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**Eastern
Distributor**

Working Paper No. 1

Consultations

Environmental Impact Statement

**From the Cahill Expressway, Woolloomooloo
to Mill Pond Road, Botany**



**Roads and Traffic
Authority
Sydney Region**



Environment & Infrastructure

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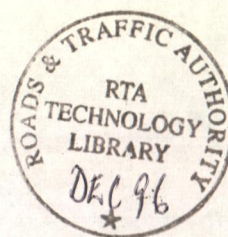
Eastern Distributor Environmental Impact Statement

Working Paper No. 1 Consultations



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Roads and Traffic Authority



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PART A INTRODUCTION

CHAPTER 1 OVERVIEW OF THE PROPOSAL

1.1 BACKGROUND

In 1985 a proposal for an Eastern Distributor was developed to provide an improved connection from the Cahill Expressway at Woolloomooloo to Anzac Parade, South Dowling Street and Moore Park Road. An environmental impact statement (EIS) was prepared and a determination made in November 1985 that the proposal could proceed. Construction of the proposal was to be undertaken in three stages. Stage 1, involving the construction of an underpass for southbound traffic on Palmer Street beneath William Street was completed, however, due to funding limitations Stages 2 and 3 involving construction to the north and south of William Street was not undertaken.

The NSW State Road Network Strategy (Roads and Traffic Authority, 1994a) identifies the Eastern Distributor as part of the hierarchy of major road routes servicing the northern, eastern and south-eastern areas of Sydney. The Eastern Distributor was also identified as being a part of an important metropolitan ring road or orbital road network. In addition, it would provide high standard road access to Sydney (Kingsford Smith) Airport and Port Botany and improve traffic flow during peak periods in the inner eastern suburbs. *Figure 1.1* shows the regional context of the Eastern Distributor.

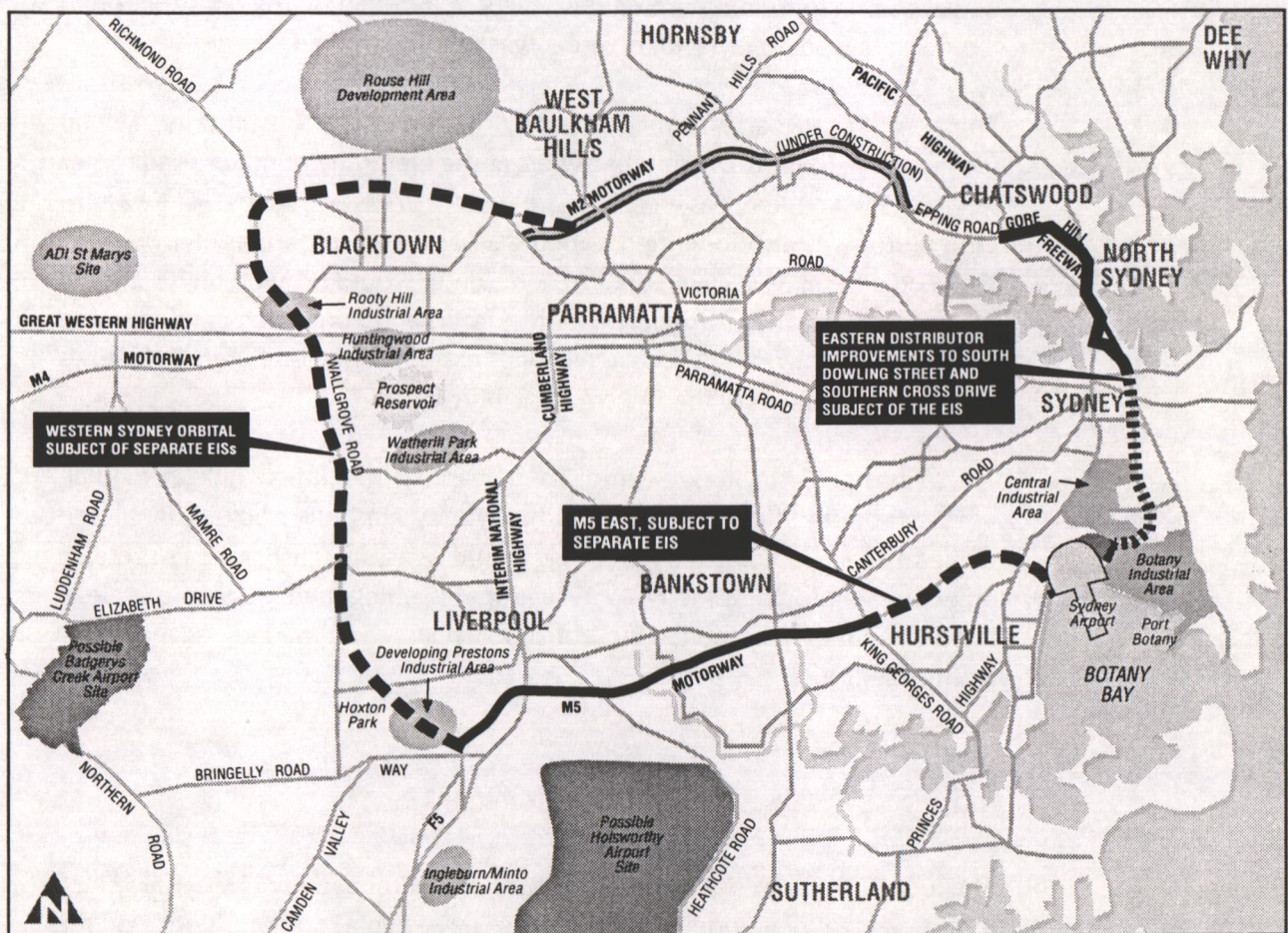
The Eastern Distributor would form part of a direct link providing uninterrupted traffic flow between the Sydney Harbour Bridge/Tunnel and General Holmes Drive. Such a link would assist in satisfying the strategic objective identified in the NSW Government's Integrated Transport Strategy (Department of Transport, 1995) of supporting central Sydney as a primary activity centre.

