



Greek Orthodox Archdiocese of Australia
THE HELLENIC ORTHODOX PARISH & COMMUNITY OF
PARRAMATTA & DISTRICTS
ST. IOANNIS GREEK ORTHODOX CHURCH
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Mr James Sellwood
Director Transport Assessments
Planning Services, Department of Planning and Environment
GPO Box 39
Sydney, NSW 2001

23 October 2017

Subject: Parramatta Light Rail – EIS Submission

Dear Mr Sellwood

The Hellenic Orthodox Parish & Community of Parramatta & Districts welcomes the opportunity to make a submission on the Parramatta Light Rail Environmental Impact Statement.

Our Parish Community recently relocated to 163 – 165 George St and intends to re-build our Church on the eastern corner of our site, being the corner of George & Purchase Street.

This positioning has religious significance and detailed architectural plans have now been approved by His Grace Bishop Seraphim. We are currently liaising with Council following our most recent pre-DA meeting.

Our Parish Community supports the Light Rail, however as the detailed planning of the project is finalised we need to ensure that the services and amenity of our Parish Community is not adversely impacted.

Our detailed representations are outlined in the Appendix A and seek to represent issues that may impact our Parish & Community during the construction and operational phase of the Parramatta Light Rail. We also seek to propose solutions to issues documented in the EIS.

We would be happy to meet with yourself and representatives from the Parramatta Light Rail project to resolve these issues.

Yours faithfully

Kos Dimitriou
President

Parish & Community of St Ioannis, Parramatta

cc: The Hon Andrew Constance: Minister for Transport

cc: The Hon Dr Geoff Lee: Member for Parramatta

cc: Paige Moreno, Parramatta CBD Place Manager - Parramatta Light Rail

Appendix A

Parramatta Light Rail issues for consideration – 163 – 165 George Street Parramatta

Issue	Source	EIS	HOC PD Response
Alignment of the tracks	PLR_EIS_Vol 1A – p3-44	<p>The alignment along George Street (Option 2) would result in a number of benefits in comparison to the alignment along Noller Parade (Option 1) and extended alignment along George Street (Option 3).</p> <p>These would include:</p> <p>Removes potential safety risk and conflict between private vehicles and LRVs utilising the shared running section along Noller Parade (as private vehicles would be required to maintain access along Noller Parade to access existing properties along this street).</p> <p>Reduced impact on Queen's Wharf Reserve and associated amenity landscaping impacts.</p> <p>Maintains LRV movements on main roads, leading to improved visibility and accessibility to the project.</p> <p>Reduced potential impact from known flood zones along Noller Parade.</p> <p>Reduced potential property impacts in comparison to Option 3 (extended George Street option).</p> <p>However, the alignment along George Street and Tramway Avenue would also result in some disadvantages in comparison to the alignment along Noller Parade including impacts on an additional three residential properties along Alfred Street and additional property acquisition costs associated with these impacts.</p> <p>Conclusion: Overall, the proposed alignment along George Street (Option 2) has been identified as the preferred option. (Refer to Appendix B).</p>	<p>As outlined in the EIS documentation, the alignment along George Street via Noller Pde (Option 2) is preferred (refer to Appendix B).</p> <p>HOC PD supports the preferred Option 2 as it minimises the traffic and visual amenity impacts for our Parish & Community.</p>

Impacts on existing land use	PLR_EIS_Vol 1B - P13-94	<p>Road widening works along George Street would require the strip acquisition of the southern boundary of Queens Wharf Reserve resulting in a change in land use from public open space to transport infrastructure. These works would not impact on the overall function of the reserve or on any of the memorials within the reserve. Due to the minor extent of land acquired, the impact is considered minor and urban design treatments would aim to integrate light rail infrastructure within the surrounding environment.</p> <p>Road widening works along George Street would also require strip acquisition of a section of land owned by St Ioannis Greek Orthodox Church to form part of the road reserve. Transport for NSW will work with the landowner to determine a solution to mitigate the impacts.</p>	We propose that acquisition of part of our land is not required if the alignment along George Street via Noller Pde (Option 2) is the preferred route.
Road Configuration Changes	PLR_EIS_Vol 1A -P5-57	<p>Removal of current parking provisions along Macquarie Street and along George Street between Harris Street and Alfred Street.</p> <p>Reconfiguration of George Street between O'Connell Street and Harris Street to allow for bidirectional traffic movements, including removal of some parking.</p> <p>George Street (between Purchase Street and Alfred Street) would become local access only during construction.</p>	Vehicular access to George Street & Purchase Streets from Harris & Hassall Streets needs to be maintained during the construction and operational phase.
Flooding	PLR_EIS_Vol 1A -P10-68 Technical Paper_7_Flood Assessment_Part A_Table 29	<p>George Street road corridor between Harris Street and Purchase Street and parts of Queen's Wharf Reserve would experience a minor increase in peak water levels of up to 30 millimetres resulting from PLR rail/road corridor design TIN. This is likely to be resolved with modifications to the design rail/road TIN and/or addition of appropriate stormwater infrastructure further to that already incorporated into the concept design.</p> <p>Under climate change modelling part of George Street adjacent to Queen's Wharf Reserve (between Harris Street and Purchase Street) is predicted to be flooded to a depth of approximately 500mm in the 1% AEP upper bound climate change event (driven by sea level rise). This area remains dry in all other scenarios.</p> <p>This issue is a function of the assumed rises in sea level under both climate change scenarios, along with increased flows from increased rainfall intensity.</p>	<p>We would be supportive of introducing risk mitigates thereby minimising flood impacts under climate change scenarios such as:</p> <ul style="list-style-type: none"> - elevating the light rail tracks to better align with our new Church's forecourt; and - the addition of appropriate stormwater infrastructure

