

Submission by Kingsford South Precinct representing over 5,000 residents in Kingsford

The timeframe of two weeks is insufficient. The closing date for submissions should be extended through to early February as there is not enough time to allow adequate scrutiny during one of the busiest times of year- object.

The amount of time required to adequately analyse what details are included such as 'noise exceedance', is not possible with such a short public exhibition period.

The bulk of the community work full time and only can address these changes, which appeared with no advance notice, late at night or on weekends which are fully occupied at this time of year.

Premier Baird keeps saying he is open to consultation and transparency yet this entire process with this report and short period to examine it suggest otherwise, and that other hidden agendas are in play.

Why do the SCG/SSG Trust and ATC get their wish list completely fulfilled at the community's expense while Randwick gets totally ignored +/- punished by the proposed changes?

The lack of sufficient information provided coupled with inaccurate information included on many of the changes does not put the community in the position to realistically form a true considered opinion - perhaps that is the intent of the State Government.

In an increasingly common trait that this State Government is exhibiting there are many grandiose or sweeping claims made in this report but there is no substantiation made of virtually all claims made in the Modifications Report.

Having heard throughout the sorry saga that is the CSELR of repeated claims of 'minimal impact' yet no substantiation or detailed justification is provided, asking the community it 'trust' that it will be fixed is unsatisfactory. Present the evidence or retract the claims.

How can TfNSW possibly claim that the loss of right hand turn from Alison into Darley Rd forcing large numbers of vehicles to detour up to 2.5km through local roads to access Centennial Park will have minimal impact? Try shutting the access to State Parliament's car park from the rear and see what happens!

Why does the ATC have the LR moved from in front of the proposed 8 story hotel at the expense of over 50 significant trees in Centennial Park as well as the cycle ways and pedestrian pathways?

Moving the stop from in front of Randwick Racecourse to occupy park land creates enormous safety issues and increases traffic delays on Alison Rd due to need for racecourse users to stream across the six lane roadway.

The proposed changes to the flood levy banks increases the risk of severe inundation throughout Kensington especially with the vibration impact of 120+ tonne LRVs with metal wheels on metal tracks rocketing alongside within one or two metres of the levy. In May 2003 all transport was stopped due to fears of levy collapse and now the proposal is to increase the flood water held back by between 30,000 cubic metres or more. Where are the detailed geological and engineering surveys substantiating the claims made within this report?

Placing much of Kensington at risk for the sake of saving the winning consortium a few million dollars is an insult to the community.

Submission by Kingsford South Precinct representing over 5,000 residents in Kingsford

Who will indemnify residents if the levy banks fail?

If the driver is forced to use cameras to check every exit/entry before closing the doors then journey times will blow out, otherwise the community safety is put at risk. How is this supposed to be different to the situation with trains where a platform attendant ensure public safety?

Given the significant increase in length of the trains from 45 to 66m, an increase of over 45% why have the traffic modelling, traffic intersection phase modelling, journey times, capacity modelling and LATM plans not been redone?.

How can the community be expected to examine this report when crucial substantiation is missing especially as previously the community was repeatedly told that many of these issues 'addressed' by the report - were not issues at all? .

How can one driver observe all the door openings for the 66m train length when the normal operating model assumes 5 people standing per square metre - so direct line of sight will be impossible?.

No information has been provided to satisfy the community that coupling two separate trains together with satisfy 'crashworthiness' or 'buff strength requirements'. Since the Inner West Light Rail failed to meet Australian Standards of Independent Access for the mobility impaired - saying 'trust us' rings hollow.

What different safety requirements are there for coupling two trains together? Why were they not provided to allow full consideration?

What implications on speeds are there from coupling together two trains? Why were the safety impacts not covered? What is the 'buff strength' required for these coupled trains?

The proposed change to the entry/exit of the LR onto Anzac Parade heading to Kingsford destroys more trees and creates an adverse impact on the surrounding intersection operation - making it especially dangerous for cyclists.

Why have the safety impacts for cyclists not been covered?

Increasing the ground level at the Stabling facility will exacerbate flooding elsewhere as it currently serves as a retention basis that mitigates flooding in surrounding streets. It is not acceptable to improve the return to the winning consortium at the expense of Randwick residents.

Declaring 'minor' increases in noise impacts at 86 sites is disingenuous since this project has been given twice the normal margin above existing background noise levels to any other project in NSW history.