1.2 PREVIOUS STUDIES AND CONCEPTS

The idea of developing an eastern bypass of central Sydney has existed since 1945. Several developments and studies have had a major influence on the development of the proposal including:

- the *County of Cumberland Planning Scheme, 1951* established a plan for a system of motorways and regional roads radiating from central Sydney, connected by a series of bypass routes surrounding the City. The Eastern Distributor was one of these routes and although many of the extensive motorway corridors proposed by the scheme have now largely been abandoned, the concept and need for a bypass route on the eastern side of the City still has broad support;

- the *Eastern Distributor Study* (De Leuw, Cather and Jackson Teece Chesterman Willis, 1978) investigated the need for the Eastern Distributor and examined approximately 30 options for dealing with north-south traffic on the eastern side of the City. Following consideration of existing and future traffic movements the study concluded that an Eastern Distributor should be constructed;



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Figure 1.1
Sydney Orbital Strategy

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- the 1980 *City of Sydney Strategic Plan* (Council of the City of Sydney, 1980) called for the immediate construction of the Eastern Distributor to reduce through traffic in residential areas of East Sydney and Surry Hills;
- in 1985 an EIS (Department of Main Roads, 1985) for the Eastern Distributor was prepared and approved. The proposal involved the construction of twin tunnels in stages from just north of William Street to South Dowling Street, Anzac Parade and Moore Park Road. Only Stage 1 of the 1985 proposal, involving an underpass at William Street has been constructed;
- *Cities for the 21st Century* (Department of Planning, 1995a), which represents the current metropolitan strategy for Sydney's developing land use, transport and environmental systems, recognises the strategic importance of road network enhancements between central Sydney and Sydney (Kingsford Smith) Airport and the central industrial area, as well as the role the Eastern Distributor would play in supporting economic growth; and
- the *Integrated Transport Strategy* (Department of Transport, 1995) identifies a number of transport corridors as having key strategic opportunities, one of which links the Sydney Harbour Bridge and the airport.

1.3 THE PROPOSAL

The proposal which is the subject of this EIS involves the development of a motorway standard road with limited access between the Cahill Expressway, Woolloomooloo and Epsom Road, Zetland, to provide uninterrupted traffic flow, in addition to road improvements on Southern Cross Drive and at the intersection of Botany Road and Mill Pond Road, Botany. An overview of the Eastern Distributor proposal is shown in *Figure 1.2*.

A grade separated (multi-level) intersection would be provided where the Cahill Expressway meets Sir John Young Crescent allowing an unimpeded connection of the Domain Tunnel and Macquarie Street to the proposed main carriageways of the Eastern Distributor. Direct access for vehicles travelling south from the Cahill Expressway to William Street would be provided via an off-load ramp. Access from William Street to Sir John Young Crescent and then to Macquarie Street and the Domain Tunnel would be provided via Palmer Street. Toll plazas would be provided on the motorway between Sir John Young Crescent and the bridge at Art Gallery Road. Only northbound traffic would be tolled, but this would exclude traffic travelling north from

