

CBD & South East Light Rail Project

Environmental Impact Statement

Submission from South Sydney Junior Rugby League Club Ltd

About the club

South Sydney Junior Rugby League Club Ltd ("The Juniors") is a registered club with the primary purpose of promoting junior sport, particularly junior rugby league, in the South Sydney area.

The Juniors has been located on Anzac Parade, Kingsford for 57 years, and is now an integral part of the Kingsford entertainment precinct for both local residents and the broader South Sydney community. The Juniors is a not-for-profit, member-owned community organisation, which has approximately 45,000 members and more than 300 paid employees, with an annual wage expenditure of around \$14 million. The Juniors also utilises a significant number of local suppliers and contractors on a regular basis. The club contributes more than \$10 million per annum to the Government of New South Wales in gaming and payroll tax, as well as significant revenue to the federal government in GST payments. As such, The Juniors is an important epicentre of economic growth for the local community.

Additionally, The Juniors invests heavily in junior sport and local community organisations. The Juniors has over 4000 children playing football under its guardianship. The Juniors has between 900 and 1000 children in Learn to Swim and commits over \$300,000 in category 1 ClubGrant funding to over 30 local organisations.

The Juniors provides free live entertainment every Wednesday, Friday, Saturday and Sunday. Additionally, on Friday and Saturday, The Juniors hosts local and overseas headline acts in our show room. These shows attract considerable local and visitor interest. The Juniors also caters for local residents with other hobbies and interests, hosting 35 intra-clubs including euchre and canasta, darts club and an art club. These clubs are an important avenue for social inclusion, particularly among local seniors and retirees.

Each week, The Juniors hosts between 14,500 and 19,000 member and guest visitations to the club, each spending an average of \$50 to \$60 on hospitality-related products and services per visit. The Juniors works hard to minimise the number of vehicles that travel to and from the club, including by providing free or discounted courtesy buses to members to and from their local homes during peak hours.

Despite this, a significant number of these visitors use private vehicles to access the club.

About the proposed CSELR project

The Juniors supports the commitment by the NSW Government to provide a first class, integrated public transport network, including through the proposed CBD and South East Light Rail (CSELR) project.

The Juniors has a direct interest in ensuring that the CSELR project's design and implementation yield measurable results in reducing traffic congestion and increasing public convenience between the Sydney CBD and Kingsford, while minimising the disruption to local businesses and the existing public accessibility, including through the car parking currently available in front of the Club.

The CSELR proposal comprises the construction and operation of a new light rail service in Sydney, including approximately 12km of new track running from Circular Quay to Central, Kingsford and Randwick via Surry Hills and Moore Park.

The project proposes terminus stops at Randwick and Kingsford, which will operate as light rail and bus interchanges, with the south-east bus system to be re-designed to integrate with the light rail once it is operational. The proposed terminus and interchange at Kingsford is located within the wide central median island of Anzac Parade, south of the 'nineways' intersection (the Anzac Parade / Rainbow St / Gardeners Rd intersection currently controlled by a large roundabout). The terminus stop in Kingsford, with a potential substation site, is proposed to be located outside the Anzac Parade entrance to The Juniors.

Objections and Proposed Alternatives

The Juniors has strong objections to the Kingsford terminus being located at the entrance to the club. The Juniors is particularly concerned that the project proposes to remove around 350 on-street parking spots currently available to the public, and used primarily by members and visitors to the club particularly nights and weekends. Most of this parking will be removed from day one of construction.

The Juniors objects to the substantial loss of on-street parking along the CSELR alignment. These parking spaces provide an important support for the club's operations. A 700 metre radius catchment for review of alternative parking capacity is unrealistic, and does not reflect the distances pedestrians and customers would be prepared to walk to access the club, particularly given the number of young and elderly visitors to the club. Collecting evidence about how commercial/retail centres are currently accessed and used is critical to ensuring there is a robust basis from which to consider project impacts. Data needs to be gathered that can inform about aspects of the CSELR corridor and project.

The financial impact of the potential loss of up to 350 vehicles per day from accessing The Juniors would be severe. The club estimates a conservative weekly reduction in revenue of between \$78,750 and \$135,000 based on current patron expenditure and vehicle use. An outline of the impact is included at Attachment A.

Therefore, The Juniors would advocate for a multi story car park to be built on the car park known as the Market Car Park prior to commencement of any work. This would service not only The Juniors, but a significant amount of businesses along Anzac Parade at Kingsford, as well as returning the side streets back to the residents.

Alternatively, The Juniors urges consideration be given to regain parking spaces within a block of each alignment, and for an alternative underground parking lot be constructed, potentially under the proposed substation. This would require an examination of each and every street block along each alignment to ascertain whether angle parking and or one-way systems could be introduced in order to recover, in close proximity, all of the parking spaces removed from the alignment.

The Juniors notes that Randwick Council does not support the proposed location of the Kingsford interchange and would prefer the option of extending the light rail alignment to Maroubra Junction, or as a minimum create an additional stop (comprising the interchange) further south near Botany Street. A change with the termination at Maroubra Junction would allow other on street parking along the Light Rail route as well as being able to remove the current Bus Lane at Kingsford which would free up around another 40 parking spaces. The Juniors would support and prefer this alternative.

Conclusion

The Juniors has been a major entertainment venue in the Eastern Suburbs for over 50 years providing jobs both direct and indirect for people in our community as well as tangible and intangible support and benefits to many people and charitable organisations.

The Juniors strongly urges the Department of Planning and Infrastructure and Transport for NSW to engage in further consultation with The Juniors, Randwick Council and other stakeholders to discuss:

- parking supply;
- location of pedestrian crossings, as this will have a large effect on the safety of our members in particular our many older members and the large number of children learning to swim as well as using our family oriented dining areas.
- bus priority measures and possible diversions; and
- details of the communication/consultation/information program to ensure timely and widely accessible information is provided to residents, businesses and people travelling to and from The Juniors.

Geoffrey Knight

CEO

Impact on the Club as a Result of the Light Rail Project – Attachment A

For the 2013 year to date the Club is averaging 15,900 visitations per week with revenue from our main departments averaging \$910,000 per week. This equates to a per visit spend of \$57.

The examples below are using 15,000 visitations per week and a per visit spend of \$45, to be conservative.

With the potential to lose all 350 parking spaces daily and the fact that many are turned over more than once and carry more than one person, we believe the tables below show the potential revenue decrease conservatively.

Visitations	Per Visit Spend	Spaces lost	Car parking Space reduction	Weekly Revenue Reduction	Annual Reduction
15000	\$45	250 per day x 7 Days	1750	\$78,750	\$4,095,000
15000	\$45	350 per day x 7 Days	2450	\$110,250	\$5,733,000

The table above shows numbers based on only 250 or 350 people per day unable to attend the club based on the removal of all of the parking.

Visitations	Per Visit Spend	Spaces lost	Car parking Space reduction	Weekly Revenue Reduction	Annual Reduction
15000	\$45	300 per day x 4 Days	1200	\$54,000	\$2,808,000
15000	\$45	600 per day x 3 Days	1800	\$81,000	\$4,212,000
				\$135,000	\$7,020,000

The table above makes assumptions based lower losses through the week and greater losses on weekends as the car parks are full most of the day.

Obviously it could be less than the examples but conversely, it could be even worse than this.