

Councillor Linda Scott

Sydney Town Hall
483 George Street
Sydney NSW 2000 Australia

GPO Box 1591
Sydney NSW 2001 Australia

Telephone +61 2 9288 5917

Fax +61 2 9265 9204

L.Scott@cityofsydney.nsw.gov.au

cityofsydney.nsw.gov.au



20th December 2013

Transport for NSW

By fax: (02) 9228 6366

Re: CBD and South East Light Rail Project Environmental Impact Statement

Dear Transport for NSW,

Thank you for the opportunity to provide the following submission regarding the CBD and South East Light Rail (CSELR) project Environmental Impact Statement (EIS).

I write as a Councillor on the City of Sydney Council to make the following comments on the EIS for the CSELR project.

I would like to put on the record my strong support public transport infrastructure to alleviate congestion and allow easier movement into, around, and away from Sydney's CBD. It is my view that the CSELR project, if conceived to meet the community needs and implemented well, will contribute to an improved system of public transport for Sydney.

I would like to make the following recommendations:

- Overhead cables should be installed underground throughout the whole length of the route;
- Transport for New South Wales (TfNSW) should provide feasibility reports for alternative routes that have been considered;
- TfNSW should provide detail plans for the protection and replacement of trees along the CSELR route;
- TfNSW should provide detailed plans for how to resolve the loss of parking spaces as a result of the CSELR project;
- TfNSW should initiate noise reduction strategies to keep construction noise to a minimum and provide a telephone hotline for residents and businesses throughout the construction period;
- TfNSW should provide adequate compensation for residents and businesses for the loss of their property or for noise-reduction installations;

- TfNSW needs to guarantee the replacement of existing green space as a result of the CSELR project;
- TfNSW should continue to work with the City of Sydney to ensure that the pedestrianisation of George Street as part of the CSELR project will deliver positive urban design outcomes;
- TfNSW should work with the City of Sydney to facilitate the consistent application of these design standards in the interest of urban amenity; and
- Wireless Internet, or wifi, services should be provided on all light rail vehicles once the project is in operation.

Community

Feasibility of Alternative Routes

Residents and businesses in Surry Hills are particularly concerned about the route TfNSW have proposed along Devonshire Street, and the means by which information about the route has been communicated by the Government. Often, residents have discovered information about the fate of their homes from the media rather than directly from government. A number of other routes have been proposed by community groups that will potentially alleviate the concerns surrounding the Devonshire Street route. TfNSW should release detailed evidence regarding the feasibility of alternative routes, including information as to why alternative routes were not selected for the CSELR project.

Wifi

A world-class public transport system requires the installation of wireless internet, or wifi, for use by passengers whilst travelling. The CSELR project should include the provision of wifi on light rail vehicles.

Noise Management

Construction noise will greatly impact upon the residents and businesses along the CSELR route. Prior to the commencement of construction, TfNSW should provide assurances that noise associated with the construction of the project will be managed in accordance with the strictest guidelines. At no stage should construction occur for 24 hours, or at any time on Sundays. Consideration should be given for breaks to be timed with peak lunch and dinner periods to allow hospitality businesses on the route to continue to operate.

TfNSW should provide a 24 hour telephone hotline for residents and businesses to report excessive noise and other problems during construction of the CSELR project, with a guarantee that residents will receive a response and action within one hour. TfNSW should also provide a community liaison unit to provide regular updates

prior to upcoming works for residents and businesses in the vicinity of construction works.

Compensation for Residents and Businesses

Many residents in Surry Hills face the prospect of losing their homes under the CSELR project, whilst other residents and businesses will be negatively impacted throughout the construction phase of the project. Some residents and businesses will also be affected by noise once the CSELR is operational.

It is my strong view that TfNSW needs to ensure that adequate compensation is paid to affected residents and businesses for the impacts the light rail will have on their properties. This includes compensation for the compulsory acquisition of properties, for relocation for the period of construction and for ongoing noise attenuation both during and following completion of the project. Those who rent in the area should be provided with relocation assistance. TfNSW should work to resolve any issues with residents and businesses regarding compensation to provide certainty about their future prior to the commencement of construction.

Environment

Undergrounding Cables

Transport for NSW (TfNSW) should fund the undergrounding of *all* overhead cables as part of the CSELR project, including the George Street and Surry Hills sections of the final route. This will ensure that urban amenity will be improved by planting trees in close proximity to the route. The capacity to plant trees along the route will also bring a positive sustainability element to the CSELR project.

Protection of Trees

Planting of and protection of trees will make a significant contribute to the sustainability considerations of the CSELR project. Trees add to the urban amenity of the inner-city and provide a variety of environmental, social and cultural benefits to communities. TfNSW should provide detailed plans for the further protection of trees that will be impacted by the construction of the CSELR project, as the current estimates of tree loss are unacceptably high.

The Minister has said on the public record: "Where the loss of trees is unavoidable, for significant trees Transport for NSW has committed to planting eight trees for every one tree lost within the local area" (The Hon. Gladys Berejiklian MP, Minister for Transport, *City News*, 5th December 2013). Where possible, eight trees at the same stage of development as the tree removed should be planted, and these trees should be planted in the same vicinity as the tree removed. Plans for the preservation and, if required, replacement of trees along the CSELR route should be

prepared in advance and details should be provided to the City of Sydney prior to removal and construction. Particular consideration should be given to protecting large trees, and all those proposed to be felled in Moore Park and other open green spaces.