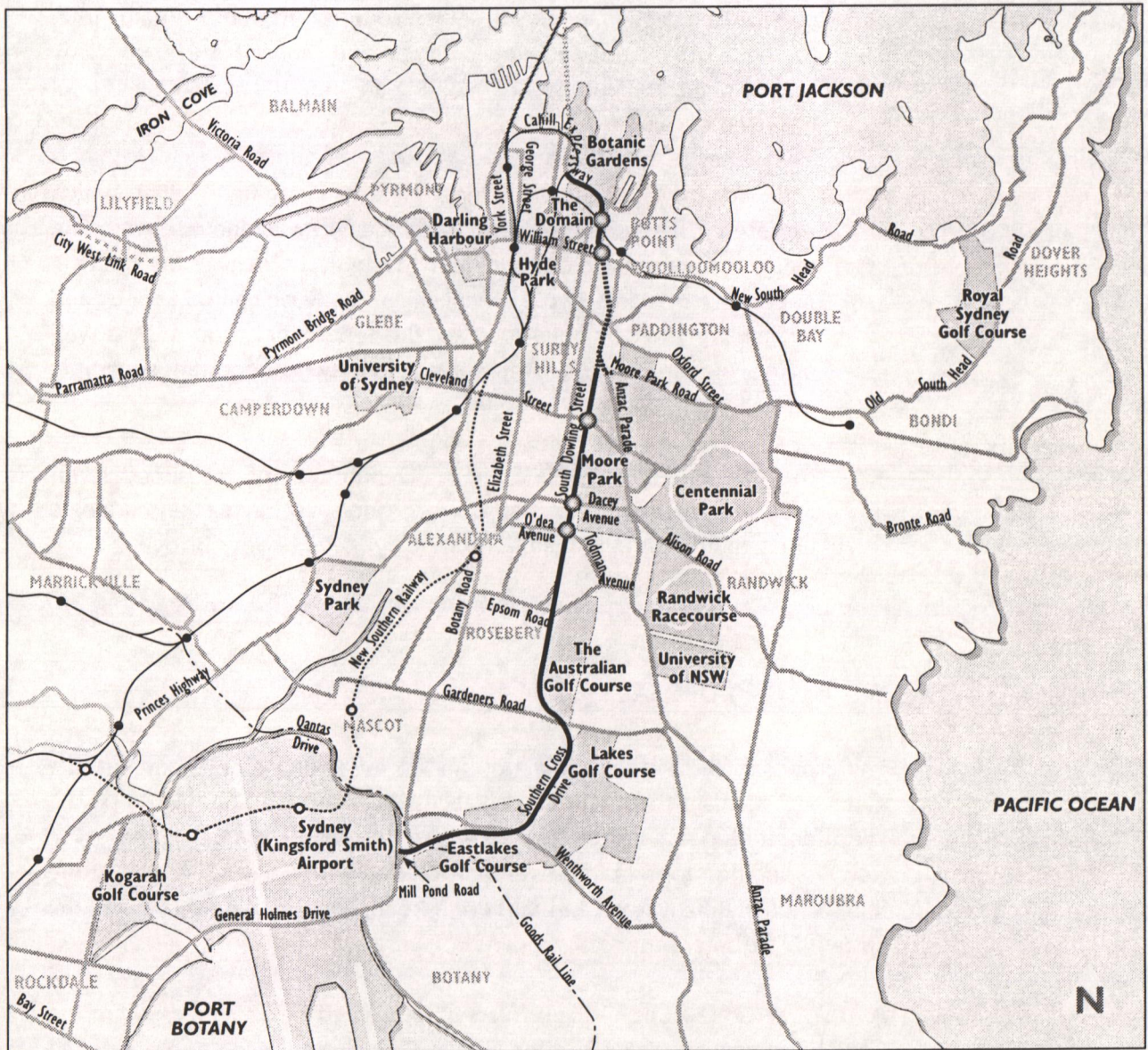


Figure 1.2
Overview of Eastern Distributor

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 Scale Km

William Street to either the Cahill Expressway, the Sydney Harbour Tunnel or Macquarie Street.

The entrance to the main tunnel for southbound traffic would be located just north of Cathedral Street, while the exit for northbound traffic from the tunnel would be located approximately 50 metres north of William Street. Access from William Street to the southbound tunnel would be available from Bourke Street. A northbound off-load ramp with two toll gates would allow direct access to William Street from the main tunnel for northbound traffic.

Two three lane tunnels would extend from just north of William Street to South Dowling Street with a single lane exit for southbound traffic to Anzac Parade and Moore Park Road. For most of its length the northbound tunnel would sit on top of the southbound tunnel in a piggy-back arrangement. The tunnels would generally follow the alignment of Bourke Street and Flinders Street passing under Taylor Square at Oxford Street. An entry and exit would be provided within South Dowling Street, with an entry for traffic from Moore Park Road and Anzac Parade located in Drivers Triangle, and exits provided in Moore Park Road and Anzac Parade.

From Drivers Triangle, South Dowling and Dowling Streets would be upgraded to provide four motorway lanes extending south from the main tunnels. On the outside of the four motorway lanes would be lanes for local and other traffic, and traffic wishing to enter and exit the motorway. South Dowling and Dowling Streets would be widened which requires some acquisition of land from the Centennial Park and Moore Park Trust, private land on the corner of O'Dea Avenue and South Dowling Street, and land from the Department of Defence. Underpasses for the motorway lanes would be provided at Cleveland Street and from north of Lachlan Street/Dacey Avenue to south of O'Dea Avenue/Todman Avenue.

Southern Cross Drive would be upgraded from the Link Road to Mill Pond Road by adding one traffic lane in each direction to provide a six lane divided carriageway. Improvements would also be made to the intersections of Mill Pond Road with Botany Road and General Holmes Drive.

Environmental mitigative measures are proposed such as noise attenuation measures, provision for pedestrian and cyclist access to minimise community severance and other measures such as the installation of water quality control devices. The proposal would also be subject to a detailed environmental management plan if a decision to proceed to construct the proposal is made.

1.4 NEED FOR AN EASTERN DISTRIBUTOR

The Eastern Distributor proposal assists in meeting a number of specific needs that have been identified for the eastern and south-eastern region of Sydney. Broadly, these needs involve providing improved access from northern and central Sydney to Sydney (Kingsford Smith) Airport, including the facilitation of public transport, commercial and freight movements to the airport, Port Botany and the Central Industrial Area. The Eastern Distributor would support economic activity and employment, particularly in the corridor extending from Chatswood to Port Botany, central Sydney and its fringe areas.

The need for a more efficient transport link through service improvements and road network enhancements is identified in *Cities for the 21st Century* (Department of Planning, 1995a) as part of an integrated approach to land use, environmental and transport planning. This latest metropolitan strategy and the associated strategic planning documents, the *Integrated Transport Strategy* (Department of Transport, 1995) and the *NSW State Road Network Strategy* (Roads and Traffic Authority, 1994a) are consistent in identifying the need for transport infrastructure improvements as part of an emerging orbital road system throughout metropolitan Sydney.

The Eastern Distributor would, by placing significant north-south traffic flows within the tunnels between William Street and Moore Park, relieve heavily trafficked roads in eastern Sydney as well as greatly improve access through central Sydney to the northern and southern suburbs of the metropolitan region. Major opportunities to improve public transport would be created with the potential to reduce the demand for private road transport through road-based public transport initiatives. Those improvements would occur to east-west bus movements across the Eastern Distributor corridor, be created by the opportunity to have express bus services through the Eastern Distributor tunnels, and allow the creation of bus priority lanes on surface streets. Significant improvements to the quality of life for many residents, workers and visitors to the inner eastern areas of Sydney would also result from the operation of the Eastern Distributor.

Managed and well designed urban consolidation in the established areas of Sydney is an ongoing commitment of the State Government. Urban redevelopment initiatives at Ultimo, Pyrmont and Green Square (city south) and projected population growth in eastern Sydney generally, will require a transport system with good arterial road links for access to jobs, housing and recreational facilities. Development of the New Southern Railway would be complemented by the network improvements provided by the Eastern Distributor.