		Proposed mitigants: Grading modifications to proposed road and rail TIN to maintain status quo, or addition of appropriate stormwater infrastructure.	
Traffic	PLR_EIS_Vol 1B - P13-20	To the east of the Parramatta CBD, the alignment would run along the eastern side of Harris Street between Macquarie Street and George Street in its own corridor (within Robin Thomas Reserve). The alignment continues along the southern side of George Street from Harris Street to Noller Parade and Purchase Street, with eastbound traffic maintained. Two eastbound traffic lanes would be maintained on George Street between Harris Street and the Purchase Street and Noller Parade intersection.	The traffic alignment along the southern side of George St is supported as this would prevent cross-over of our cars entering and exiting all properties along George Street, including our property.
Property Access Arrangements	PLR_EIS_Volume 1B - P13-25	The proposed southern alignment along George Street would interface directly with an existing access driveway to 153 George Street on the south side of George Street. To maintain access to this property, a single westbound traffic lane would be provided between Purchase Street and the property access. This would be used solely to access to this property. Given that the traffic volumes generated by this single property are typically low, an uncontrolled crossing of the alignment would be implemented at this location. Line marking and traffic signage would be provided to clearly inform all road users of the access priority.	Access to our property at 163 – 165 George St via Harris Street needs to be maintained during the construction & operational phase.
Daytime visual amenity impacts	PLR_EIS_Volume 1B - P13-35	During Construction: Moderate adverse impacts along Harris Street at Robin Thomas Reserve and George Street at Queen's Wharf Reserve. The loss of these mature trees and extent of construction activity adjacent to these reserves would create a considerable reduction in the amenity of the views. During Operation - A moderate adverse impact on Queen's Wharf Reserve associated with the widening of George Street encroaching into the reserve. Mitigants - Wire free sections along the Parramatta CBD alignment; and during detailed design, opportunities would be investigated for grass track treatments to mitigate visual impact on sections of the alignment through Robin Thomas Reserve	We are supportive of a wire free track along the George St section of our property, thereby mitigating the visual impact on our property and our new church.
Archaeological – European	PLR_EIS_Volume 1B - P13-50	The proposed excavation works would impact on archaeological remains associated with the Purchase Nursery, and any surviving remains associated with the Soldiers District.	The Parramatta Archaeological Management Unit 3037 lodged with the Office and Environment &

			Heritage confirms that European remains associated with Purchase nursery would have been destroyed as part of the road works along George St.
Archaeological – Aboriginal	Aboriginal Cultural Assessment Report – p39-40	One Aboriginal object (artefact) was identified at PLR PAD 2 – Queens Wharf reserve -- subsequently designated as site PLR AFT 1. The artefact comprised a small non-diagnostic flaked piece of silcrete recovered from a highly disturbed context. The extent of both modern and historical disturbance in this area has impacted any once-present in situ deposit. The recovered artefact is in a secondary context (i.e. not in situ) and is not representative of an archaeological deposit at this location. The area displays no additional archaeological potential.	Parramatta City Council records should downgrade the Aboriginal sensitivity of the area given that it has been highly disturbed.
Acoustic	PLR_EIS_Volume 1B - P13-80	<p>For the future operations (10 years after opening) scenario in the Parramatta CBD precinct, exceedances of the noise trigger levels are predicted at 13 non-residential sensitive receivers. These locations include: St. John's Anglican Cathedral Church on Church Street, Leigh Memorial Church on Macquarie Street and Church of St. John the Baptist on George Street.</p> <p>The property owners would be consulted further during the detailed design of the project to confirm if this site contains vibration sensitive equipment, and the form of mitigation required to avoid vibration impacts.</p>	<p>We would like to be consulted during the detailed design phase.</p> <p>Mitigates could include:</p> <ul style="list-style-type: none"> - Installation of rubber barriers on tracks to minimise the noise impact on our Church as trams pass through; and - Limiting the speed limit through this area.
Landscape	Landscape and Visual Impact Assessment	<p>Queen's Wharf Reserve The Queen's Wharf Reserve extends along the southern bank of the Parramatta River, immediately east of the MacArthur Street bridge. It is a historic landscape with local and state heritage significance, including the HMAS Parramatta stern and memorial beside the river, with interpretation signage. The reserve includes a mature framework of trees over footpaths and seats. The trees provide a sense of enclosure to the reserve, shade and amenity to the pedestrian footpaths and separation from the adjacent traffic on George Street.</p> <p>Overall, it is expected that there would be a noticeable reduction in the landscape quality of this reserve, which is of regional sensitivity, resulting in a moderate adverse landscape impact during operation.</p>	We are supportive of the reintroduction of mature trees and the introduction of grass track treatments.

Option 2: Light Rail Track Alignment