

Volume Name	Section	Part number	Section Number	Section Name	Document Page	Issue Category	Paste a Copy of section referenced	Do they indicate they will consult with us about this issue	Our Impact Rating	Detail Our Response to this issue	Possible Solutions
2B	Appendix G	Part 1	4.0	Assessment methodology	30	Design and Modelling	The model calibration and validation processes maintained a specific focus and refinement in the WestConnex study area.	No	Very high	All though section 3.0 "Strategic transport context" looks at traffic modelling to the major traffic routes and a Micro simulation model (Fig 13 - Extent of St Peter's and surrounding micro model in Section 4.0 Assessment methodology) looks at the area directly adjacent to the St Peter's interchange (to an area just north of Sydney Park Road) we note that local roads in Alexandria, Marrickville and Newtown are not part of the Project modelling. These roads are already very busy and for the impact on them not to be considered would seem unusual at best. These are the areas that take the traffic from the scheme so why are they not part of the Paramics micro modelling?	More extensive modelling is required.
		Part 1	4.1.3.2	Future year model development - operational	38	Vehicle movements (including speed, access to, in and out of our buildings)	Sydney Park Road / Mitchell Road intersection – banned right turn from Mitchell Road into Sydney Park Road. Due to the banned right turn southbound at the Sydney Park Road / Euston Road intersection, it is possible some through traffic could occur through the area to the west of Euston Road. By restricting the right turn at this location, this movement would be prohibited for general traffic.	No	Very high	It is clear from the detailed design of the St Peters intersection, specifically the south end of Euston Road and intersection with Campbell Rd that traffic wanting to access Sydney Park's carpark, Harber Street (and the private road at the back of Campbell Rd terraces) must approach from the west along Campbell Road and turn left (ie, in an anticlockwise manner around the Park). It will not be possible to turn right into the car park when approaching from the east (in a clockwise direction generally) as it is designed as a left turn in and left turn out only. With the proposed right turn ban from Mitchell onto Sydney Park Road and banned right turn southbound at the Sydney Park Rd/Euston Road moving anticlockwise around the park becomes impossible without utilising rat runs when approaching from the north. We will be required to loop around the Park when approaching from the east. When approaching from the south it will mean a complete loop around the Park, extremely time consuming and unnecessary. Similar issues are found when attempting to leave the Terraces, we will not be able to travel in a westerly direction and again have to travel around the park. Has anyone considered how isolating this will be for south side Park users and the occupants of the terraces?	Access to the southern Sydney Park car park and the Terraces must be addressed.
2B	Appendix G	Part 1	5.3	St Peters and surrounds	52	Design and Modelling	Campbell Road – Campbell Road is a wide, two-way regional road with a posted speed limit of 60 kilometres per hour. It runs between Burrows Road and Barwon Park Road. It has on-street parking from Burrows Road to Barwon Park Road.	No	Very high	The speed limit on Campbell Road is 50k/h and not 60k/h as stated. What will the new speed limit be on the new road as it passes the Terraces? Please be aware that young families live here with children. What steps will be taken to protect the occupants from high speed vehicles?	Correct document.
2B	Appendix G	Part 2	7.5.8	Construction assessment	172	Construction Compounds and associated impacts on Terraces	Table 56 St Peters interchange construction compound volumes and access points	Yes		From table 56 (Pg. 172) we note that the construction traffic volumes to construction compound C9 Campbell Road are estimated at 1,038 light and 716 heavy vehicles daily. This represents the largest number of heavy vehicles entering any of the sites associated with the interchange. We also note that there are two entry points into the C9 compound each of which are further west and east respectively than the position of the terraces. Is it not possible to use the corresponding entry which allows the trucks not to pass the terraces? Figure 55 Campbell Rd (C9) and landfill closure (C10) construction compound vehicle routes (Pg. 177) shows route 2 using the westerly entry into the site even though the vehicles come from the east. If the vehicles used the easterly entry they would not pass the terraces and would greatly reduce noise and vibration to the delicately constructed 1887 terraces. These terraces have no foundations and are built from brick with weak lime mortar.	Involve delicate receivers with the Traffic Management Plan

