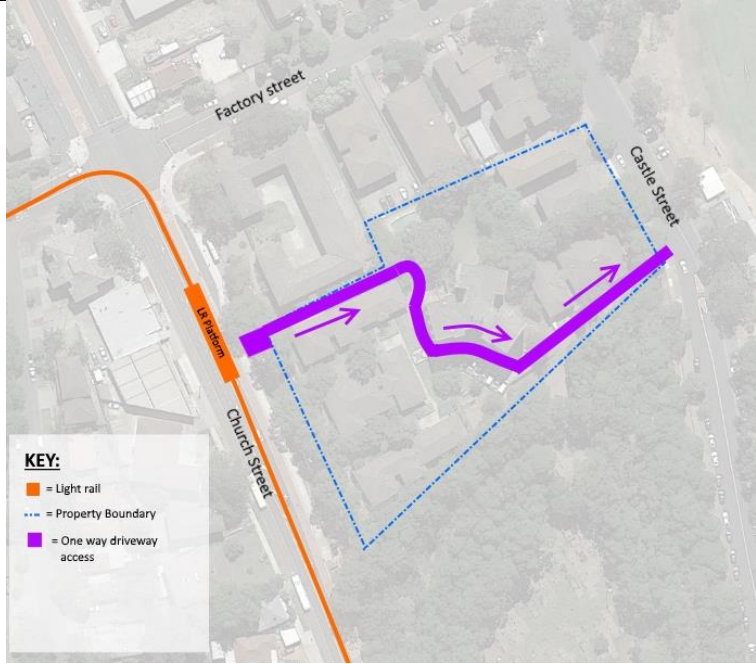


Submission on the environmental impact statement – Parramatta Light Rail

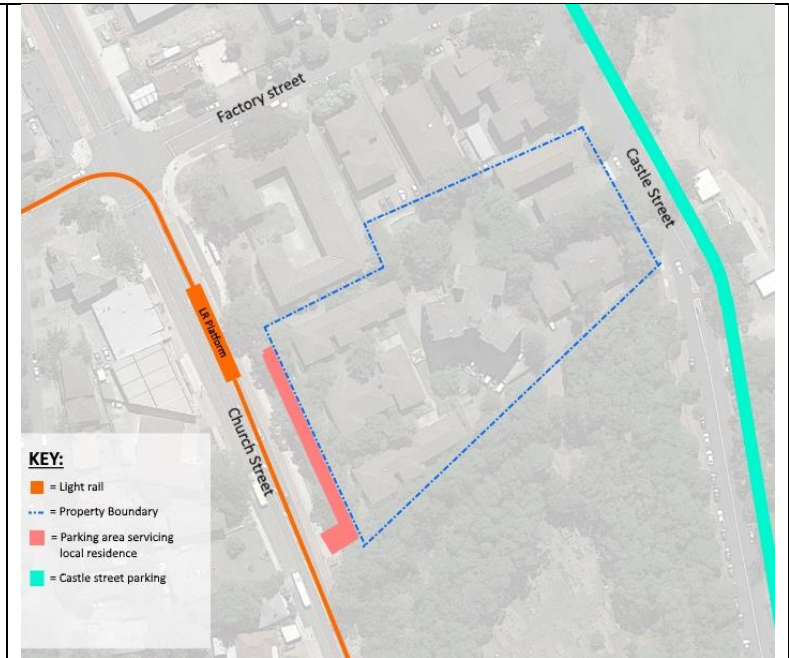
EIS Section	Description of the issue	Suggested Solution	Supporting images
12.3 Local Traffic Transport & Access			
12.3.2.3 Property Access	The issue that I would like addressed is whether the driveway access to 504 Church St garages will be maintained. From the information provided 504 Church St driveway appears to be in the same location as the Church St/Factory St light rail stop.		

12.3.2.5 Parking and loading zones
AND
12.3.3.7 Operational impacts on parking

The issue that I would like addressed is whether the car parking at 504 Church street, adjacent to the 504 Church St unit blocks, will be maintained?
This parking area contains 10 marked spaces and 4 unmarked spaces (due to heavy utilisation) which is currently used by residents of this unit block and the unit block on the western side of church street. The removal of this parking area would cause significant issues. The EIS does not clearly address this issue.

Also, what parking provision is being made for those people who will drive to their nearest light rail stop?

It is assumed that the parking on Castle street surrounding Belmore Park would be more heavily utilised. Considering this new light rail stop would be servicing Parramatta's North and North East. Has there been any consideration to the expected future parking requirements?



12.6 Noise and Vibration

12.6.2 Noise and vibration (construction)

The EIS has identified various properties in North Parramatta as Highly Noise Affected, including the residential units at 504 Church St (near the Factory Street Light Rail Stop). The EIS indicates that construction works will be carried out throughout the day and night. However, there is little detail as to the measures that will be taken for mitigation of noise.

