

# Completing the La Perouse Light Rail Link

Unlocking Housing in Sydney's South-East

**BUSINESS  
SYDNEY**



The defining opportunity to address Sydney's housing crisis  
by completing the La Perouse Light Rail Link

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## **Acknowledgement of Country**

Business Sydney acknowledges the Traditional Owners of the land where we work and live. We pay our respects to Elders past, present and emerging. We celebrate the stories, culture and traditions of Aboriginal and Torres Strait Islanders of all communities who also work and live on this land.

## **BUSINESS SYDNEY**

Business Sydney is the voice for business in Sydney. We advocate, influence and deliver policies and outcomes to drive economic growth and create opportunities to invest, work, live and visit our city. For nearly two hundred years, we have worked to advance Sydney as a global, competitive and liveable city.

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# A Message from Business Sydney



This is no time for Sydney to give in to “infrastructure fatigue” after so many projects, including the game changing first stage of Sydney Light Rail, have been delivered or are in the process of being delivered. So much more needs to be done to build our wonderful city and, in the process, address one of its most pressing needs, a dramatic increase in housing supply.

Some projects almost suggest themselves and among them is extending light rail from the existing terminus at Juniors Kingsford all the way to La Perouse. It’s almost a case of completing “unfinished business” while at the same time opening up another public transport artery to deliver thousands of more homes at a time when Sydney needs them most. And it could deliver vastly more homes if extending light rail in Sydney’s south-east came with a decision to relocate the Long Bay correctional facility.

The future of the prison complex is a decision for this or a future NSW Government. The case for a La Perouse light rail extension is alive for three reasons:

- Simply looking at a map of south-east Sydney reveals that an extension of light rail from Kingsford to La Perouse is obvious. It suggests itself.
- Extension to La Perouse would lead to constructing thousands of new homes with mixed and higher density housing.
- Taking light rail all the way to La Perouse (where light rail last ran in the 1960s) would expand the light rail network, which in turn would also enhance the case for using light rail to boost housing supply along Parramatta Road, Victoria Road and Great Western Highway.

Business Sydney recommends an early decision on the part of the NSW Government to adopt the recommended extension of light rail to La Perouse.

It would be timely impetus for the extensive and ambitious infrastructure program that has been so much a part of Sydney for more than a decade.

Let’s keep building our great city.

**Paul Nicolaou**  
**Executive Director**  
**Business Sydney**



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# The Vision for La Perouse Light Rail

**More than 37,000 homes** along the extended light rail line to La Perouse could be unlocked along today's Anzac Parade corridor, adding significantly to Sydney's housing supply needs.

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The number of homes delivered could rise to as many as **over 53,000** if the project included the closure and relocation of the Long Bay correctional precinct.

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**Extending light rail to La Perouse is worth doing** with or without a decision on releasing the Long Bay site.

# Fact File on the La Perouse Light Rail Line

A La Perouse light rail line could be delivered as an extension to the existing L3 Line which currently terminates at Juniors Kingsford.

Potential features of the new line include:



**An alignment along Anzac Parade**, utilising the wide centre median that exists for most of the route

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**Around 8.5km in added length** connecting with the existing line to the CBD

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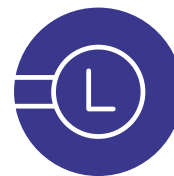
**Single-seat journey** from La Perouse to Circular Quay

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**Servicing the communities** of Kingsford, Maroubra, Matraville, Malabar, Chifley, Little Bay, Phillip Bay and La Perouse

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**Stops every 400–700m**, providing excellent coverage



**New, world-class** light rail vehicles



Seamlessly integrated with other forms of public transport and surrounding communities with a **key interchange at Maroubra Junction**



**Maroubra Junction to Central** in about 20 minutes, Long Bay to Central in about 30



**Turn-up and go** with high frequency operations



# The Case for Light Rail

Sydney desperately needs new homes.

