

## **Submission in response to the EIS on the South East Light Rail Project.**

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Thankyou for the opportunity to comment on the EIS.

I attended the public display facilities on Anzac Parade held over the recent weekends. Congratulations on such a well organised and resourced process.

### **Placement of tracks**

However I was concerned with the lack of clear visualisation and mapping of the exact placement of the light rail tracks as the system travels alongside Anzac Parade along the length of the Moore Park playing fields between the SCG and Alison Road and on to Randwick Racecourse.

The maps do not accurately show the proposed route of the tracks. Indeed the maps all show the tracks to be on the bus lane rather than inside the playing fields. These fields, particularly those along Robertson Rd are used 7 days a week and are probably the most widely used part of the whole Centennial Park precinct.

At 10 metres wide, the current proposed route cuts at least 1 hectare of land from the park. This is unacceptable without a clear plan to replace lost trees and any sound abatement mounds in the Robertson Road area.

It seems much more logical to **place the tram lines on the existing bus way**. The buses could run on the same road with pull offs for the stops, or alternatively be rerouted on to Anzac Road with similar pull off lanes for the stops.

### **Tennis Court Car Park**

The line also apparently goes through the car park near the tennis courts on the corner of Lang Rd and Anzac Parade. I could not find any proposal or discussion in the EIS regarding replacement of this car parking facility, which will displace 34 cars into Robertson Rd. Robertson Rd parking is already at a premium during all sporting fixtures on the playing fields and netball courts. Indeed on Saturdays and on weekday evenings during netball games, there is no parking available on Robertson Rd. There is rarely room for 5 more cars, let alone 30. **The lost car parking spots need to be replaced in the same area.**

### **Operation of Alison Rd / Anzac Parade intersection**

There is also uncertainty about the operation of the junction at the corner of Alison Road and Anzac Parade. How will this work? Currently pedestrians and cyclists have right of way over the buses. How will this work if there are 2 tram routes (4 sets of tracks) and a bus road at that corner? The EIS says that the cycleway will not be effected. How this is possible, is not canvassed.

### **Lack of Stops.**

There is currently about 2 km between the stops at Randwick Racecourse (a facility used on a very limited number of days each year) and the SCG (which also operates

only occasionally). The Moore Park Robertson Rd playing fields are used every day and the netball courts are used 3 nights a week for much of the year. And yet there is no stop proposed for this area. **A stop near the corner of Lang Rd adjacent to the tennis courts would serve the playing fields and the Entertainment Quarter.** The proposed SCG stop is too far from either facility to be of use other than during big events at the SFS and SCG.

It is vitally important that this Light Rail project be used by as many people as possible. That means that it needs to have convenient stops for areas that are used every day, not just during the occasional sporting event at Randwick and the SCG/SFS. It needs to stop near where people want to go.

### **Conclusion**

It is clear that a more detailed plan of the exact route of the tracks needs to be circulated including the consequential changes to areas such as the Lang Rd car park, placement of stops and the operation of Alison/Anzac intersection. Residents need assurance that the tracks will run on, or at the same level as, the bus road to ensure the amenity of the park is not overly effected. Where possible the loss of open space should be kept to a minimum.

I look forward to more detail.

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