It is advised that double glazing be installed in the units with apartments facing Church St.

12.6.3 Noise and vibration (operation)

The issue we would like to raise is that the EIS document description of the predicted noise levels during operation is lacking clarity. It appears that units at 504 Church St would qualify as a “triggered receiver”, given that according to table 12.35 both Laeq and Lamax values are exceedances for area NCA07, and the residential units fronting Church St are nearest the alignment/“within close proximity of the light rail alignment”.

It is advised that double glazing be installed in the units with apartments facing Church St in order to mitigate operational noise levels.



Other concerns – Not Listed

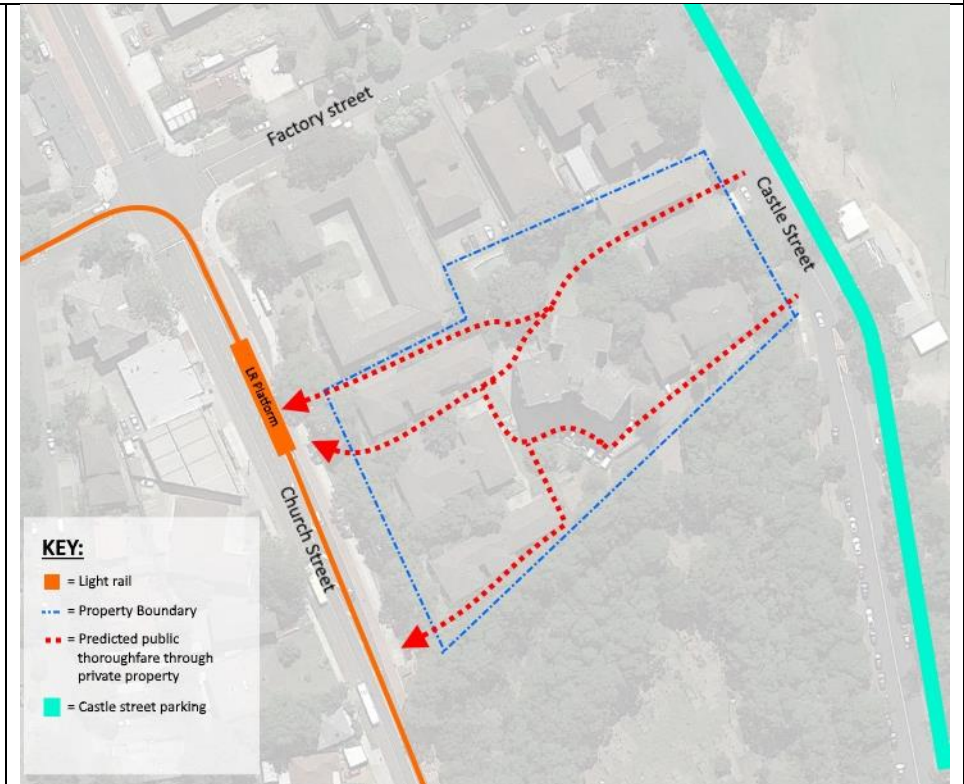
Other – (not covered in EIS)
Safety, Security and Privacy

What provisions for safety, security and privacy are being made for the unit complex at 504 Church St, North Parramatta?

It is highly likely that people will park their vehicles in Castle Street and walk through the private 504 Church Street Unit complex to gain direct access to the light rail stop, as there are no barriers to thoroughfare.

Suggestion is to install security gates to prevent public from walking through private property to gain direct access to the Light Rail stop.

Another suggestion to address security concerns is to install CCTV cameras to provide security along the Church Street, Factory St and Castle St for unit blocks



12.5 Built and non-Aboriginal heritage			
12.5.2.1 Heritage items and conservation areas - St Patrick's Roman Catholic Cemetery	<p>There is information to suggest that there are unmarked graves located outside the western boundary of the cemetery, within the curtilage and perhaps underneath the existing footpath that runs along the cemetery.</p> <p>The EIS does not go into any detail regarding how it will work within the boundaries of a sensitive site such as this.</p>		

12.5.2.1 Heritage items and conservation areas
- Royal Oak Hotel and Stables

Proposed acquisition and demolition of Royal Oak Hotel. While the EIS states that only 3 heritage items of 87 will be impacted by the light rail, the logic is flawed. This thinking would eventually result in continuously diminishing heritage items until no significant heritage items are left in Parramatta. There is limited description as to why the Royal Oak Hotel needs to be removed/demolished.

It is evident that the “easy” solution has been pursued. With some creative thinking there is bound to be an alternative that does not involve demolishing one of Parramatta’s significant heritage items. Putting it in context, the Royal Oak Hotel was constructed during the same period of time that Old Government House was being constructed. It was operational during the time that Governor Lachlan Macquarie was in office, and was likely frequented by prominent people of their time.

One of the key benefits of the project is “Place-making benefits”. However, the project is removing a significant heritage building that would contribute to place making, and is already a popular destination for local community and visitors.