More than 37,000 new homes could be delivered along today's Anzac Parade corridor. The number of new homes could increase to over 53,000 in the event of a decision on the future use of the Long Bay correctional precinct.

To attract development and then support new residents, convenient mass public transport is needed.

This is where light rail suggests itself as the right and obvious mass transit choice.





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# Light Rail's Compelling Attributes

## + **Attracts Housing Investment**

Light rail is proven in Sydney, elsewhere in Australia and around the world as a catalyst for housing investment.

A commitment to 'tracks in the ground' **signals that government is serious about supporting development**, while home buyers are extraordinarily attracted to living close to this convenient mode of public transport.

This translates to developers actually building new homes.

## + **Making the Most of an Existing Asset**

One does not need to be a transport expert to look at a map of today's Sydney Light Rail network to intuitively know that the **L3 Line is ripe for further extension** along Anzac Parade.

Rather than starting from scratch, the La Perouse line will **enable even greater efficiencies** to be gained through its connection to the existing network, including more efficient use of systems, light rail vehicles and depots.

## + **Mass Transit Capacity**

Light rail is **proven to move millions of Sydneysiders**. Over 40 million journeys were recorded on Sydney Light Rail in 2025. A single light rail vehicle can move 450 people as compared to around 80 on a bus.

“Light rail is proven in Sydney, elsewhere in Australia and around the world as a catalyst for housing investment.”

## + Avoiding Road Congestion

Light rail will attract people away from cars and onto public transport. By utilising the Anzac Parade median, light rail will **increase the overall carrying capacity of the corridor**, which is essential.

The NSW Government's *The South East Sydney Transport Strategy (2020)* highlights that South East Sydney's road network is under significant pressure, affecting freight and other critical traffic. Achieving modal shift to public transport is essential, requiring public transport investment.

## + Attractive Door to Door Journey Times

Light rail delivers **excellent door-to-door journey times**. In real life, journey time is not measured simply by how long you spend in a car or on a train. It also includes the time taken to do things such as getting to a stop, waiting at a station, finding a parking spot and so on.

With easy-to-reach stops, services every few minutes, no tunnels or stairs to climb and connections to Sydney's key attractions and employment hubs, light rail door-to-door journey times are fast and attractive.

## + Affordable and Value for Money

Light rail can be delivered for **a fraction of the cost** of Metro and Heavy Rail. It also delivers exceptional 'bang-for-buck'. The transformation of George Street sparked by Sydney Light Rail is perhaps the best example anywhere in the world of the wide and multiplied benefits that flow from an investment in light rail.

## + Key Workers and Connections

La Perouse Light Rail will not only open new connections along the new sections of track, but it will **link that corridor to a host of vital sites** along the existing network – places such as the CBD, Moore Park, UNSW, schools, hospitals, entertainment venues and more. These connections will benefit key workers, students and more.

## + Addressing Transport Disadvantage

South East Sydney is not serviced by rail. It is a region of transport disadvantage in Sydney. Light rail will address that disadvantage in this region, providing **equitable access to mass public transport**.

## + Speed of Delivery

Some forms of public transport can take a decade or more to deliver. In contrast, light rail can be **delivered relatively quickly** – about four years from the point of government commitment.

# Building on the Success of Sydney Light Rail

La Perouse light rail will build upon the undoubted success of Sydney's existing light rail network.

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**Since a government commitment to delivering the L2 and L3 lines was made in 2012, Sydney Light Rail has delivered a multitude of benefits:**

## **Patronage**

Annual patronage on Sydney's light rail network now exceeds 40 million passenger journeys per annum. On a passengers per kilometre basis, it is easily Australia's most popular light rail network – surpassing even Melbourne's iconic trams.

## **Development**

Since the announcement of the Sydney Light Rail Project there has been over \$35bn in development along the light rail corridor, including over \$8bn in development along George Street alone.