Stating that there is no vibration impact from running 66m trains at speed alongside flood levy banks is insulting and cause for concern at its inaccuracy

Forcing 2,000 or more students from Sydney Boys and Sydney Girls High Schools to cross the LR rails poses a safety risk.

Submission by Kingsford South Precinct representing over 5,000 residents in Kingsford

The platform is not big enough to fit the 2,000+ students from Sydney Boys and Sydney Girls High Schools, all heading into Central, safely.

Closing the subway for the revised Moore park station creates public safety risks.

Mobility impaired individuals, parents with prams, and elderly with canes are put at risk by the changes to the Moore Park stop.

<b>T.3</b>	Where the loss of trees is unable to be mitigated, trees removed as a result of the CSELR would be offset in accordance with the Transport for NSW <i>Vegetation Offset Guide</i> (Transport for NSW 2013), which includes a principle of replacing 'the amenity/visual landscape value of vegetation removed' even if the vegetation may not have significant ecological value. Replacement plantings would be agreed in accordance with the CSELR Landscape Strategy (Appendix F of the EIS) and consultation with relevant stakeholders. Replacement plantings would be maintained by the Operator (or as otherwise agreed with any relevant stakeholders) for a period no greater than two years.
------------	---

- ◇ As the reason stated for the removal of the trees is to prevent branches interfering with the Catenary wires or their supports - then not to acknowledge this permanent loss of trees in the immediate vicinity of the CSELR is deceptive - the loss of greenery for great lengths of the route will be permanent. To suggest otherwise is misleading.

CSELR EIS ID	Environmental management measure – construction phase	Modification(s) to which the management measures would be applicable
V.20	<p>The following mitigation measures would be implemented for Centennial Park, Moore Park, Queens Park and the Moore Park Conservation Area:</p> <ul style="list-style-type: none"> <li>▪ The area required for excavation would be minimised to reduce the impact of the works on Moore Park.</li> <li>▪ The size and form of the tunnel portal structures would be as recessive as possible to reduce permanent visual impacts on the landscape of Moore Park. Any new structures/infrastructure would be recessive and allow the broader landscape to remain the dominant feature.</li> <li>▪ The location and design of the Moore Park stop would minimise impacts on significant views of the Sydney Cricket Ground and former RAS buildings from Anzac Parade and within Moore Park.</li> <li>▪ Where feasible, areas excavated for construction of the CSELR would be reinstated to the current condition on completion of construction. This includes areas to be used for construction compounds/laydown areas.</li> <li>▪ A photographic archival recording of the areas of Moore Park that would be subject to impacts from construction of the CSELR, including the Anzac Parade avenue of trees, would be undertaken prior to works commencing.</li> <li>▪ <a href="#">Works in this HAMU may require some open area excavation and archival recording during site works, as well as post excavation analysis and reporting (limited to the extent of the area affected by the CSELR proposal). The nature and intactness of the archaeological resource may warrant interpretation.</a></li> </ul>	<ul style="list-style-type: none"> <li>▪ Moore Park stop arrangement</li> <li>▪ Realignment of light rail alignment along Alison Road (including the relocation of Royal Randwick Racecourse stop)</li> <li>▪ Increase to existing levee bank in Centennial Park</li> <li>▪ Revised construction methodology for the tunnel under Anzac Parade</li> </ul>

- ◇ If placing a ramp on top of a stop at Moore Park is considered 'unsightly' the how can extending the wires for over 300m along currently pristine park lands together with over 50 significant mature trees, that are to be destroyed, not be considered much worse and not even be entertained.
- ◇ The 'vista' looking north towards Centennial Park from in front of Royal Randwick Racecourse has far more environmental value than the vista looking east from Moore Park to the Sydney Sports Ground. Yet to preserve that vista requires reducing public safety whilst in contrast destroying a significantly more iconic vista does not merit consideration - disgusting disregard for the community.

<b>V.21</b>	Where significant trees must be removed in the Martin Road Conservation Area suitable replacements would be made, where possible, to screen the conservation area from the CSELR.	<ul style="list-style-type: none"> <li>▪ Realignment of light rail track at the Anzac Parade/Alison Road intersection</li> </ul>
-------------	---	--

- ◇ It is insulting to on one hand say suitable 'replacements would be made' but then immediately negates the response with 'where possible'. At the outset it should be known if this is possible. To suggest otherwise is disingenuous.