One suggested solution is to run the light rail line along the eastern side of Church Street, instead of a centre alignment.

Another suggestion is to remodel and widen Church Street adjacent to the Royal Oak. The suggested widening of church street on the eastern side may require acquiring and demolishing insignificant buildings/tenancies on the eastern side of Church Street. Lots such as 406, could be partially demolished, lot 410 is significantly setback containing unutilised space and some structural columns on lot 426 could be removed with some remediation work required.

Retaining the Royal Oak Hotel would contribute to the “Place-making benefits” of the project.

Refer to the attached images that provide suggested solutions for retaining the Royal Oak hotel. The burden of development should be shouldered by buildings and structures that are of lesser significance.

Figure 1 – displays an alternative solution by moving the light rail tracks to an eastern alignment in order to minimise impact on the Royal Oak Hotel. It is also suggesting that if road widening is required, that it is done so on the eastern side of church street,

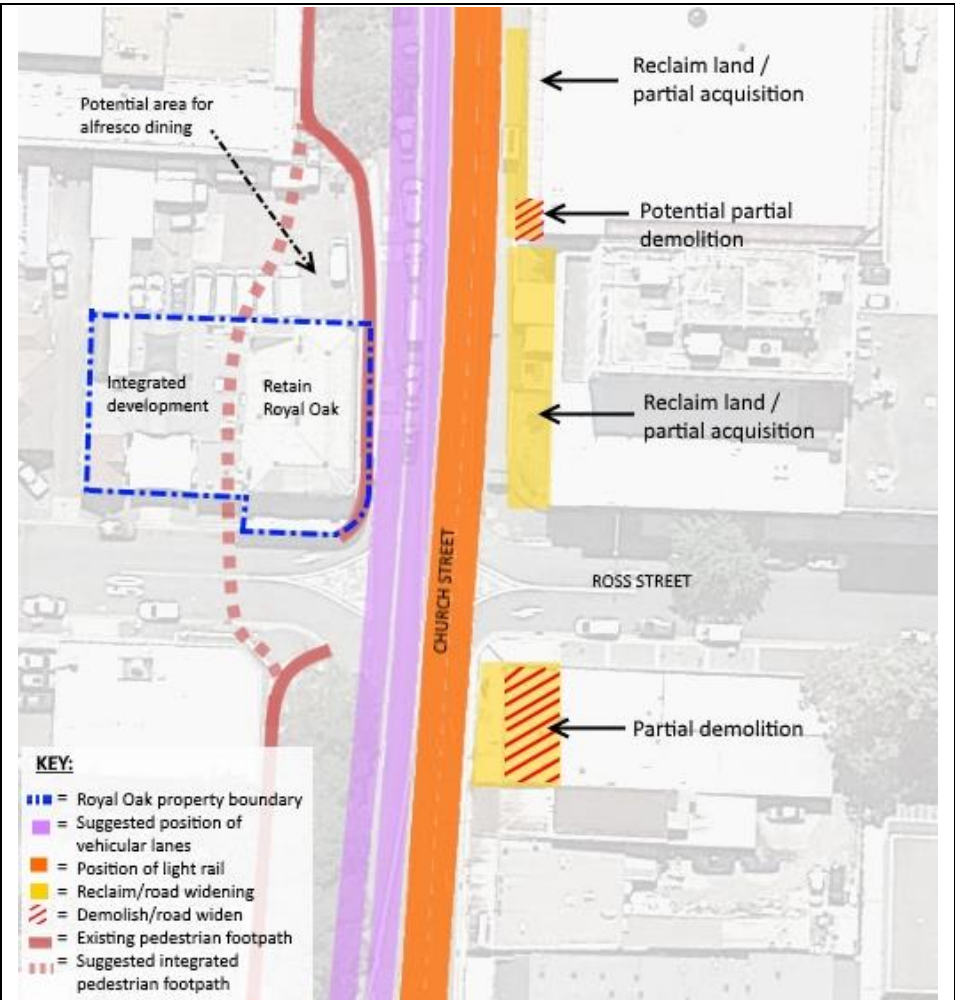


Figure 1 - Possible position of light rail eastern alignment on Church street

		<p>where the impact to established buildings and the community is less significant.</p> <p>Figure 2 – displays a centre alignment of the light rail tracks. It is suggesting that if road widening is required, that it is done so on the eastern side of Church street, where the impact to established buildings and the community is less significant.</p> <p>In addition, both figures explore an opportunity to improve the pedestrian access along the western side of Church street. This is done by integrating the access with the Royal Oak Hotel itself. Providing further opportunities to enrich the spaces.</p> <p>The community benefits include:</p> <ul style="list-style-type: none"> • Improved wayfinding • Integrating heritage • Place-making • Enriching culture • Improving street scape 	<p>Figure 2 - Possible position of light rail centre alignment on Church street</p>
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