## **Urban Renewal**

The urban rejuvenation of George Street is an unparalleled example of how Sydney Light Rail rejuvenates our streetscape and attracts new retail businesses.

## **Customer Satisfaction**

Consistently excellent levels of customer satisfaction are underpinned by convenience, reliability and perceptions of safety and security.





# Why Now for Light Rail to La Perouse?

Sydney needs many thousands of new homes *now*.

The long-term detrimental effects of the current housing crisis on our community, our young people, our essential workers and our businesses have been very well documented.

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**There are at least two key reasons why the NSW Government should commit to La Perouse Light Rail now:**

## 01

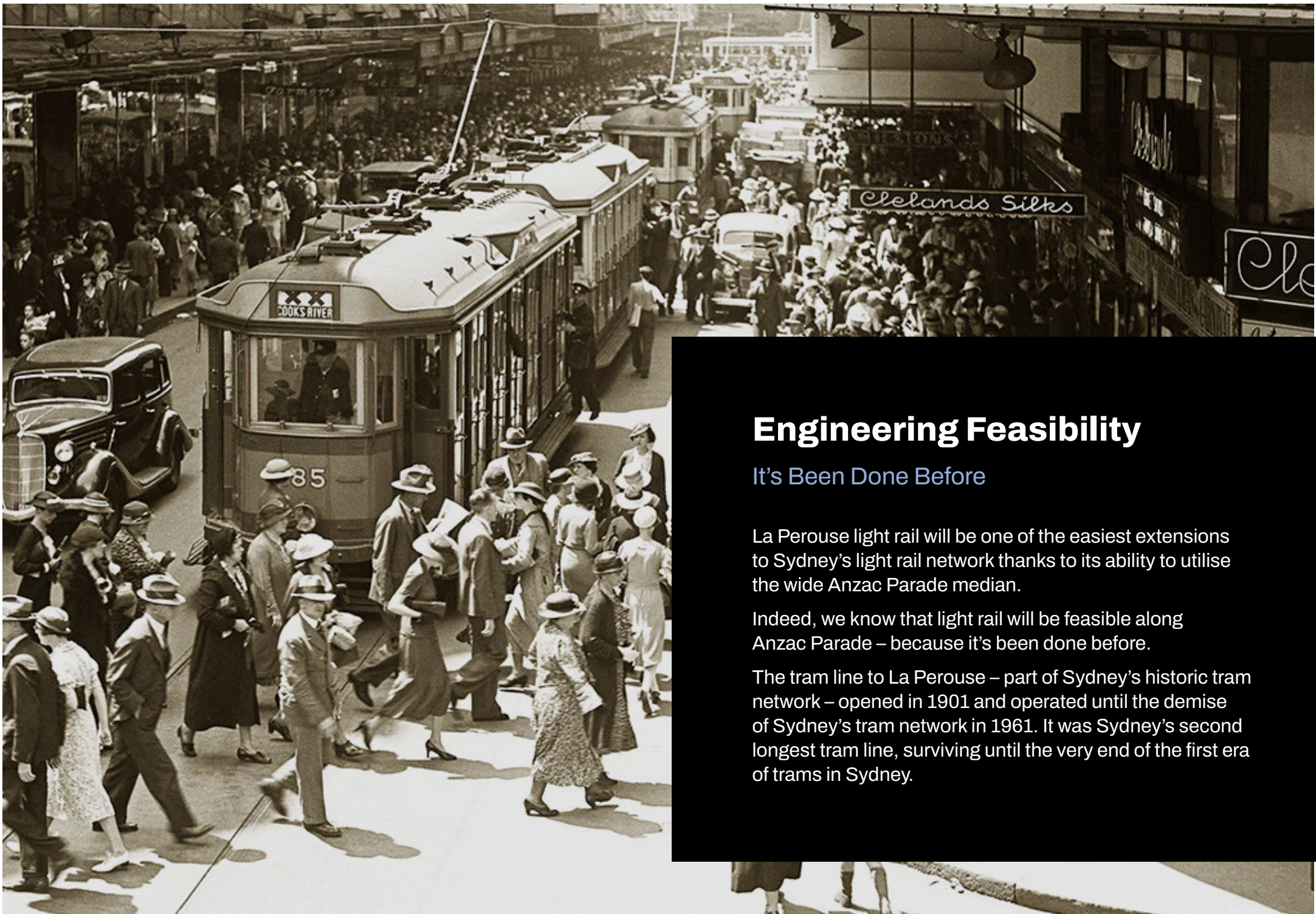
### **New Housing From Commitment, Not Opening**