Air passenger movements at Sydney (Kingsford Smith) Airport are expected to grow from 18.1 million in 1995 to the adopted planning limit of 30 million by

approximately 2006 to 2007 (Federal Airports Corporation, 1990; Federal Airports Corporation, 1995). In addition, it is envisaged that an additional 20,000 jobs are to be created at Sydney (Kingsford Smith) Airport during this period. The development of Sydney's Second Airport is presently the subject of a separate EIS. Both the timing and location of the development of the airport is yet to be determined. One option may involve the construction and operation of a two runway airport, with support facilities capable of handling up to 360,000 aircraft movements and 30 million passengers annually, either at Holsworthy or Badgerys Creek (Commonwealth Environment Protection Agency, 1996). Regardless of the type and timing of the development of Sydney's Second Airport, Sydney (Kingsford Smith) Airport will continue to be an important component of the economic fabric of Sydney and NSW.

Overall the Eastern Distributor, in conjunction with the upgrade of South Dowling Street, Dowling Street and Southern Cross Drive, has the potential to provide a wide range of benefits to the eastern region of Sydney. The most important of these are to:

- complete an important link in Sydney's emerging orbital road network, which would provide a greatly improved transport route for passenger, freight and commercial movements and enhance economic efficiency at a National, State and Regional level;
- remove traffic conflict in the inner eastern suburbs with improved traffic flow and safety for pedestrians, cyclists and motorists;
- improve public transport and cyclist opportunities, while providing support for urban development and renewal initiatives and increased employment in and around the central industrial area and Sydney (Kingsford Smith) Airport;
- support State Government transport and land use strategies; and
- provide potential for improved environmental amenity of residents in the areas above the tunnel.

1.5 PRIVATE SECTOR INVOLVEMENT AND TENDERING PROCESS

In April 1993 the RTA invited the private sector to submit concept design proposals, incorporating innovative concepts and private financing initiatives for the improvement of the inner eastern suburbs road system. The private sector advanced proposals similar to the RTA's 1985 approved Eastern Distributor project as a solution to the traffic needs of the area. These proposals also indicated that an Eastern Distributor was viable as a toll road.

The RTA then invited the East Link Consortium to undertake a feasibility study into the opportunities to develop Government landholdings on the Eastern Distributor corridor and investigate entry and exit ramps and toll plaza options. The RTA also initiated a program of consultation to seek the community's view as to whether the proposal should proceed in the short term as a tollroad or wait until government funds become available in the future. From the consultation the RTA was satisfied that there was support for the proposal to proceed as a tollroad.

Preliminary proposals were invited in September, 1994 from the private sector for an Eastern Distributor toll road. Proponents were also invited to submit a supplementary proposal to improve South Dowling Street to provide for uninterrupted traffic flow. Five preliminary proposals were received from:

- Boulderstone Hornibrook Engineering Pty Ltd/Bilfinger and Berger Bausktiengesell Schaft;
- The Eastern Gateway Consortium;
- Airport Motorway Pty Ltd;
- Transfield Holdings Pty Ltd/Kumagai Gumi Co Ltd; and
- Bonpara Pty Ltd.

Based on the assessment of the preliminary proposals, three proponents were invited to submit a detailed proposal incorporating improvements to South Dowling Street. In August 1996 Airport Motorway Pty Ltd was announced as the preferred proponent to finance, design, construct, operate and maintain the Eastern Distributor as a toll road. The design and construction methodology of the Eastern Distributor put forward by Airport Motorway has been reviewed as part of this environmental assessment process. As a result of this process the proposal as described in this EIS differs from the Airport Motorway proposal in the following ways:

- modified entrances and exits at the southern end of the main tunnels;
- modified design of South Dowling and Dowling Streets improvements;
- modified facilities for pedestrians and cyclists; and
- additional improvements to Southern Cross Drive and the intersection of Botany Road and Mill Pond Road.

Airport Motorway's proposal for the Eastern Distributor would be constructed and operated at no cost to the Government. The land on which the proposal

would be constructed would be leased to Airport Motorway by the RTA. The term of the lease is referred to as the concession period. Airport Motorway would not be authorised to commence construction until after the determination of the EIS, subject to approval being given. Further, the agreement with Airport Motorway would not restrict the Government from investing in separate public transport initiatives in the region. At the end of the concession period, the Eastern Distributor would be transferred to the RTA at no cost.

Airport Motorway would be required to prepare an environmental management plan for the construction and operation of the Eastern Distributor and would be required to comply with the conditions of the agreement and all necessary environmental approvals. Both Airport Motorway and the RTA would be required to comply with the measures outlined in the EIS through the preparation of an environmental management plan.

1.6 OBJECTIVES FOR THE DEVELOPMENT AND OPERATION OF THE EASTERN DISTRIBUTOR

Objectives for developing and operating the Eastern Distributor were presented at a Planning Focus Meeting conducted in August, 1996 which was attended by representatives of the RTA, other State Government authorities, relevant local Councils and representatives of organisations such as the Royal Botanic Gardens.

The proposal objectives are:

- support the NSW Government's objectives for the integration of land use, transport and environmental planning;
- support the developing integrated transport strategy for Sydney;
- support the economic development of Sydney especially employment generating activities in the central industrial area and those associated with the gateways of Sydney (Kingsford Smith) Airport and Port Botany;
- create opportunities to improve the quality of life for residents, workers and visitors to the eastern area of Sydney;
- develop an affordable proposal in an environmentally and socially acceptable manner;
- improve safety for pedestrians, cyclists and other road users; and

- assist in removing through traffic from central Sydney.

1.7 THE PRINCIPLES OF ECOLOGICALLY SUSTAINABLE DEVELOPMENT

The exact nature and definition of the principles of ecologically sustainable development has been a matter of debate for some time. The most relevant reference for the purpose of this EIS is contained within the guideline for the preparation of EISs in the Environmental Planning and Assessment Regulation 1994. Under this guideline ecologically sustainable development is based on the following four interrelated principles:

- the precautionary principle, namely, that if there are threats of serious or irreversible environmental damage, lack of full scientific certainty should not be used as a reason for postponing measures to prevent environmental degradation;
- social equity, which includes both inter-generational equity and intra-generational equity. Inter-generational equity is concerned that the present generation should ensure that the health, diversity and productivity of the environment is maintained or enhanced for the benefit of future generations. Intra-generational equity is concerned that the present generation should ensure that improved well being and welfare are accessible to all sectors of society within Australia and that this does not result in decreased welfare in other nations;
- the conservation of biological diversity and ecological integrity;
- the use of improved valuation, pricing of environmental resources and incentive mechanisms.

