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26/12/13

CSELR EIS SUBMISSION

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

I am a resident, buildings and business owner along the proposed route of the CSELR in Devonshire st (cnr Little Riley st) between Elizabeth and Crown Streets.

I do not agree with the CSELR proposal as stated in the EIS document dated November 2013

My concerns in relation to the CSELR project and the EIS, with particular interest with the Surry Hills Devonshire St route, are summarised below:

1. Unacceptable noise and vibration levels during and post construction to small businesses and residents
2. Size, speed and frequency of the light rail vehicles (LRV's)
3. Construction impact on small businesses and residents
4. Road closures during and post construction
5. Significant potential damage to footings of buildings (especially heritage buildings built in the late 1800's) during and post construction
6. Danger to pedestrians in Devonshire st during operation of light rail
7. Loss of Amenity
8. Traffic congestion in Surry Hills during and post construction
9. Impact on parklands during construction
10. Access to properties along the route - businesses, residents, elderly and disabled
11. Significant devalue on properties along the route with no compensation from the Government
12. Loss of car parking

For the government's proposed Devonshire st surface route, I make the following comments and suggestions:

1. **SIZE, SPEED, NOISE AND FREQUENCY.** As a long term resident of Devonshire Street, noise will be a major issue both during the construction and post construction phase. **RECOMMENDATIONS:**
 - a. Government to compensate building owners, residents and business owners for soundproofing of all rooves and windows on commercial and residential buildings along Devonshire st.
 - b. LRV's max length 29m through residential areas
 - c. Max speed to be limited to 20km/hr in residential areas
 - d. Continuous rail to be used to eliminate sound of wheels on rail expansion joints

- e. Operational time through Surry Hills to be limited from 05.30 to 11.30. No light rail movement between 11.30 and 05.30
 - f. Footings of rail to be constructed in such a way as to minimise vibration and noise transfer to adjacent buildings
- 2. **AMENITY** - I am concerned about the number of trees that will be removed during the construction phase and parklands that will be lost both during the construction phase and post construction. It is also suggested that a large number of overhead cables would be introduced as part of the light rail through Surry Hills and that substation/s in Surry Hills will be above ground. **RECOMMENDATIONS:**
 - a. All parklands to be replaced to an improved standard and at least the same area of parkland with no diminishment of parkland.
 - b. All electrical cables and substations to be constructed underground to improve the amenity of Devonshire St
- 3. **PARKING** - 50% of our business customers drive to our shop at Surry Hills. Parking needs to be provided for these customers as well as commercial deliveries. Also, as we are residents living above our commercial premises, we also require parking of our company vehicles to transport textiles and clothing daily to our processing factory at St Peters and return to Surry Hills. **RECOMMENDATIONS:**
 - a. Provide an underground parking station with min.100 spaces in the vicinity of Ward Park specifically for the use of residents.
 - b. Allow for a 10 minute drop off zone in Little Riley St for business customers and suppliers for pick-up and delivery
 - c. Residential and Commercial Only spaces in selected areas and temporary parking permits for the occasional visitors of residents and tradespeople.
- 4. **TRAFFIC** - The Devonshire route crosses a number of major arterial roads. It is suggested that the light rail will have uninterrupted priority at all crossings. Indications are that at peak times, when the roads are their 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 doubled in length when there are events at the Sydney Cricket Grounds and Sydney Football Stadiums, thus reducing this gap. The number of vehicles that can then cross-junctions at South Dowling, Bourke, Crown, Elizabeth and Chalmers Streets, will be significantly reduced and access between the city and the South severed! TfNSW has offered no resolution to the traffic problems that will be caused by the light rail. **RECOMMENDATION**
 - a. The frequency of trains should be limited to a minimum of 5 minutes to ensure a suitable gap to allow pedestrians, cyclists and vehicles to cross in safety.
- 5. **PROPERTY AND BUSINESS OWNERS** - The value of residences and commercial buildings along the route will also be devalued with some residents already finding they are unable to sell their home due to the stigma of being on a major transport corridor. **RECOMMENDATION**

- a. Owners of properties on Devonshire Street to be compensated for loss of value
 - b. Owners of businesses to be compensated for loss of income during the construction phase
 - c. Compensation for additional advertising and signage to rebuild the business and income after the construction phase
6. **SAFETY** - Safety is a consideration in this built up area as Devonshire Street has numerous licensed venues, there are 2 child care centres on Devonshire Street, a school on Bourke Street, access required to the Church for weddings/ services/ funerals, and 1,000 residents of Northcott building. **RECOMENDATIONS:**
- a. Safety issues need to be reviewed by an independant consultant and report made available to the community
 - b. Speed of LRV's restricted to 20 kms/hr in Devonshire St
 - c. Maximum frequency of LRV's limited to 5 minutes

Yours sincerely

David Wyatt