## Submission by Kingsford South Precinct representing over 5,000 residents in Kingsford

Table 4.3 Revised environmental management measures for the CSELR proposal – operation

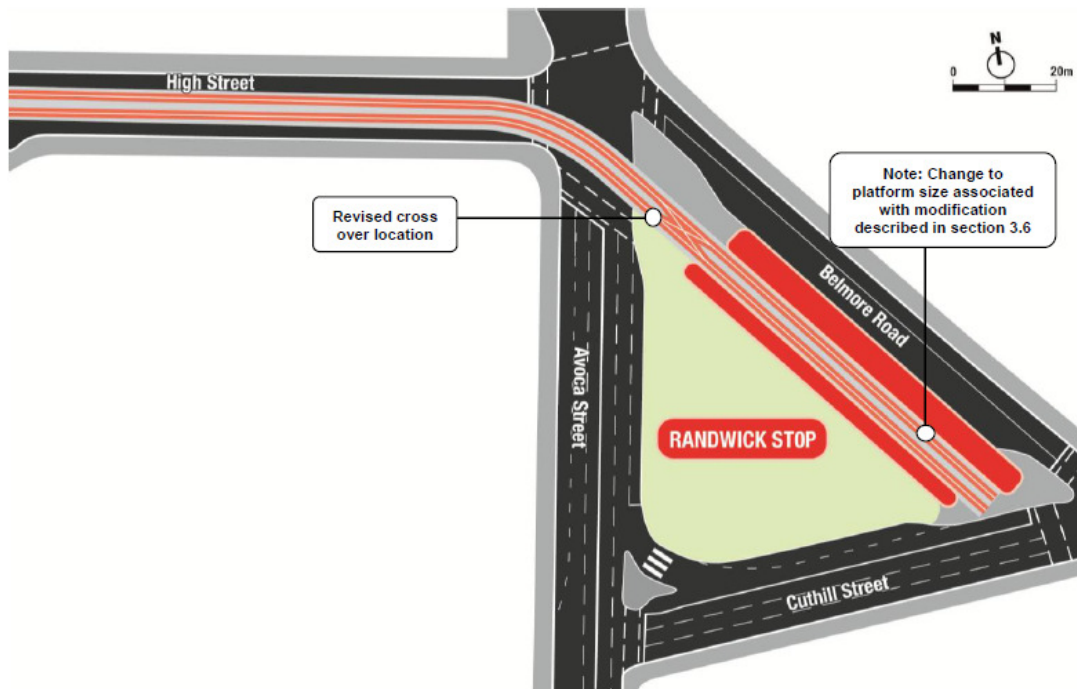
CSELR EIS ID	Environmental management measure – operational phase	Modification(s) to which the management measures would be applicable
<b>Traffic, transport and access</b>		
AH.6	<p>The following intersections would be signalised as part of the CSELR to manage light rail conflicts with pedestrian and traffic movements:</p> <ul style="list-style-type: none"> <li>Devonshire Street/Marlborough Street intersection.</li> <li>Devonshire Street/Bourke Street intersection.</li> <li>South Dowling Street southbound and northbound traffic lanes at the CSELR crossing point.</li> <li>Wansey Road/Alison Road intersection would be signalised (on all arms) to provide pedestrian access from the residential catchments in the north and east to the Wansey Road stop.</li> <li>High Street/Wansey Road intersection would be signalised to accommodate pedestrians and the light rail turning movements between Wansey Road and High Street. Pedestrian crossings would be provided across Wansey Road and the eastern arm of High Street as a minimum, which would replace the existing zebra crossing on High Street.</li> <li>High Street/Hospital Road intersection.</li> <li>High Street/Clara Street intersection.</li> <li>The existing Nine Ways roundabout would be reconstructed and upgraded to incorporate traffic signals.</li> </ul>	<ul style="list-style-type: none"> <li>Realignment of light rail alignment along Alison Road (including the relocation of Royal Randwick Racecourse stop)</li> </ul>

- ◇ Given the 47% increase in train length where is the detailed traffic modelling analysis and adverse impact on traffic volumes/congestion due to this increase in length?
- ◇ As the trains do not have the ability, even with absolute priority accorded by PTIPs, to interrupt a pedestrian crossing phase, the longer time frame required to clear an intersection will be more disruptive to traffic flows.
- ◇ On High St, when considered in conjunction with the required clearance for a pedestrian crossing on both sides of the intersection, the area within the intersection itself combined with the potential of two trains being held up implies no access for emergency vehicles. Where is discussion of this issues and substantiation that this is not a safety issue?