The RTA seeks to ensure that major road proposals do not infringe any of the principles of ecologically sustainable development and that environmental assessments provide sufficient and unambiguous scientific information to satisfactorily assess the performance of the proposal against the adopted principles. The principles of ecologically sustainable development have been applied in the development of this proposal.

CHAPTER 2 PURPOSE OF THIS WORKING PAPER

2.1 OBJECTIVES

The objectives of this working paper are:

- to document consultations undertaken by the RTA before this EIS;
- to describe the consultation and communications activities during the preparation of concept designs and the EIS;
- to document the outputs of the consultation activities; and
- to identify issues of concern and suggestions from stakeholders and the public in relation to the designs and potential impacts of the Eastern Distributor proposal.

2.2 SCOPE AND STRUCTURE

The Consultations Working Paper is based on a series of activities involving members of the public providing verbal comment or written suggestions to the study team regarding the preliminary concept proposals on display for the Eastern Distributor.

Stakeholders consulted during the EIS preparation included those stakeholders listed by the Director-General of the Department of Urban Affairs and Planning. In addition a range of authorities, community groups and directly affected residents have been consulted.

This working paper has been divided into four parts. Part A provides an overview of the proposal and describes the purpose of this working paper. Part B describes the consultation and communications activities undertaken prior to the preparation of this EIS. Part C summarises the issues seen to be important by the community and requiring a response within the EIS. Part D forms key conclusions to the consultation to date and outlines future processes.

Matters addressed in this working paper are determined by reference to Clause 84 of the Environmental Planning and Assessment Regulation, 1994 and the requirements for the proposal issued by the Director-General of the Department of Urban Affairs and Planning. The matters which have been identified are indicated in *Table 2.1*. In addition, the consultations carried out during the preparation of this EIS have assisted in the identification of social impacts on communities adjoining the route of the Eastern Distributor.

TABLE 2.1 CONSULTATION MATTERS TO BE ADDRESSED

Matters to be Addressed	Authority	Where Found in Working Paper
Result of consultation with relevant government agencies and community groups, including a summary of the consultation exercises for the proposal completed before the issue of this set of the EIS requirements.	Department of Urban Affairs and Planning	Chapter 3
Review of consultation with relevant local, state and commonwealth agencies, service/utility providers and community groups. At a minimum, the following agencies/bodies should be consulted:	Department of Urban Affairs and Planning	Chapter 5 and 6
▪ Central Sydney Planning Committee; ▪ Sydney City, South Sydney, Woollahra, Randwick and Botany Councils; ▪ NSW Environment Protection Authority; ▪ NSW Department of Transport; ▪ Department of Land and Water Conservation; ▪ Department of Housing; ▪ Department of Health; ▪ National Parks and Wildlife Service; ▪ Federal Airports Corporation; ▪ Commonwealth Environment Protection Authority; ▪ Sydney Ports Corporation; ▪ Centennial Park and Moore Park Trust; ▪ Royal Botanic Gardens and Domain Trust; ▪ Sydney Cricket Ground and Sportsground Trust; ▪ Royal Agricultural Society; ▪ Rail Access Corporation; ▪ State Transit Authority; ▪ Heritage Council; ▪ National Trust of Australia; ▪ NSW Fire Brigades; ▪ Sydney Water; ▪ Telstra Corporation; ▪ Optus Communications;		

TABLE 2.1 CONTINUED

Matters to be Addressed	Authority	Where Found in Working Paper
▪ The Australian Gas Company; ▪ Total Environment Centre; ▪ NRMA; ▪ South Sydney Regional Organisation of Councils; ▪ Bus and Coach Association; ▪ SCEGGS Darlinghurst; ▪ Action for Public Transport; ▪ Transport Action Group; ▪ Bicycle NSW; and ▪ Central Sydney Community Transport Group.		

2.3 OTHER RELEVANT DOCUMENTS

This study follows a history of consultation and investigation. Those studies relevant to the preparation of this working paper include:

- PPM Consultants (1994a) *Eastern Distributor Toll Road Community Consultation: Final Report* prepared for Roads and Traffic Authority, Sydney; and
- Rust PPK (1996) *Eastern Distributor Environmental Impact Statement Broad Approach and Consultation Strategy*, Rust PPK, Sydney.

2.4 STUDY TEAM

This working paper was prepared by Rust PPK in association with Fathom Consulting. The following personnel participated in the study:

Rust PPK

Mark Keogh	Project Manager
Fiona Court	Project Coordinator - Community Consultation
Anna Easson	Community Consultation
Virginia Piper	Word Processing

Fathom Consulting

Lorraine Cairnes	Facilitator and Community Consultation
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Roads and Traffic Authority

Gene Farrugia	Project Manager
Brian Willoughby	Property Manager

**PART B PREVIOUS CONSULTATIONS AND CONSULTATION
STRATEGY**

CHAPTER 3 PREVIOUS CONSULTATIONS

3.1 INTRODUCTION

The preparation of the Eastern Distributor EIS follows a high level of public interest expressed through informal and formal avenues over the past 15 years. In 1993, the RTA indicated that funding for the Eastern Distributor could not be made available until 2005. The RTA decided to conduct a consultation exercise to ascertain the level of likely support for the provision of the Eastern Distributor as a tollroad (PPM Consultants, 1994b). The Sydney Harbour Tunnel was opened in 1992, and with a subsequent increase in traffic volumes on the inner eastern road system the need to complete the Eastern Distributor to Southern Cross Drive became more apparent.

