

Dear Sir/ Madam,

Please find enclosed **objections** and where the CSELR needs to be **improved**.

**1.The middle section (spine) of the proposed CSELR needs to be better designed.**

The CSELR route should be in a cut and cover tunnel for the entire middle section (spine) following the same proposed at-grade alignment including a cut and cover stop at Moore Park. Tunnel portals should be at the eastern side of South Dowling Street (As already proposed), on the eastern side of Doncaster Avenue adjacent to the southern side of Alison Road for the Randwick route and, in the centre reserve of Anzac Parade between Tay Street and Abbotford Street for the Kingsford route. Although this would increase the cost of the project marked additional benefits can be gained including:

- Reduced travel times. If the CSELR travel times to/ from the Sydney CBD are better than current buses it will be more widely accepted by regular commuters if /when they are forced to change modes from bus to light rail services. I also believe reduced travel times when compared to current buses is the key to the overall viability and success of this project including a future extension to Coogee Beach from the Randwick end and, a future extension to Maroubra Junction and Malabar from the Kingsford end.
- Reduced visual impacts and maintenance of vistas in the Moore Park Precinct, most noticeably no ugly stanchions and overhead wiring.
- Reduced bulk and massing of the Moore Park stop which is currently out of character in indicative drawings as it would no longer require an aboveground mezzanine level to access platforms. So that pedestrian flows before and after significant events move more quickly and efficiently side platforms with one way entrances (At the southern end) and one way exits (At the northern end) with a one way clockwise pedestrian flow around the existing AFL training field with new fencing would also work more safely. The stop could be in an open cutting with a simple full glass canopy roof with a similar design to what has been proposed at Rawson Place and Royal Randwick Racecourse stops. To further reduce visual impacts stop services and amenities could be located at platform level.
- Increased safety from light rail vehicles for pedestrians before and after significant events and everyday recreational users in the Moore Park Precinct.
- The separation of buses and light rail vehicles between Robertson Road and Doncaster Avenue increasing safety and efficiency.
- Reduced noise levels for everyday recreational users of the Moore Park Precinct.

## **2. The stop at UNSW on Anzac Parade is incorrectly located.**

- To keep the urban design principles of the CSELR simple and coherent the stop at UNSW on Anzac Parade should be an island platform in the centre reserve of the road. The platform should be accessed by a simple ramp access at the southern end of the platform down to a tunnel which goes from the UNSW University Mall to the western side of Anzac Parade. To keep the design simple and so that large volumes of people are able to flow quickly and efficiently through the tunnel, the access at both the UNSW University Mall and the western side of Anzac Parade should also be by a simple ramp access only without the need for lifts and/ or stairs. With appropriate fencing along Anzac Parade this would keep light rail commuters off of Anzac Parade as well as benefiting people who want to access the western side of Anzac Parade for buses and NIDA. As a result the existing pedestrian road crossing and traffic lights could be removed.

## **3. The stop design and layout at Kingsford is overcomplicated.**

- The stop design and layout at Kingsford is overcomplicated considering the stop will likely only be a terminus for a very short period of time with the next extension of the CSELR likely to be from Kingsford to Maroubra Junction and Malabar. As a result option 3 in '4.4.3 Kingsford stop and interchange layout and function' would appear to be the better option. If option 1 in '4.4.3 Kingsford stop and interchange layout and function' is constructed at this point in time it will be defunct and need to be redesigned as soon as any extension is constructed, in particular bus stop locations which would need to be relocated back onto the kerb side of Anzac Parade. Buses should also not share the light rail corridor between Kingsford and Strachan Street on Anzac Parade to increase safety and efficiency, and so that a future extension to Maroubra Junction and Malabar is already future proofed.

## **4. Circular Quay and Central Station stops need better all-weather protection.**

- As the stop at Circular Quay is a terminus in an open, unprotected all-weather area and the stop at Central Station is in an open, unprotected all-weather area and will handle significant volumes of commuters as a result of significant events at the Moore Park Precinct including being a terminus for special event light rail services both stops should have full glass canopy roofs similar to the Royal Randwick Racecourse and Rawson Place stops.

Yours faithfully,

Michael Lomas

DipTownPlan – Currently in the last year of BURP

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