

I thank you for this opportunity to comment on the Environmental Impact Statement (EIS) for the CBD and South East Light Rail (CSELR). From the outset I must say that I do not support light rail as I feel heavy rail would be the more appropriate and better solution that would provide better for the future demands and increased use of public transport. I do realise that consideration of heavy rail is outside the EIS but wanted to express my view about this nonetheless. Heavy rail would be a better solution particularly for Anzac Parade with light rail feeders at other points along the proposed route. This would preserve all of the parking, trees and garden beds that are to be sacrificed for that particular part of the SE light rail and additionally solve the current traffic congestion along Anzac Parade which many believe will only get worse with the introduction of light rail. However, should light rail be inevitable I do not feel that as it is currently proposed it achieves the best outcomes for our community of Randwick City.

I have lived in Randwick City for fourteen years and currently reside in Coogee.

This submission outlines the key issues I have with the proposal and provides a number of suggested alternatives for those issues when relevant and available.

Some key issues of concern to Coogee and surrounds include the following:

1. Hundreds of trees will be lost. Many of these are on the Randwick Significant Tree Register. The number being spoken of is 760. However, 60% of this loss will occur in Randwick, Kingsford and Kensington totalling a loss of about 400 trees. Other severe losses will be along Alison Road, Anzac Parade, Alison Road/Randwick Racecourse, Wansey Road/Randwick Racecourse and at High Cross Park. When you speak with the residents everyone wants more greenery and green spaces and not less. No one wants increased concrete and built form at the expense of green space. What will become of the wild life that resides in these trees and green spaces? And instead of these trees there will be overhead wires which visually are not attractive. Trees must be retained to minimise the loss of visual amenity the project will have within our City. At a time when developers are being encouraged to underground electricity wires for new development the fact that the introduction of light rail introduces more wires in lieu of trees is quite remarkable and surprising. Where significant trees are to be removed there must be replacement of at a very minimum semi mature species.

2. Hundreds of parking spaces will be lost. The number being spoken of is 885. However, 80% of this loss will occur in Randwick, Kingsford and Kensington. Under the current proposal all parking along the proposed route on Anzac Parade, Alison Road, Wansey Road and High Street will be lost totalling a loss of about 700 spaces. This will impact detrimentally on the residents, businesses and visitors to the area. It is a fallacy to think that with the introduction of light rail less people will drive. How is it fair for the residents of Wansey Road not to be able to access their homes easily or to have off-street parking for their families and visitors? The lack of parking is already a massive issue in our City and to exacerbate the situation by removing existing capacity does not make any sense.

*Proposed solution to Wansey Road problem: Move the light rail onto the Royal Randwick Racecourse resulting in saving of trees, parking and reducing the impact on adjacent residents.*

*Proposed solution to loss of parking spaces: Provide new parking spaces as close to the affected areas as possible i.e. on surrounding nearby streets.*

3. Pedestrian safety may be at risk in many places when accessing the light rail stations and particularly at the Kingsford interchange located at the very busy nine ways, on Anzac Parade in several areas (UNSW stop), Randwick Racecourse and at High Cross Park. A total re-education will

have to be undertaken and overhead or underground pedestrian walkways should be considered in these high trafficable areas. Crossing points will need to be carefully designed and managed.

4. High Cross Park which is a significant heritage area and park will disappear as the lawns and garden beds will go as this is where the trains will terminate and a terminus and associated rail lines will occupy much of it and it will also be the bus terminus requiring two sides to be utilised to serve the dozens of buses and their passengers as they transfer to and from the rail. I understand that the grounds will be concreted to facilitate pedestrian traffic to and from the buses/trains. This is unacceptable as this is the only public green space in this built up and very busy part of Randwick. Many seek solace here in their busy day for a bit of peace and quiet. Instead what is proposed is more chaos, structures and turning High Cross park into an active urban square.