Consultants engaged by the RTA were asked to assess the levels of community support for the construction of a tollroad, attitudes towards local area traffic management and associated works necessary to mitigate impacts of the roadway and if there was to be a toll, consideration of design elements such as toll free routes, the potential location of toll plazas and entry and exit ramps.

A series of workshops were held, attended by over 100 people including residents, local elected representatives, business representatives, community groups and local and State Government. Comments were also received via written submissions and through telephone discussions.

A Motorist Survey was also conducted by the Institute of Transport Studies at the University of Sydney in March 1994. Motorists were sampled at different times of the day and different days of the week to obtain a range of trip purposes. Approximately 3900 questionnaires were distributed to motorists stopped at the traffic lights at Taylors Square. The response rate was considered very good with 958 (25 percent) of surveys returned.

3.2 RESULTS OF PREVIOUS CONSULTATIONS

Key conclusions from this consultation exercise are summarised below.

3.2.1 LEVEL OF SUPPORT FOR A TOLLED EASTERN DISTRIBUTOR

Widespread support for the Eastern Distributor was expressed, and conditional support for a toll in that the benefits such as travel time savings must outweigh the cost of the toll. This conclusion was drawn from both the Motorists Survey

and workshops. A significant number of motorists had the airport as their destination and therefore placed a high value on travel time savings.

Support for a toll was not as widespread at the workshops. Traffic implications such as toll avoidance were a concern, however, some saw a toll as a way of reducing road travel demand. Others felt as the new road would have regional implications the State Government had a responsibility to build and manage this infrastructure.

Many communities expressed dismay at the increased traffic impact of the Sydney Harbour Tunnel on their area and accepted the toll on the grounds that traffic improvements should occur sooner rather than later. Others questioned the potential for the Eastern Distributor to detract from the viability of the New Southern Railway. Many people accepted that the tunnel would provide public transport opportunities on surface streets.

A \$2 (1994 value) northbound toll only was seen as the most acceptable tolling solution. Other suggestions included changing the toll levels at various times to try to reduce peak period flows.

The location of toll plazas at the northern end of the Distributor proposal had majority support with the exception of Woolloomooloo residents who opposed this on the grounds of visual and environmental impact. Similar environmental concerns were expressed about the potential for toll plazas at Drivers Triangle.

Electronic tolling was the preferred method of toll collection.

3.2.2 ENVIRONMENTAL MANAGEMENT ISSUES

The construction process was of concern to many, and it was agreed it should be managed to reduce impacts.

3.2.3 NETWORK CONSIDERATIONS

It was felt by some that the completion of the *"missing link"* would encourage more traffic to roads, thereby limiting the effective life of this proposal. Some questioned whether this proposal would divert traffic that belonged to the west of the CBD. Modelling to demonstrate regional traffic implications was seen to be a necessary part of the EIS process.

Careful management of associated arterial networks was seen to be a priority, to avoid traffic *"rat running"* into residential streets. Potential planning conflicts with Moore Park Road (containing residential land uses) were of concern. Similar concerns were expressed about South Dowling Street and the potential for local use only roads as discussed in the 1985 EIS. Proposals

discussed in the 1985 EIS for turning Crown Street into two way traffic were discussed and it was agreed environmental improvements were necessary on this street.

Pedestrian movements were of particular concern. It was agreed "pedestrians have the right to walk at ground level while motor vehicles should travel underground or on an overpass". Cyclist provisions were also considered an issue that would require resolution during an EIS process.

CHAPTER 4 ENVIRONMENTAL IMPACT STUDY CONSULTATION STRATEGY

4.1 OVERALL STUDY STRATEGY

Strategies for consultation during the preparation of the EIS were developed with due recognition to the history of the proposal, the nature and scope of the proposal, the level of community interest and the prevailing study program. The objectives of the continuing consultation strategy which commenced during the preparation of this EIS are to identify issues of concern to the community and seek suggestions from stakeholders and the community in relation to the designs and potential impacts of the Eastern Distributor proposal.

There are a number of issues that will primarily concern the broader inner eastern suburbs community which are not necessarily integral to the final determination of the EIS. The environmental determination process is illustrated in *Figure 4.1*. To allow for a more intensive and extended consultation, it is proposed that three separate programs be run in conjunction with the EIS. The consultation on these programs can be extended beyond the exhibition of the EIS. This approach is illustrated in *Figure 4.2* which highlights four main areas for investigation and consultation, namely:

- The Eastern Distributor Environmental Impact Statement;
- Eastern Distributor Local Area Improvement Programs;
- South Dowling Street Urban Landscape Masterplan; and
- ongoing access improvements.

4.1.1 LOCAL AREA IMPROVEMENT PROGRAM

In conjunction with the EIS program, the Local Area Improvement Program will be carried out in conjunction with Sydney City, South Sydney, Botany, Randwick and Woollahra Councils. The purpose of this program is to examine ways to take advantage of the potential opportunities created by the Eastern Distributor.

