

9 December 2013

Dear Sir / Madam

RE: CBD and South East Light Rail Project, Environmental Impact Statement

Having viewed the CSELR EIS, I would like to make some comments and suggestions.

Terminus at Randwick

I am opposed to the light rail terminating in High Cross Park. As well as destroying the integrity of this historic park, the location of the terminus would be most inconvenient for the many people alighting who need to visit Prince of Wales Hospital. From High Cross Park, it is a relatively long walk to the Emergency Department and other important areas of the hospital. The walk would involve crossing busy Avoca Street and walking a considerable distance down busy High Street before the large hospital campus is reached. Such a walk far from ideal for many of the people who need to visit the hospital.

I think a better alternative would be to locate the terminus on the site of the building at 130-148 Belmore Road that contains a Coles Supermarket, AMF ten pin bowling, a shopping arcade and underground car park. This shopping centre was inferior when I first came to live in Randwick in 1989. It has not improved since and is inadequate in all respects.

My suggestion would be to acquire this outmoded commercial facility and any adjacent properties required, and demolish them. They could be replaced with a multipurpose structure containing:

- Light rail terminus.
- Bus interchange.
- Several levels of car parking.
- Shopping centre including supermarket.
- Hotel and or residential apartments.
- Moving walkways (travelators):
 - passing under High Street to Prince of Wales Hospital.
 - passing under Belmore Road to Royal Randwick shopping centre.
 - passing under Avoca Street to High Cross Park.

Terminus at Bundock Street

Another suggestion made to me (and compatible with the above suggestion), was that if the light rail line was extended south along Avoca Street to Bundock Street, the Randwick Barracks land would provide:

- A suitably spacious site for the Light Rail terminus.
- Space for a bus interchange for services from Maroubra.
- Space for a stabling facility for light rail vehicles.

Extension of the Light Rail to Bundock Street would also enable a stop at either Soudan Street or St Pauls Street that could service, with short walking distances, both the Prince of Wales Hospital Emergency Department and the Spot entertainment precinct.

Stop at Moore Park

I appreciate that to protect journey times, the number of stops needs to be restricted. Therefore, it is essential that all stops are positioned so as to best serve the locality in which they are located.

I think the Moore Park stop is particularly poorly positioned. On a week day, it will not serve any commuters, as it is situated in the middle of park land. It will only serve the students of two high schools and those few people who travel to the Entertainment Quarter by public transport. On weekend afternoons and evenings, it will serve people attending sporting fixtures and the few other events held at the Sydney Cricket Ground and Sydney Football Stadium.

I suggest the Moore Park stop be abandoned and the route realigned from when heading east, it crosses the Eastern Distributor. I suggest turning the route back slightly to the north, leading to a stop in the vicinity of Driver Avenue immediately to the north of Kippax Lake. This location would be ideal for:

- A footpath and / or travelator to Moore Park Road with a pedestrian tunnel under Moore Park Road emerging in Oatley Road that would draw patronage from Paddington.
- Short and safe (car free) walking to the Sydney Cricket Ground and Sydney Football Stadium.
- Slightly longer (but not excessive) walking to the two high schools and the Entertainment Quarter.

Thank you

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