I believe that The War Memorial will stay but who will come to pay their respects at a bustling terminus surrounded by concrete, I ask? How is this paying respect to the fallen? Who knows what will happen on significant days when solemn services coincide with hundreds of people scrambling from and to buses/trains let alone the disruption of trains coming and going every 3 minutes.

*Proposed solutions: Move the proposed Randwick interchange at High Cross Park to:*

- *High Street near the entrance to the Prince of Wales Hospital and the Children's Hospital or*
- *Why not take the rail down Avoca Street and utilise the massive (unused) median strip on the other side of the Rainbow Street/Avoca Street intersection (near the old army barracks) for terminus and bus interchange – this will also better accommodate people from South Coogee and Maroubra too or*
- *The top wide part of Coogee Bay Road (CBR) where CBR, Avoca and La Perouse road intersect or*
- *To some other location altogether.*

5. Traffic will be severely impacted within the proposed alignment and surrounding streets particularly in areas where the trains will automatically set the traffic lights to green every 3 minutes for e.g. at Avoca Street, Belmore Road, Moore Park and on Anzac Parade near the Kingsford interchange. This will cause severe inconvenience too many commuters and will add to our already gridlocked streets.

6. Many commuters will be severely inconvenienced as they will need to take more than one mode of transport to get them to and from work and other recreational activities as it is proposed that many local bus routes from Coogee and Maroubra will either cease (373, 376, M10, M50) or terminate at the Park (377). The community needs to be consulted about the changes to the south-eastern bus routes in conjunction with the exhibition of the EIS so as to fully be able to understand the impact the proposal will have on their daily lives as the existing bus system operating in Randwick City is the most heavily patronised bus region in the Sydney metropolitan area.

7. The EIS shows no Rail stop outside the Prince Of Wales/Sydney Children's hospitals. Currently buses from and to many destinations stop right outside the hospital entrances. With the Rail this will not be the case. Patients, visitors and staff will have to make their way up/down High St, across Avoca Street to High Cross Park. This is not practically possible for many who are ill, elderly, incapacitated etc. How is it proposed to move these great hordes of commuters from the terminus at High Cross Park to the hospitals at High Street in a safe and orderly manner without impacting on the already gridlocked traffic? The impact will be more gridlock and chaos in our streets at a possible cost to pedestrian safety. The lack of a stop outside the hospital also introduces safety concerns for staff who start or finish shifts after dark.

8. The distance between the stops is much greater than the current bus stop disadvantaging the elderly, families (parents with prams) and the incapacitated. Furthermore there is inadequate or no parking at the stops. The assumption that people will stop driving is not valid.

9. I am unclear exactly how severe the reduction in footpath widths will be along the alignment. Many areas for e.g. along Anzac Parade, Alison Road, High Street etc. are heavy pedestrian areas and can ill afford to lose any footpath areas. To do so is not ideal or practical especially with the numbers experienced during peak hours.

10. The line should be extended to Botany.

11. I do not agree with the stabling location proposed at the corner of Alison Road and Doncaster Avenue, Randwick as it will visually detract from the area and due to its close proximity to residences it will result in noise, vibration and privacy impacts for residents.

12. The impact to local businesses located along the route particularly in Anzac Parade will be detrimental due to the loss of parking, loading zones, taxi zones and reduction in footpaths. This will result in an economic cost/loss to local businesses that must be compensated somehow, especially as some of these businesses have been in their current position for decades.

13. The extent of loss of green space is of great concern.

14. I am concerned that the project may impact detrimentally on surrounding areas in relation to flooding, existing drainage, utilities and infrastructure.

15. I am concerned that the light rail may be insufficient to address the increased impacts of future population demands, including the State Governments suggested Urban Activation Precincts that are currently being investigated in our LGA.

While I understand that changes need to be made to our transport system for many reasons, however, any such changes need to be major improvements that can ensure the system will meet the current and future needs of Randwick City's community and key destinations. I look forward to being part of the ongoing consultation and contributing to a positive outcome.

Regards,  
Carla Giannakopoulos