The strategy adopted to achieve these objectives is described in the main volume of the EIS. The outcomes of the program will include:

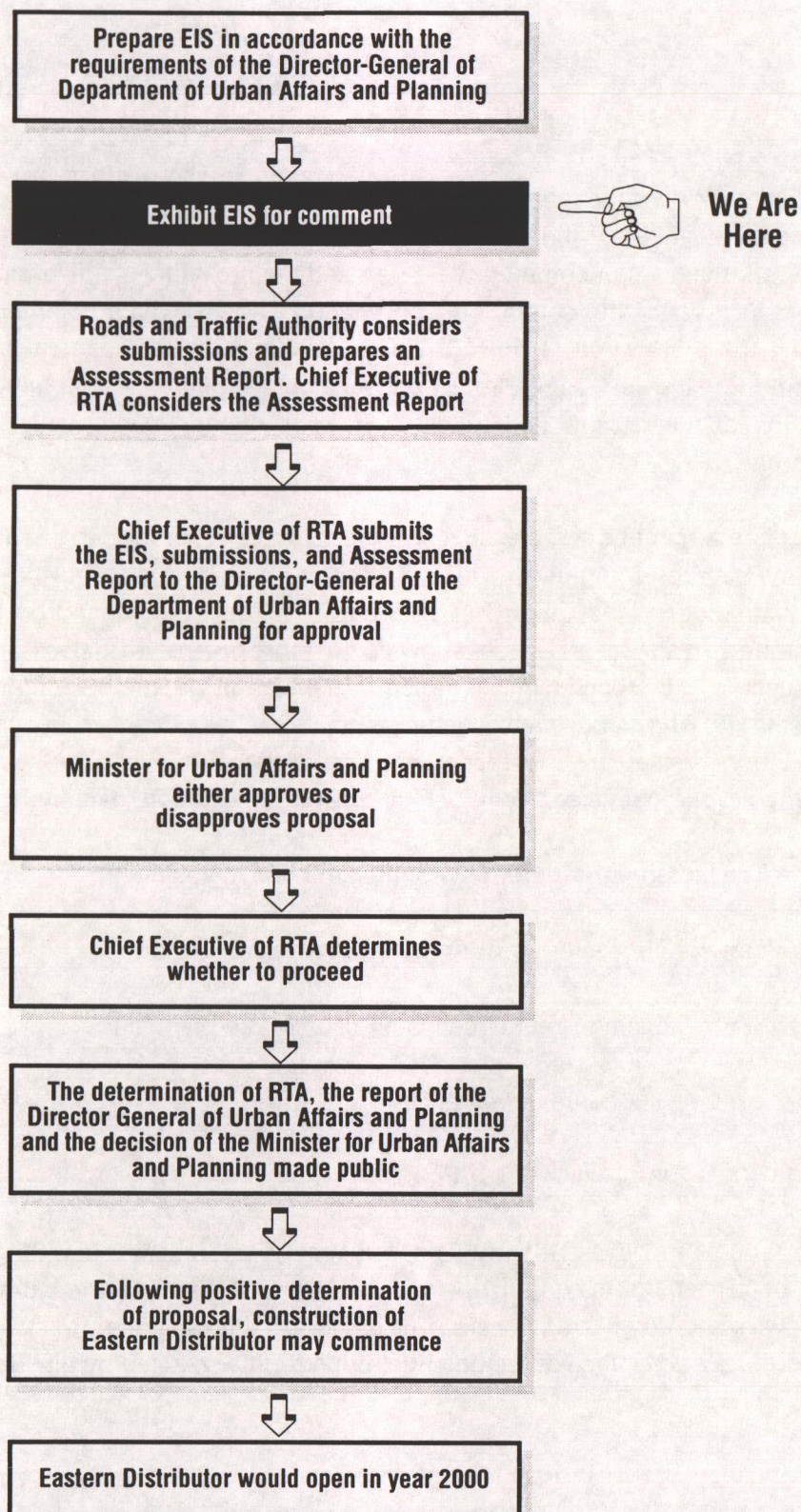


Figure 4.1
**Enviromental Determination
Process**

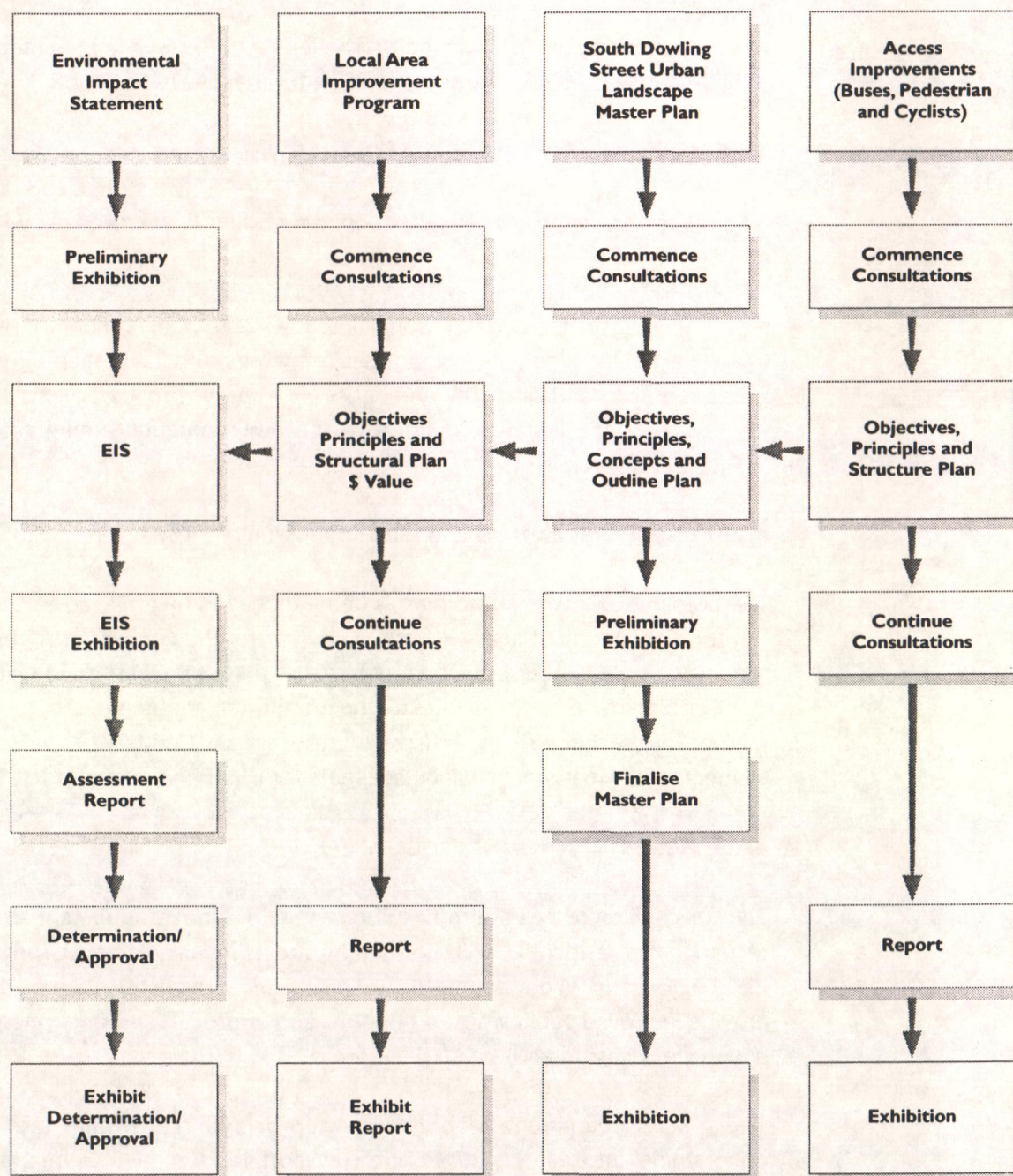


Figure 4.2
Eastern Distributor
Consultation Programs

- various measures to calm traffic in presently busy local streets and improve the safety and amenity of those areas;
- possible street closures; and
- various measures to improve the appearance of local streets including landscaping and widening of footpaths.

Final decisions on the outcomes of the Local Area Improvement Program would be made by the local Councils. The RTA would assist in facilitating the program and would provide some funding for the measures adopted.

4.1.2 LANDSCAPE MASTERPLAN FOR SOUTH DOWLING STREET

A Landscape Masterplan is being developed for South Dowling Street with the aim of:

- defining an appropriate urban landscape masterplan and demonstrating particular elements, including earthworks and land shaping, street furniture and artworks and other appropriate improvements to the streetscape that would improve the environmental amenity of this street; and
- prepare a strategy for the implementation of these works.

The preparation of the masterplan is being managed by the Moore Park and Centennial Park Trust and will form a key part of the concept design of the proposed upgrade of South Dowling Street as part of the Eastern Distributor. The broad concepts and principles for the masterplan are included in the main volume of the EIS. Plans, artist's impressions and models of the various elements of the masterplan will be available for public comment in late 1996.

4.1.3 ACCESS IMPROVEMENT PROGRAM

The construction of the Eastern Distributor would remove significant amounts of traffic from residential and commercial streets in Surry Hills, Darlinghurst, Paddington and Woolloomooloo. This would create the opportunity to provide improved public transport options and improved and safer pedestrian and cycle access to and within these areas.

The NSW Government is about to set up a taskforce to help turn these opportunities into reality. This Public Transport Taskforce will be made up of representatives from various Government Departments, local Councils, community groups and other key stakeholders. Throughout this process the committee will also seek the views of the broader community.

The objectives and principles adopted by the committee for improving public transport, pedestrian and cycle access within the inner eastern areas of Sydney are described in the main volume of the EIS. The final outcomes of the Committee's work are expected to be made available to the public by mid-1997. This would allow detailed planning to begin for the implementation of adopted strategies once the Eastern Distributor is completed in the year 2000.