An announcement by the NSW Government that it is committed to delivering La Perouse Light Rail will attract new housing investment immediately. Developers won't wait until the light rail line has opened before building new homes – the commitment to light rail investment will give them the certainty to start the process of building new homes straight away.

## 02

### **Maximising NSW Government Value from Long Bay**

By making a commitment to La Perouse Light Rail before or in conjunction with a commitment to redeveloping the Long Bay precinct, the NSW Government will maximise the financial benefit it achieves from that potential future redevelopment for the benefit of the NSW community.



## Engineering Feasibility

### It's Been Done Before

La Perouse light rail will be one of the easiest extensions to Sydney's light rail network thanks to its ability to utilise the wide Anzac Parade median.

Indeed, we know that light rail will be feasible along Anzac Parade – because it's been done before.

The tram line to La Perouse – part of Sydney's historic tram network – opened in 1901 and operated until the demise of Sydney's tram network in 1961. It was Sydney's second longest tram line, surviving until the very end of the first era of trams in Sydney.



“We need homes at Long Bay – not a prison.”

# The Opportunity

## The Long Bay Precinct

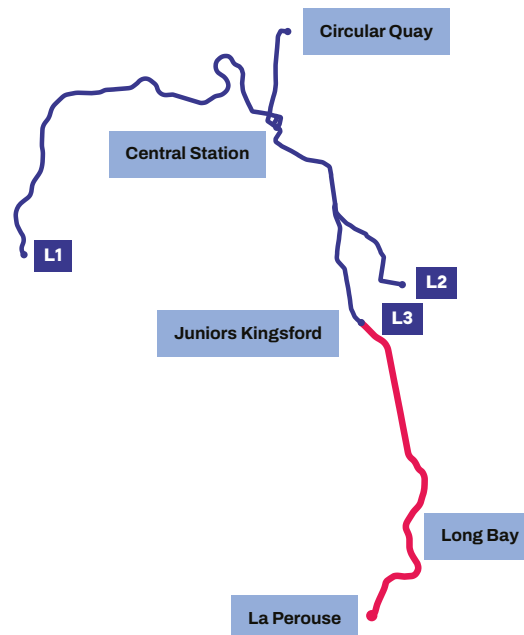
Extending light rail to La Perouse is a so called “no brainer” irrespective of whether it is linked to a closure of the Long Bay correctional precinct to open up even more new housing.

However, the case for a change of use for the precinct represents the best, most achievable large-scale redevelopment opportunity for the NSW Government close to Sydney’s central business district.

## The Current Situation

The Long Bay Correctional Complex is situated on a prime, 32 hectare, NSW Government-owned site in Malabar. This coastal site is located only 12km from the Sydney CBD, 6km from Sydney Airport and is in close proximity to a host of other employment nodes, hospitals, universities, schools, entertainment areas and other points of interest.

Today, Long Bay Correctional Complex comprises a maximum/minimum security prison facility and a prison hospital.



## How We Got Here

Sydney has a history of relocating correctional facilities further from residential and employment centres as the city has grown.

Prisoners were removed from the Old Sydney Gaol in George Street to the Darlinghurst Gaol in June 1841. Darlinghurst Gaol was closed when the State Penitentiary at Long Bay opened in June 1914. When the penitentiary at Long Bay opened, Sydney had a population of less than 700,000 people. The region surrounding the site was underdeveloped and essentially on the outskirts of the city.

