

Centennial Parklands Community Consultative Committee  
Centennial Park and Moore Park Trust  
c/o Locked Bag 15  
Paddington NSW 2021  
[ccc@cp.nsw.gov.au](mailto:ccc@cp.nsw.gov.au)

Date 18 December 2014

**Via email to Karen Jones**

**Re: Modification to CBD and South East Light Rail Project**

**Submission from Centennial Parklands Community Consultative Committee**

The Centennial Parklands Community Consultative Committee (CCC) is a statutory appointed advisory body whose role is to represent a broad range of community interests to the Centennial Park and Moore Park Trust.

Dear Ms Jones

Thank you for the opportunity for the Centennial Parklands Community Consultative Committee to comment on the latest modifications to the CBD and South East Light Rail Project.

While the committee is in favour of most of the modifications, we would like to register our concern about the following:

1. The stop that was originally placed on the Royal Randwick side of Alison Road has now been located alongside the flood levee on the Centennial Parklands side. This seems the wrong side of the road for us on three grounds:
  - a. On race days thousands of people, often inebriated, will be required to cross the busy road on race days to reach the stop;
  - b. It is not an existing busy entry point for Centennial Park, so there is no real service need for the stop to be located there;
  - c. The potential for flooding within the Parklands side of the levee could, potentially, increase. We would ask that you conduct a full flood assessment of this sensitive area in advance of any final decision.
2. The removal of the right hand turning option from Alison Road onto Darley Street for motorists coming from Randwick. Our objection to this is:
  - a. The blocking of access like this for people coming from Randwick will be most inconvenient for park users, TAFE students, and residents. We would ask that you do an analysis of traffic use for this site, not just for a couple of hours over one day, but over a substantial period of a regular working week – and weekend.

3. We note the amendments to the design of the Moore Park stop on Anzac Parade. The inclusion of this 'subterranean' access route, and compensating reduction in height of the original plan for the stop, makes sense to us.
4. We also note the deviation of Anzac Parade onto Moore Park during the construction phase, and that proposed Anzac Parade tunnel has varied from the original proposal.

Yours faithfully

Vivienne Skinner

Member, Centennial Parklands Community Consultative Committee