

26 Parkham Street
Surry Hills NSW 2010
17 December 2013

CSELR EIS SUBMISSION
Major Projects Assessment
Department of Planning
23-33 Bridge Street
Sydney NSW 2000

Dear Sir/ Madam,

Re: CSELR – Response to Environmental Impact Statement

I do not support the CSELR project.

I also want noted the lack of time made available for members of the public to respond to a long and complex document. A month and a half was inadequate.

My concerns in relation to the CSELR project and the EIS are summarised below:

1. Business Case
2. Community consultation
3. Light rail vehicle impact
4. Safety
5. Parking
6. Traffic
7. Compensation
8. Parkham Street considerations

1. BUSINESS CASE – LACKING IN CONSISTENT FACTS AND DATA

The Government has failed to provide to the public a detailed, coherent and logical business case for the project (although promised).

Freedom of Information requests for background modelling and the final business case including cost benefit analyses of light rail (vs. other forms of transport) and for various other routes have been ignored.

The CSELR EIS is based on a route via Devonshire Street. Other route options are not provided for comparison.

As a taxpayer I also want to understand:

- Why Light Rail has been chosen over other forms of transport
- Why is Light Rail the most cost effective way of servicing existing and future commuters in the south east
- Why Devonshire Street chosen as the Government's preferred route over other alternatives.

The State Government's response to requests for information has been high handed and its processes have lacked the transparency promised when the O'Farrell government was elected. TfNSW and the CoS have engaged in a campaign of misinformation on the operational capacity of the CSELR. As recently as 3 weeks ago I received a letter from CoS Mayor Clover Moore inferring that the capacity of the CSELR was 9,000 persons per hour. Her wording replicated TfNSW

communication that capacity was **up to** 9,000 persons per hour. Her's and TfNSW's intention was to create a false impression in the public's mind that the capacity will be 9,000 persons per hour.

MR Cagney's September 2012 report to Infrastructure NSW indicated that capacity would be 3,750 per hour. The TfNSW states in their EIS that expected capacity will be 9,300 per hour.

I would like to draw your attention to CSELR EIS submission by transport specialist Mr Peter Egan. He has extensively modelled the passenger capacity of the proposed CSELR and estimates that the capacity is under 4,000 per hour in either direction.

The secrecy and lack of transparency surrounding this project leads me to believe that TfNSW is deliberately misleading the public about the capacity of the CSELR. The implications are:

1. Taxpayer money will be wasted on an expensive project of little or no benefit for the public.
2. potential for legal action by investors in the Public Private Partnership who are acting on representations from TfNSW on the capacity potential of the CSELR.
3. Capacity will be so limited that current demand will be in excess of availability with no flexibility for expansion.

I am also concerned that the EIS looks to be a document prepared by engineers with a bias towards building this project without considering practical implications. It seems that any critical analysis of whether this project can cope with demand and in particular peak loads is reliant on manufacturer representations. For instance, there is no discussion about how this project will cope transporting 20,000 plus Friday night football supporters from Central to the SFS/SCG and simultaneously move commuters from the CBD to their homes in Randwick and Kingsford.

I hereby request:

1. All business case studies for transport solutions for the South East Sydney to be made public
2. Cost benefit of all possible routes and alternatives including bus rapid transit be made public
3. TfNSW to publicly respond to the capacity issues raised in Mr Peter Egan's EIS submission.
4. TfNSW to make available their traffic modelling on the impact of inner-west buses being re-routed to Elizabeth Street when the CSELR is operational.
5. An independent timetabling expert review existing and projected demand (including special events) and submit a timetable that would be suitable for use. This expert will incorporate different phasings of traffic lights along the route to accommodate traffic and pedestrian movements. I request this document be made available to the public.

2. COMMUNITY CONSULTATION – COMPLETE LACK OF COMMUNITY CONSULTATION BY ALL LEVELS OF GOVERNMENT

The community have not been seen as stakeholders in this project. They have not been genuinely consulted.

I hereby request:

1. Genuine community consultation with the local community i.e. residents and business owners about the route through Surry Hills, its design and impact.

