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Department of Planning and Infrastructure
Sydney NSW 2001

KMP

425 Bourke St
Surry Hills NSW 2010

CBD and South East Light Rail Project

I support the Light Rail as a Public transport solution for the CBD and inner east. It will contribute to easing transport-related problems across the CBD and inner east and be a valuable piece of infrastructure for Surry Hills. I have been a resident of Surry Hills for 20 years; owning and living in properties in Nobbs and Bourke St (current residence). I believe the proposed CBD and South East Light Rail (CSELR) project will provide a much-needed, new transport option. However, there are a number of impacts that have not been adequately addressed in the Environmental Impact Statement (EIS).

Reduction of Devonshire St to single-lane, eastbound vehicle thoroughfare

Devonshire St is the **ONLY LOCAL** east-west corridor in Surry Hills (SH). I use this daily for my commute to the University of Sydney. Without Devonshire St, I would be forced onto Foveaux, Cleveland or Albion Streets. These are major arterial roads that are congested; or in gridlock, in the case of Cleveland St, in peak times. Forcing SH locals onto already congested roads as a by-product of providing a transport solution to **ease** congestion on these **exact** roads **is not** the required outcome.

Travelling time for a relatively simple commute would also be increased dramatically by being forced to use major arterial roads. Once again, this project is meant to be a transport solution, not make it worse.

SH locals are entitled to a **LOCAL** east-west corridor without having to use Foveaux (west) or Albion (east). It is quite appropriate for locals to be able to traverse our own suburb without being forced towards Central Station, for example, and having to negotiate more traffic lights, intersections and pedestrians.

Road Closures at Devonshire St

Proposed road closures at Devonshire St include Holt, Waterloo, Steel Ln, Adelaide Place and Little Riley St. Placing ballards along all streets on the northern side of Devonshire will significantly reduce those residents access to their homes (ie. properties facing Devonshire St have rear-lane access) and will impact how long it will take them to get in/out of SH. They will be forced into the other residential streets to be able to access, for example, Chalmers St, thus reducing the very thing the CSELR proposes to maintain: **the village feel of Surry Hills**.

Keep Devonshire St open to two-way traffic

One proposal by the Save Our Sydney group is for the light rail to go east up Devonshire and west down Foveaux. Devonshire St could then be open to two-way, **LOCAL** traffic; overcoming the issues for the **LOCALS** outlined above.

Alternatively, there could be provision for cars to follow the light rail (LR), as happens in European cities. If the speed limit for the LR is 30km/hr (which is the maximum speed currently on Devonshire St due to the volume of traffic and narrowness of road), then this keeps the car speeds in check and will remove the 'fear' of some that Devonshire St will be used as a 'rat run'.

Open Cooper St at Riley St to a shared zone

An alternative for LOCALS may be to re-open Cooper St to a single lane, shared pedestrian-car zone to improve access if Devonshire St is confined to a single lane. However, the cycle way must be moved to a more direct route.

NEED 2 STOPS, AT LEAST, IN SURRY HILLS

Currently, the CSELR has ONLY ONE STOP allocated for SH, at Ward Park. I support the CSELR as a transport solution for SH and the CBD/inner east. However, having only one stop effectively makes SH as POORLY SERVICED as it is now by public transport. This will make the CSELR more 'white elephant' rather than 'valuable infrastructure'.

In Europe, LR stops are 750m apart. Given the high population density of SH and surrounds, more than one stop is quite justifiable. Need another stop at the current site of Wimbo Park/ Olivia Gardens, at the very least, with a third stop towards the western end of Devonshire St.

Aesthetic, functionality and quality of Stops, Smart-poles, Paving, Lighting and Street furniture



This is a picture of European LR. There is the opportunity to integrate the LR so that it is functional and pleasing.



Removal of well-established trees on Devonshire St

The old, well-established trees on Devonshire create its **charm and village feel**. Removing these trees will remove the charm and village feel of the area.

The EIS claims trees will be replaced at a ratio of 8:1. Where? And what type of trees? Saplings to replace mature trees will not re-create the current village feel of SH.

There needs to be a transparent program of “greenifying” Devonshire St post LR construction. This plan needs to be developed now as part of the overall project plan.

Construction Noise and Disruption

I lived through the construction of the Eastern Distributor (ED) (at Nobbs St): a necessary and valuable piece of infra-structure, which I fully supported. However, construction of major works is disruptive. During that time, transport NSW provided constant updates in writing, a number of public meetings and the opportunity to consult with or complain to their liaison personnel. I found it to be a professional, inclusive approach and expect this standard to be met or, indeed, exceeded in this project.

Hours of Operation through SH

It is not appropriate to have LR operating past midnight on Fri and Sat, not after 11.00pm other nights and not before 6 am.

Community Consultation

The recent EIS community meeting was professional and informative. The staff were polite and knowledgeable and have, clearly, been immersed in this project for some time.

The glaring omission in the roll-out of this project to date has been the lack of basic consultation with the community that call SH ‘home’ prior to the public announcement being made. From now on I hope that this omission will be rectified and consultation begun in earnest. There are still many questions that need to be answered and issues addressed to ensure that this vital piece of infra-structure for Sydney is a welcome and well-utilised asset for both locals of Surry Hills and visitors to our village.