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Submission :

**CBD and SE Light Rail
Modification 4 (SS1 6042)**

Stop Changes - High Street Randwick

1. Relocation of the Randwick Terminus from High Cross Park to the eastern end of High St.

(a) I support this change for all the environmental and heritage reasons that are listed on p viii.

However, I am disappointed that there will still be long-term impacts to High Cross Park. The undergrounding of the 16m long substation on the eastern side of the Park will still have an impact.
The Park should totally be left alone.

Already this project is having significant impacts on very important Parklands in our area with the gouging of virtually another road through Moore Park and even intruding into the edges of Centennial Park; and the loss of shaded roads and walkways along the route from Alison Road to Randwick. These impacts will seemingly never lessen since the light rail's overhead wires must obviously be kept clear of trees.

(b) Figure 3.4 gives a visual representation of the High Street Light Rail stop.

- * It seems there is no evidence of seating in this area. There is little shade. Will the pictured trees actually exist?
- * The Superintendents Cottage, of great heritage significance, will provide the drivers' amenity facilities. I hope the building is allowed to have some other respected purposes as well.

(c) Is there any guarantee that impacts will be as minimal as possible?

A community drop-in session at Randwick TAFE on November 30 gave the opportunity for asking questions about this modification.

* There were several representatives at the 'tree table', presumably because of the local concern about the extensive loss of trees as a result of this light rail route. Even at this stage, with work due to continue on Alison Road from January, there was not possible an exact picture of tree removal in Wansey Road. Perhaps a 'hope' was expressed that not all the trees will go. One young consultant said that only the trees at the corner of Alison Road and Wansey Road would go, but he was apparently not right.

Is there an independent, and / or Randwick Council, environmental consultant as part of the work to make sure that every care is taken?

* I would very much expect that a similar hands on environmental participation is part of any work adjacent to Centennial Park.

2. Wansey Cottage demolition.

I am very disappointed to see the ease with which this is proposed. Appendix E shows that even with the DA (2011) for the development of horse facilities (including 2 storey buildings) in this area, the cottage and its curtilage could well be retained.

The cottage is clearly at a land level well below road level. The changes to High Street light rail stops have nothing to do with Wansey Cottage.

I strongly object to this easy discarding of any heritage item. It is obvious that the light rail creates a streetscape exactly the same wherever it goes in Sydney. Every opportunity should be taken to retain local character. It seems insulting to suggest that the heritage can be retained by placing photos of the cottage, after demolition, at the light rail stop.

3. Western Sydney and the CBD and SE Light Rail.

The media has reported proposals for light rail to be developed around Parramatta. There have been complaints that while developers there will be able to levy home (unit) buyers to pay for this, the Eastern Suburbs are levy free.

I think you should publicize that the CBD and SELR is **not really for the Eastern Suburbs**. Clearly it aims to bring large numbers of people quickly from Central to UNSW, football and cricket, the races. It will certainly provide far fewer travel options for residents than the current bus system allows.

*** For example, access to POWH.** It struck me how difficult it will be for People from Kingsford and Kensington to go to the hospital. If buses no longer run to and stop at the hospital, the option is light rail to Moore Park and then light rail back to Randwick. This change is not really a benefit for local residents.

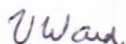
Conclusion.

It is disappointing that there cannot be aspects of this project that do not have associated negative impacts. It seemed to be a wonderful outcome that High Cross Park was not going to be the interchange - but it is not being left alone.

Obviously there are all sorts of negative impacts from every part of the CBD and SELR. There are people whose homes are being impacted, there are businesses who fear for their very existence, there will be surrounding traffic impacts. But those seriously adverse impacts will happen from your project even if our very few parklands are protected.

It matters that High Cross Park is not impacted.

Yours sincerely



Vivien Ward