More than 100 years later, the location of the Long Bay Correctional Complex is no longer appropriate given Sydney’s current size and needs. It represents an inefficient use of land in a location which – as of today – is comparatively close to Sydney’s city centre.

This is not to say that correctional facilities aren’t important. On the contrary, they’re vital for the functioning of civil society. It is though necessary to consider their optimal location as Sydney grows.



## New Homes

Conservatively, over 16,000 desperately needed new homes could be built on the current Long Bay prison site.

Not only *could* these homes be built, they *would* be built. Provided it is supported by world-class mass public transport, Long Bay represents an opportunity where the economics stack up to actually attract developers.

The precinct is of a scale and is located where people would actually want to live. Close to jobs, education, healthcare, entertainment and the coast – it is perfectly situated.

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### CASE STUDY

## The Redevelopment of HM Prison Pentridge, Melbourne

Like Long Bay, Pentridge Prison in Melbourne was an historic prison (established in 1851) which housed some of Australia's most infamous prisoners. It was the main remand and reception prison for the Melbourne metropolitan area.

Sold by the Victorian Government in 1997, Pentridge has since transformed – and is continuing to transform - into one of Melbourne's cultural assets. Today, Pentridge is a mixed-use residential, retail, dining and entertainment hub which incorporates many of the historic features of the old prison. It benefits from its proximity to Melbourne's Tullamarine Airport and Melbourne CBD.

Pentridge is an example of Melbourne repurposing a former prison site into a vibrant mixed-use precinct. The opportunity is there for the NSW Government to deliver an even greater transformation of the Long Bay precinct.





## ...And More

The Long Bay opportunity extends well beyond the raw numbers of new dwellings which could be built.

### **An Iconic Precinct**

Long Bay can be transformed into a vibrant, attractive *precinct*. As a blank slate – but one incorporating adaptive reuse of historic prison facilities – it’s easy to imagine the site incorporating a lively mix of homes, community and recreational assets, retail and more. Done well and with excellent light rail connections, it will be a magnet for residents and visitors alike.

### **Maroubra Junction**

The La Perouse Light Rail line will include a light rail connection to Maroubra Junction. As well as supporting houses and urban upgrades at Maroubra Junction, light rail will provide a far more intuitive public transport interchange as Maroubra Junction than the current terminus of the L3 Line at Juniors Kingsford.

### **Other Mixed-Typology Housing Along the Route**

Light rail to La Perouse will open opportunities for the NSW Government and Randwick City Council to consider other housing opportunities along the entirety of the 9km route. Given the surface level, linear nature of light rail, planned, focused development can take place which delivers a mix of housing typologies along the whole line, not just at stops.

### **Social Housing**

The La Perouse line will be in close proximity to public housing sites along the route. Light rail will provide enhanced transport equity to social housing residents. When the public housing stock inevitably reaches a point where it must be renewed, light rail will support a greater breadth of renewal options for residents and government alike.

### **Reimagined Bus Network**

Existing buses will not be lost to the region when the La Perouse Line starts. Instead, buses can be redeployed to provide greater public coverage and/or frequency in the area – further improving equitable access to public transport in the area.

### **A New, Fit for Purpose Prison**

Relocating the existing correctional facility would enable the NSW Government to provide a new prison which meets modern day standards and demands.

# How We Deliver: Actions

Sydney's housing crisis is severe.

Now is the time for action and investment in the public transport infrastructure which will attract new housing investment.

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## Business Sydney recommends:

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**01**

A bipartisan commitment by the NSW Government and NSW Opposition to deliver La Perouse Light Rail, unlocking and supporting the redevelopment of the Long Bay Correctional Centre Precinct.

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**02**

The NSW Government to immediately engage with its Sydney Light Rail contractual partner, ALTRAC Light Rail, to commence the detailed planning and design of the La Perouse light rail line.





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