke Street crossings such as Arthur Street.
- Clover Moore, according to one of her flyers, has requested an additional light rail stop on Devonshire St "west of Bourke Street". We do not support any additional stops between Crown and Bourke Streets, as it would only result in more noise for residents and the Ward park stop is a short walking distance away.
- Loss of 133 parking spots along Devonshire St will result in more competition for already limited parking spaces between residential, visitor and commercial vehicles.

3. No genuine community consultation has been engaged in.

- Minister Berejiklian commenced community consultation by stating that a Devonshire Street surface route was chosen.
- Minister Berejiklian dismissed local resident knowledge, experience and concerns.
- Minister Berejiklian immediately disenfranchised many local residents from further participation in the Light Rail project.
- Minister Berejiklian's approach has sabotaged the community consultation process.

In summary, if the CSELR project is to proceed, I request that all possible Surry Hills routes be technically reviewed and supported with a cost benefit report (to be made public) demonstrating the preferred route and how it is suitable for the spine of the South East light rail network, enabling future expansion, and ensuring sustainability.

And I request genuine community consultation, which will help a better outcome for all in the short and long term, and ensure a more positive process for all stakeholders.

I am one of the thousands of people who have signed the PUSH Petition calling for an alternative Surry Hills route, and believe a sub-surface route (Foveaux or Devonshire) should be the default option.

Yours sincerely
John.