2B	Appendix G	Part 2	7.5.8.3	Mid block performance	181	Vehicle movements (including speed, access to, in and out of our buildings)	Eastbound on Campbell Road, east of Princes Highway, is anticipated to operate at or over capacity during the AM peak hour, irrespective of construction traffic, largely due to the background traffic growth.	No		The loss of the right turn into Harbor Street (Sydney Park car park and private road to terraces) means the only approach to the carpark and our homes is from the west. The EIS states that this route will be over capacity hence further isolation of the terraces and the Park car park. We also note that LOS will go from D to E when traveling in the westerly direction along Campbell Road. This goes to further isolation of the terraces with both the construction and permanent works.	Right turn into the Park car park and parking for terraces must be addressed.
2B	Appendix G	Part 2	7.5.8.3	Impact on property access and on street parking	186	Parking	Table 63 Temporary indicative impact on parking during construction	No		Table 63 details the complete permanent removal of all on street parking to Campbell Road. There is limited parking for the terraces on the private road to the back however there is insufficient room for all houses to park one vehicle each in the lane way. The lane is also used extensively by overflow vehicles from Sydney Park car park and often there is no room to park in the lane way. This effectively means the houses will not have guaranteed parking facilities which is a major concern. Where are the occupants of the terraces to park? How can Westconnex help manage visitors to the Park, ie stop them from using the private road which will go some way to resolving the removal of on street parking for the occupants?	Is it possible to help the occupants of the Terraces to manage the parking overflow from the Park visitors as so much street parking is being removed from the area. We already have issue with Park visitors using our private road.
2B	Appendix G	Part 2	7.5.8.10	Walking and cycling	192	Pedestrian movements	Along Campbell Road / Campbell Street, Euston Road, Bourke Road, Bourke Street, Gardeners Road and Princes Highway (where it intersects with Campbell Street), the footpath would be affected due to the varied and periodic footpath closures and deviations for road widening. Pedestrians would be diverted to an alternative route or alignment.	Yes		As the terraces are the only residential housing in the area around the St Peters interchange we are extremely concerned about access to and from our houses. Walking through the Park is not an option at night for safety reasons and as such the pavements around our area are vital for pedestrian movements and must be retained.	Pavement access to the terraces must be maintained.
2B	Appendix G	Part 2	7.9	Construction traffic management	207	Vehicle movements (including speed, access to, in and out of our buildings)	Maintaining property access or providing an alternative access in consultation with the property owner.	Yes		We look forward to being consulted in the development of the Construction Traffic Management Plan as stipulated in the EIS.	My email address is nbowden@froggy.com.au Mobile number is 0425 304 408
2B	Appendix G	Part 3	10.3.1.2	Realignment, widening and extension of Bedwin Road/Campbell Street/Campbell Road	244	Design and Modelling	Campbell Road would be realigned between Euston Road and Burrows Road, moving it around 50 metres to the south of its current location. This realignment would be required to connect to the extension of Campbell Road over the Alexandria Canal (refer below).	No		The impact of the construction and permanent works on the Terraces is substantial at best. We note the necessary realignment of Campbell Road between Burrows and Euston Roads to facilitate the crossing of the Alexandria canal (moved 50m to the south). The road is then curved to align closely with the front of the Terraces. Why can we not consider keeping the road alignment straight which would have the effect of moving the new six lane (with additional turning lanes) away from the front of our heritage houses. This would alleviate a good deal of the pollution (noise, vibration, light, particulate) simply by putting space between the new infrastructure and significant heritage housing from 1887. There is ample room to move the road south as it passes our homes and it might even assist with the intersection design at Campbell and Euston Roads.	Slight design change (moving the road south in the area directly adjacent to the terraces) would address so many of the pollution impacts that will come with the road Please think of the impact that light, noise, vibration, particulate pollution will have on the life of the people that live in the Terraces..
2B	Appendix G	Part 3	10.3.1.2	Realignment, widening and extension of Bedwin Road/Campbell Street/Campbell Road	245 Table 93	Vehicle movements (including speed, access to, in and out of our buildings)	Campbell Road/Harber Street - Left in, left out provisions only for east traffic.	No		Haber Street is basically Sydney Park south car park and access to the private road to the back of our terraces. This restriction of left in left out means Park users and occupants of the terraces can only approach the car park and homes respectively from the west or anticlockwise around the park. The carpark can, at present, be approached from both directions. With other turning restrictions as listed in Table 93 our only options when approaching our houses from the south east, east or north is to drive all the way around the park. This task is made even more difficult as no right turn from Michell or Euston onto Sydney Park Road is being proposed. Again we are being isolated by the design of the permanent works. In a similar vain how are we expected to travel west when leaving our homes without circumnavigating the Park and some of the busiest intersections in the inner west?	Right turn into Harber Street must be retained. Please don't isolate us.

2B	Appendix G	Part 3	10.3.1.6	Bridges and structures	249	Privacy	<p>The local road upgrades would include construction or upgrade of the following bridges and structures: A new grade separated pedestrian and cycle bridge over Campbell Road into Sydney Park, west of Euston Road</p> <p>- A new pedestrian and cycle bridge extending from east of Alexandra Canal, to over the on-and off-ramps at the St Peters interchange</p>	No	<p>Obviously it is not possible to cross safely such a large road as will Campbell Road will become so we understand the need from a foot bridge over Campbell Road. However the high level pedestrian and cycle skyway that runs parallel to Campbell Road on its south side is at a height that will allow all on the bridge to look directly into the front of our homes. The placement of the span across Campbell Road, just west of the terraces, will also give people on this span a view directly into our back gardens, specially significant for occupants of the westerly end of the terraces. There is also the issue of light pollution from the lights on the bridge and the possibility of anti social behaviour that often is attracted to such structures.</p>	<p>Ensure that line of sign to the terraces is taken into consideration in the final design. Possible tree cover or balustrades that restrict line of sight to the Terraces.</p>
2B	Appendix G	Part 3	10.3.6	Impact on local property access and on street parking	266	Parking	<p>Most of the spaces lost occur along non-residential roads. The final numbers would be confirmed during detailed design.</p>	No	<p>The Terraces on Campbell Road are residential and the loss of 111 spaces along our road will have a huge impact on our ability to use motor vehicles as we simple don't have anywhere to park other than the back lane which provides insufficient space for one car per household. As previously stated the back lane also takes overflow from the Sydney Park car park and as such occupants will simple have nowhere to park. Again as owners and occupant of the terraces we feel no one has listened to our concerns communicated at several public forums.</p>	<p>Move Campbell Road to the south to align with the bridge crossing over Alexandria canal, this will provide space for limited on street parking.</p>