Loss of Green Space & Artworks

The EIS has proposed the loss of green space at Moore Park and Wimbo Park, Surry Hills. Green space is incredibly precious, especially in the Inner-city where the majority of residents live in apartments or houses that have little to no private gardens. TfNSW should provide guarantees that any green space permanently lost to the CSELR project will be replaced with the creation of the same amount, if not more new green space. Any public art along the route, including the mural at Wimbo Park, must be relocated to an area within The City of Sydney following negotiation with the Council.

Design

Mitigating the Loss of Parking

Currently, the ability of residents and visitors to access on-street parking for in Surry Hills is extremely difficult. The EIS proposes the removal of 128 on-street parking spaces in Surry Hills. TfNSW should provide detailed plans for how to resolve the loss of parking spaces that has been foreshadowed by the Minister for Transport prior to the commencement of construction. Without parking, the diversity of the City is threatened, as residents including parents with young children, elderly, and mobility-restricted people, often rely upon access to on-street parking.

The Minister has said on the public record: "Transport for NSW will work with stakeholders, including councils, to discuss possible measures to mitigate any impacts to parking. Options being considered include reconfiguration and rezoning of parking on streets adjacent to the route and modifying parking permit schemes to cater for resident and business requirements" (The Hon. Gladys Berejiklian MP, Minister for Transport, *Central Magazine*, 25th November 2013).

Pedestrianisation of George Street

I strongly support the proposal for the pedestrianisation of George Street as outlined in the EIS. This upgrade to the public domain will enhance the urban amenity of George Street and facilitate the creation of a world-class boulevard in Sydney's CBD. The City of Sydney has conducted an extensive consultation process with residents and businesses on the future of George Street, as well as the creation of a high quality, detailed designs for the public domain in the CBD. TfNSW should continue to work with the City of Sydney to ensure that the pedestrianisation of

George Street as part of the CSELR project will deliver positive urban design outcomes to benefit workers, residents, businesses, and visitors in the CBD.

Urban Amenity and Design

The City of Sydney has conducted detailed design plans for the CSELR project, including standards for the provision of paving, lighting, trees, Smartpoles, and street furniture. These standards are applied consistently throughout the City to ensure best-practice design is followed. TfNSW should work with the City of Sydney to facilitate the consistent application of these design standards in the interest of urban amenity.

Devonshire Street and Moore Park Design

Should the Devonshire St route be the designated route, there are a range of issues that require further extensive design consideration by TfNSW. For example, consideration needs to be given to allow for vehicle access to the Devonshire Street entrance of St.Peters Catholic Church, to ensure accessibility for funeral and wedding vehicles so the Church can continue with their important community functions. Consideration also needs to be given to traffic flow through Surry Hills, and the greater residential area, given the considerable traffic implications of the project.

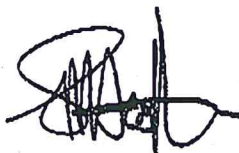
A stop should be provided as closely as possible to the Northcott complex of public housing (which must all be maintained), as well as in Wimbo Park, to allow maximum accessibility for local residents to transport options.

Further design consideration should be given to the tunnel entrance at Moore Park so as to minimise impact on the green space of the park. Also, a pedestrian bridge should be provided over Anzac Parade to ensure the area can cope with the patronage from the light rail.

Once again, thank you for the opportunity to make a submission to the EIS for the CSELR project.

Please do not hesitate to contact me to discuss the issues I have raised above.

Yours Sincerely,



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I would like to make the following recommendations:

- TfNSW should release detailed evidence regarding the feasibility of alternative routes, including information as to why alternative routes were not selected for the CSELR project;
- Wireless Internet, or wifi, services should be provided on all light rail vehicles once the project is in operation;
- TfNSW should initiate noise reduction strategies to keep construction noise to a minimum and provide a telephone hotline for residents and businesses throughout the construction period;
- TfNSW should provide adequate compensation for residents and businesses for the loss of their property or for noise-reduction installations;
- Overhead cables should be installed underground throughout the whole length of the route;
- TfNSW should provide detail plans for the protection and replacement of trees along the CSELR route;
- TfNSW needs to guarantee the replacement of existing green space and public artworks as a result of the CSELR project;
- TfNSW should provide detailed plans for how to resolve the loss of parking spaces as a result of the CSELR project;

- TfNSW should continue to work with the City of Sydney to ensure that the pedestrianisation of George Street as part of the CSELR project will deliver positive urban design outcomes;
- TfNSW should work with the City of Sydney to facilitate the consistent application of design standards in the interest of urban amenity; and
- TfNSW should resolve vehicle access and traffic flow issues if the Devonshire Street route is to go ahead, as well as providing light stations close to the Northcott public housing estate and near Wimbo Park, and providing pedestrian access over Anzac Parade.

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Feasibility of Alternative Routes

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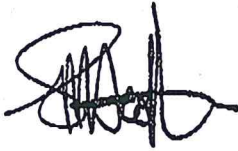
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