

17 December 2015

Mr. V. Shapilsky & Mrs. T. Limonis
23 Arthur Street
Randwick NSW 2031

Randwick City Council

21 DEC 2015

Records Receiver

At: Ray Brownlee, General Manager,
30 Frances Street
Randwick NSW 2031

RE: Communication with resident about relocation of Randwick Light Rail Terminus

Dear Sir,

This Friday we received the Transport for NSW newsletter with the article about Randwick Light Rail Terminus consultation. I have searched and located documentation for "Modification 4 - CBD and South East Light Rail Project" on NSW DP&E website. I started preparing the submission identifying number of inconsistencies and bias in option evaluation, but realised that the consultation period is expired. Some of the issues I would have raised are:

- The original approved terminus location was the optimal in my opinion utilising wide unused footpath adjacent to High Cross Park, low demand parking and traffic lane, and providing access to the busy entertainment precinct at The Spot, adjacent new high-rise developments on Coogee Bay road and to the beach. Minimal impact on only few 1-2 storey mixed use properties along Belmore rd and young trees along eastern side of High Cross Park. This option retained main park area.
- The new terminus location at High street would have been feasible if the development like Bondi Junction multimodal and multistorey terminus was planned, but as proposed it will definitely create havoc in already very busy pedestrian and vehicular traffic.
- The claimed benefits of relocation are overstated, e.g. accessibility to Randwick shopping centre along Avoca Street is as good as the new proposal, and the main access to Prince of Wales and Children Hospital can be easier from previous stop. On the opposite this option removes the major benefit of direct bus-light rail interchange in approved terminus location.
- Improvement to the operation of one intersection at Avoca & Belmore road is offset with major disruptions to other intersections and construction of additional intersections.
- Major negative impact of the proposal is not limited to additional loss of parking, which is in a great deficit now, and "minor modifications to existing traffic". The new proposal will result in major traffic changes, substantial construction works to provide access to impacted properties, major road and intersections construction works and disruptions in the surrounding streets with overall major additional costs and delays.

There are numerous inconsistencies between main report and appendices, e.g. main report quotes loss of 32 parking spots on Arthur Street, while Appendix B states at least 52 spots (page iv and 61, App. B).

I noted that our residence is within the area of letter-drop by the Transport for NSW advising of proposed change; however we did not receive any such letter.

But the most disappointing for us is that our own council did not contact the residents who are **directly impacted** by the proposed change. The quite suburban side street we used to live in will now become the main traffic thoroughfare, with traffic increase to 3,5 times the volumes in approved project (page iv and 61, App. B) and the predicted noise levels 5 dBA higher than approved terminus option and 7 dBA higher than currently measured. It would also undermine current proposal to use Arthur Street as the cycle route.

I checked with our neighbour at No.21 Arthur Street, and they also did not receive any communication from the Council on this matter.

I would like to find out:

- if there were any communications to the Arthur Street residents during the evaluation and public exhibition of the new terminus location proposal, and
- what are the current proposals to mitigate the noise and other impacts on the Arthur Street residents.

I would like to hear from you as soon as possible. Please do not hesitate to contact me on the below numbers.

Yours Faithfully,
Victor Shapilsky



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