

CBD and South East Light Rail Project SUBMISSION

22 December 2013

The Department of Planning and Infrastructure
GPO Box 39
Sydney NSW 2001

CBD and South East Light Rail Project

I along with many of the residents of Surry Hills strongly support light rail for a public transport service for Sydney and its environs.

However I along with many of the Surry Hills residents do not support the proposed route through Devonshire Street, our suburb.

From the outset I considered the Devonshire St proposal as a totally inappropriate route because it is a suburban street, a narrow street , a street with high pedestrian traffic along with 7 Hotels, a playground, a park along with has some 1,200 people residing within and around Devonshire Street.

Surry Hills has taken a long time to gain it's current stature as a desired and tourist destination suburb. Devonshire Street is a beautiful suburban street and it was never meant to be a major transport thoroughfare for LRV. Indeed there are wider streets, and boulevards that can accommodated LRV's

As town planners you have the opportunity to get this right, it is after all what we all want and what we expect of government.

Landscaping

it is noted that Devonshire Street is to lose it's tree canopy which currently contributes to the esthetic and practical environmental nature of the street. It is important that we keep these environmental assets because once it is gone forever you can't fix it with some plantings on the northern side or plant other trees elsewhere. I ask that as with George Street that all power wires along Devonshire Street to be placed underground to allow for the trees.

Public Safety

I am concerned with the following public safety issues, Devonshire Street

That the street is too narrow to accommodate a safe environment

7 Hotels which exit straight onto one lane of traffic and or directly onto Devonshire street. Surry Hills is a destination suburb which brings a high volume of people from greater Sydney. My concern is that Sydney people are not use to LRV's and those leaving the hotels with some level of intoxication will be a potential high risk accident victim.

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Public Safety cont.

Whilst you educate local residents, those visiting will continue to be high risk candidates now and into the future.

There is also a considerable population of elderly, frail, residents of Northcott along with the Public Housing Tenants on Devonshire who will be placed the same high risk category

Hours of Operation

The proposed Hours of Operation are inordinately long for a residential precinct of Devonshire Street

General - 5.00am 1.00am 7 Days

Peak - 7.30am - 9.30 am every 2 min
5.30pm - 7.00pm every 2 min

Event - 45 meter trams every 2.5 min for up to 1-2 hours prior and end of events

This proposal will have major impacts for the residents of Devonshire Street as it becomes a major thoroughfare which brings little or no consideration to residents of Surry Hills. A street that you would never usually consider as an appropriate route, as people live in such close proximity they should not have to be subjected to such a large daily intrusion of continued ongoing noise pollution, warning bells etc.

Traffic Management

I am concerned with the Crown and Bourke Street intersections which already exist with a high volume congestion a situation that will continue to increase now and into the future. A situation that will be exacerbated when Prioritising light rail during peak and Events.

Cleavland Street is already a parking lot on any given day along with Crown and Bourke Street gridlock intersections situation will only get worse.

Construction Work Hours

I note that Construction will be from
General 7.00 am - 11pm
Standard 7.00 am - 6.00pm Monday to Friday
Saturday 8.00pm - 1.00am

I would ask that due notice to residents on Devonshire Street be given due consideration regarding the operation of jack hammers, drills and plant equipment to be that are employed with sufficient noise abatement.

I would also ask that due notice be given to residents of any scheduled after hours work that may take place.

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Operational Noise

I note that background noise readings have been conducted in Devonshire St. However I put it to you that these readings have been conducted in an area which has a considerable tree canopy which abates significant noise pollution.

The proposal to remove all of the trees along the Devonshire Street and replace with tree plantings were appropriate only on the North side of the street will result in a major loss of the current tree canopy that gave you that background reading, which now will be made redundant and I ask for further urgent investigation is required

LRV track noise I note in you EIS document that you are proposing some track noise mitigation which is commendable. However as this is a small suburban street and as such would ask you to consider to employ maximum noise mitigation

You would also have to consider double glazing with a Air Conditioner Units for residents living in Devonshire Street. Furthermore, due consideration for the low - fixed income of residents that a rebate - discount for operational costs and maintenance be considered.

Warning Bells - Devonshire Street is a small suburban street with heavy local pedestrian traffic. Combine this with visitors and tourists to the area which is also a considerable number, and 7 Hotels - 2 of which operate 24hours all of which will result with the Tram warning bell being used frequently. The warning bell will be a major source of complaint from the residents because of the frequent intermittent usage. You can have safety signage and local education programs but generally Sydney people and tourists are not 'LRV Aware'.

I propose LRV safety speed limit of 20 kph along Devonshire Street from Chalmers Street to Crown Street both for public safety and noise mitigation.

Tram Stop Ward Park

The proposed Tram Stop at Ward Park will have some major impacts to Ward Park and to residents in 48 Belvoir St (which faces south east over the park) and businesses and residents on Devonshire Street. It will also put an end to any quiet moment that the residents and visitors are able to currently enjoy

PA System - intermittent announcements at the Ward park stop will carry over to the residents on Devonshire St and 48 Northcott (formerly block C) especially at night during the warmer months when windows need to be open

Public Loitering - A tram stop at Ward Park will encourage groups rowdy, intoxicated which can lead to more noise disturbance and other anti social behavior

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Emergency Vehicle Access

I foresee major interruptions to the operation of LRV's when a major or minor emergency occurs along Devonshire Street along with Ambulance Patient Transport.

The department of transport will also have to consider utility vehicle access for Devonshire Street residents.

Fovaeux Street Proposal

I would ask the Department to conduct a more thorough, comprehensive and respectful investigation of the alternate Foveaux Street proposal as it has greater potential to add service to greater Surry Hills.

With the current LRV route I do not see the potential for the growth of patronage other than to increase the LRV capacity to permanent heavy rail.

The Foveaux Street proposal also has greater potential cost savings and less negative impact to the suburb of Surry Hills.

Olivia Gardens which is a substantial residential complex of some merit will not have to be destroyed.

It has also come to attention that the residents of Olivia Gardens are being offered prices for their properties at 10% below current market value. That anybody would sell their house for 10% less than market value is a ridiculous premise for any consideration on any level.

As an Australian you have at the end of the day a Government, a public service which at a minimum is there to conduct fair and reasonable business for everyone. That is what the people want, expect and deserve. A fair go.

I would ask that the Foveaux St. proposal be given a fair go.

sincerely yours

Graham Brecht