3.LIGHT RAIL VEHICLES (LVRs) SIZE, NOISE AND VIBRATION IMPACTS

The proposed LRVs are 45 metres long, which is more than 50% longer than the LRVs used on the existing Inner West route, the majority of which operates on a dedicated rail line. They will be by far the largest trams to ever operate in Australia. The EIS proposes to move large numbers commuters during peak periods (although this is questionable – see above) but this is only appropriate on dedicated rights of way (similar to the Inner West Light Rail), not on residential streets. Surry Hills is a quiet residential neighbourhood with occasional noise from passing traffic, weekend visitors and infrequent groups walking to events at local Stadiums. The increased noise from these occurrences is tolerable as they do not last long and they feed the life of the suburb. The light rail proposal will result in passing light rail vehicles creating noise up to a maximum of 75-83dB every time a vehicle passes. This is far in excess of the noise residents experience now. Each LRV will create vibration that will be felt by residents, particularly those on Devonshire Street whose living rooms are at the front of their homes that are over 120 years old.

According to the CSEL R EIS residents would be expected to deal with “daytime” noise levels until 10:00PM. The light rail is proposed to run from 5AM until 1AM. This is unacceptable. I also understand the light rail vehicles may move all night to return to the stabling yards for repairs. This is an extreme change for residents who have invested significant sums for a semi quiet lifestyle close to the city.

I also believe the noise levels measured by TfNSW were taken outside of a local hotel. This is not a fair representation of the usual amenity for locals.

I hereby request:

- The LRV's are no longer than 29m long if traveling through residential areas at the surface level.
- Speed to be limited to 20 k/p/h between South Dowling and Elizabeth Streets
- Operational times through Surry Hills limited to 05:30 to 23:30
- No light rail movement between 23.30 and 5.30
- Frequency limited to a minimum of 5 minutes gap between LRV's
- Base construction to be engineered and materials used to limit vibration to within 2 metres of rail lines between South Dowling and Elizabeth Streets.
- Base construction to be engineered and materials used to reduce noise levels to under EPA guidelines between South Dowling and Elizabeth Streets
- Continuous rail to reduce noise at expansion joints be used between South Dowling and Elizabeth Streets
- Noise reducing screens to be installed between South Dowling and Bourke Streets.
- Pre-construction dilapidation reports be undertaken at the expense of TfNSW by independent contractors for all residences in Devonshire, Parkham and Nobbs Streets. Post construction dilapidation reports to be completed at the expense of TfNSW on the first and third anniversary of the opening of the CSEL R. TfNSW to compensate property owners in full for any permanent damage to properties in the above streets due to the construction and operation of the CSEL R.

3.VISUAL IMPACT AND LOSS OF TREES AND PARKLAND

I am concerned with the large volume of large and historic trees that will be removed along the route and in the parklands. There will also be a loss of parklands both during and following construction. Many people in the area either live in apartments or have very small yards. This loss of green space will hugely impact their living standards and wellbeing.

I hereby request:

- All parklands should be replaced 1:1 with improvements in current facilities
- Light rail and electrical cables to be placed underground to reduce the visual pollution
- Night lighting to be limited to illuminating the light rail route only. Night light pollution of resident properties along the route to be under EPA guidelines.
- All electrical substations to be under ground.

4.SAFETY

Safety is a consideration in this built up area. The proposed route through Surry Hills passes a methadone clinic, numerous licensed venues, 2 child care centres and has a primary school adjacent to the lines on Bourke Street.

The proposed design of the Ward Park stop is dangerous. If I'm not mistaken commuters will have to cross train lines to access the light rail vehicles. Commuters from north of Devonshire Street will have to cross a road and a train line. If this is the case it is negligent. Please note that my objection is formal notice to TfNSW about the danger posed by this type of construction. I will personally contact the first commuter who is injured so they can pursue legal action if they are still alive. I would expect this type of structure on a country rail station where a train might pass every couple of hours not every couple of minutes.

I hereby request:

- Safety issues need to be fully reviewed by independent consultants and the full reports made available.
- Light Rail platforms are built on the outside of rail tracks limiting the number of times commuters have to cross these dangerous areas.
- The speed must be restricted to a maximum of 20kmph between South Dowling and Elizabeth Streets
- Frequency limited to a minimum of 5 minutes gap between LRV's

5.PARKING

The light rail project suggests removal of 133 parking spots in Devonshire Street.

I hereby request:

- Resident/Commercial Only spaces in selected areas and temporary parking permits for the occasional visitors of residents and tradespeople. This allows those that have a genuine need to park in the area - residents and businesses - greater access to dedicated parking.