AH.23	<p>The off-road shared pedestrian and cyclist path between Darley Road and Wansey Road would be reinstated between the proposed CSELR route and Royal Randwick racecourse.</p>	<ul style="list-style-type: none"> <li>Realignment of light rail alignment along Alison Road (including the relocation of Royal Randwick Racecourse stop)</li> <li>Increase to existing levee bank in Centennial Park</li> </ul>
-------	--	--

- ◇ How can the community make any considered judgement when there is no detail provided - insulting and deceptive approach by TfNSW?
- ◇ This vague reference with no detail of where these paths will be, how much narrower the paths will be, how the pathways will be impacted by thousands of 'worse for wear' racegoers, concert/event customers crossing over these pathways?
- ◇ What side of the roadway will these be on? North or South?
- ◇ How will mobility impaired individuals who move at significantly slower speeds be protected from cyclists travelling at up to and over 40 kmh?
- ◇ Given high volumes of 'projected' use by Randwick TAFE and residents east of the stop - how will the safety of cyclists be guaranteed? Will there be fines for pedestrians accessing the bikeways?

Figure 5.1 Approved location of the High Street LRV crossover location



Note: Indicative only. Subject to detailed design.

Figure 5.2 Proposed modification to the High Street LRV crossover location

102 Parsons Brinckerhoff

- ◇ Buses required to make a 135 degree turn heading west out of Belmore Rd into Avoca St.
- ◇ Pedestrians forced to compete with train passengers when trying to walk along the footpath along Belmore/Cuthill or Avoca St.
- ◇ Why are the footpaths eating into High Cross Park not shown along the Cuthill St or Avoca St frontages? Misleading and deceptive images.

## 5.3 Minor amendments to project boundary

As part of the ongoing refinement of the design of the project following project approval, a series of minor increases in the project footprint have been identified in order to fully capture the proposed works relating to the project. In general, the refinement of the approved project footprint has been identified to capture the extent of road works required to a number of side streets (in particular within the CBD precinct).

The location and proposed increase to the approved project footprint are provided in Table 5.1 below.

Table 5.1 Proposed changes to the approved project footprint

Location of additional land required	Proposed change to approved footprint
Loftus Street	Approximately 65 metres of additional road reserve to the south
Pitt Street	Approximately 60 metres of additional road reserve to the south
Essex Street	Approximately 20 metres of additional road reserve to the west
Bridge Street	Approximately 60 metres of additional road reserve to the east
Grosvenor Street	Approximately 45 metres of additional road reserve to the west
Margaret Street	Approximately 25 metres of additional road reserve to the west
King Street	Approximately 55 metres of additional road reserve to the west
Druitt Street	Approximately 15 metres of additional road reserve to the west
Campbell Street	Approximately 25 metres of additional road reserve to the east
Sussex Street	An additional area of Sussex Street approximately 60 metres by 20 metres
Ultimo Road	Approximately 20 metres of additional road reserve to the west
George Street	Approximately 35 metres of additional road reserve to the south
Elizabeth Street	Approximately 7 metres of additional road reserve to the north
Chalmers Street	Approximately 135 metres of additional road reserve to the south
Crown Street	Approximately 55 metres of additional road reserve to the south
Bourke Street	Approximately 35 metres of additional road reserve to the south
South Dowling Street	Approximately 40 metres of additional road reserve to the south
Anzac Parade/Cleveland Street	Two additional areas of Anzac Parade approximately 70 metres by 160 metres and 20 metres by 140 metres
Lang Road	Approximately 50 metres of additional road reserve to the east
Anzac Parade/Martin Road	Approximately 150 metres of additional road reserve along Anzac Parade to the north of the intersection with Alison Road
Alison Road	Additional land to the north of Alison Road, between Doncaster Avenue and Darley Road to accommodate the revised alignment (refer to section 3.7)
Barker Street (near Anzac Parade)	Approximately 60 metres of additional road reserve to the west