6.TRAFFIC

The Devonshire Street route crosses a number of major arterial roads. It is suggested that the light rail will have uninterrupted priority at all crossings. This has been contradicted by representatives from TfNSW at their information (sic) stalls. Representatives from TfNSW have indicated to me that vehicular traffic will have preference at Crown, Elizabeth and Chalmers streets. Indications are that at peak times, when roads are busiest, there will be a 45m train every 2-3min in each direction. A simple calculation means that a train will cross the arterial road approximately every 90 seconds. The trains are stated to be double in length when there are events at the Sydney Cricket Ground and Sydney Football Stadium, thus reducing this interval. The number of vehicles that can cross junctions at South Dowling, Bourke, Crown, Elizabeth and Chalmers Streets,

will be significantly reduced. TfNSW has offered no resolution to the traffic problems or light rail scheduling problems that will be caused by the light rail through Surry Hills.

I hereby request:

- The frequency of trains is limited to a minimum of 5 minutes to ensure a suitable gap to allow pedestrians, cyclists and vehicles to cross in safety.
- TfNSW and RMS to make publicly available the streets where vehicles will have priority over the CSELR.
- RMS to make publicly available the phasing intervals at traffic lights where motor vehicles will have preference over CSELR.

7.COMPENSATION

This route results in the loss of at least 69 homes with people unable to buy back into an area they have made their home. Other properties along the route have devalued as access will be reduced. There are a number of residences on Devonshire Street that will not have any vehicular access i.e. no parking on Devonshire Street and no rear lane access. Simple deliveries of goods like a fridge or services like meals on wheels or disabled taxis will be severely impacted.

I hereby request:

- Payments of 30% above market value are made to all property owners in Olivia Gardens to compulsorily acquire their properties.
- Offers of 30% above market value are made to all property owners in Devonshire Street.

These payments will compensate property owners for the inconvenience and expense of having to re-locate to other properties. For Devonshire Street residents it gives them an option of passing off the risk or potential "capture" of increased property values to the project's rightful owner i.e. The NSW State Government. If residents of Devonshire Street choose to reject this offer they should have to accept the potential consequences.

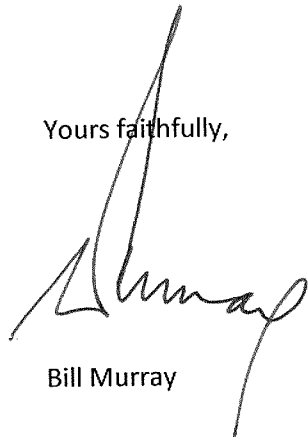
8.PARKHAM STREET CONSIDERATIONS

I hereby request:

- Parkham Place to remain open to allow access by service vehicles from Nobbs Street. This will also allow traffic dropping off children at Bourke Street Primary School to exit up on to South Dowling and not back into the heavily restricted Surry Hills area. This will also reduce noise pollution into the properties along Parkham Street.
- If Parkham Lane is opened up to through traffic, I request a right turn onto Bourke from Parkham Lane as well as a left i.e. open up Bourke to 2-way from Parkham Lane to Devonshire. This will again reduce the traffic being forced into the very congested Bourke and Cleveland junction. Also it will be safer by reducing the traffic passing the front of Bourke Street Primary School.
- The north route through Olivia Gardens should be used as it provides the straightest route from Devonshire Street reducing noise and is easier for the public to anticipate. I believe this area is to be converted into a park which will have the potential for many people to be crossing the lines whilst distracted. TfNSW are building a rail line through a communal environment at a time when individuals are more distracted than ever due to mobile technology. The straightest route with trains limited to 20 k/p/h at 5 minute intervals is imperative
- Vegetation screening between South Dowling and Bourke Streets to limit the visual impact of the light rail for residents in Parkham and Nobbs Streets

- Create an option for residents of Parkham Street to increase the size of their properties by extending the rear of their properties in order to build a garage or granny flat.
- Demolition of Olivia Gardens – construction should be limited to 7am to 5pm Monday to Friday and 8am to midday Saturday. No work to take place on Sunday. Noise and dust mitigation to be of the highest standard.
- Langton Centre parking – consult with residents as to where the parking should move to.

Yours faithfully,

A handwritten signature in black ink, appearing to read 'Bill Murray', with a long, sweeping vertical line extending downwards from the end of the signature.

Bill Murray