4.2 COMMUNITY ACCESS PROGRAM

The consultation activities provide a variety of ways for people to obtain information about the Eastern Distributor proposal and to make their concerns known. The program will continue throughout the EIS display period and has included the following activities:

4.2.1 CONCEPT DISPLAYS

Displays of concept designs were placed in 14 motor registries within the Sydney region, three Council offices within the study area, namely South Sydney, Sydney City and Randwick, the Department of Urban Affairs and Planning Sydney information office and at the Eastern Distributor Community Access Centre, 535 Crown Street, Surry Hills.

4.2.2 ADVERTISEMENTS IN PRINT MEDIA

Advertisements were placed in local and two State newspapers advising of the concept displays for the Eastern Distributor proposals. These newspapers included:

State Newspapers

- The Sydney Morning Herald (two editions); and
- The Sunday Telegraph (two editions).

Local Newspapers

- The Wentworth Courier (two editions);
- The Eastern Suburbs Advertiser (two editions);
- The Woolloomooloo Review (monthly - one edition);
- The Star Observer (two editions);
- The Spectator (one edition); and

- The Weekly Southern Courier (three editions).

Community Newspapers

- The Surry Hills Scene (monthly - two editions); and
- The South Sydney City Council Community Newsletter (monthly - one edition).

4.2.3 EASTERN DISTRIBUTOR COMMUNITY BROCHURE

A community newsletter was mail dropped to 37,000 letter boxes within the study area, containing details of the study program and advice as to the various mechanisms for finding out more information and having input. An example of the community newsletter is included in *Appendix A*. Newsletters were also available for a period of time in many motor registries, local libraries, through real estate agents, Councils and at the Community Access Centre.

4.2.4 COMMUNITY ACCESS CENTRE

The Eastern Distributor Community Access Centre was opened on the 18 September, 1996 and is currently open to the public five days a week. It has been and promoted through both advertising and newsletters. The hours of the centre try to accommodate those who would not be able to attend during normal business hours, that is:

- Wednesday 2.00pm to 8.00pm;
- Thursday and Friday 12.00 noon to 6.00pm; and
- Saturday and Sunday 10.00am to 3.00pm.

4.2.5 COMMUNITY FOCUS GROUP MEETINGS

A series of community focus group meetings were held to address specific issues related to the design and planning of the Eastern Distributor. The study area adjacent the roadway was divided up into smaller sections defined by postcode, geographic and prominent issue boundaries. A property search was undertaken for properties adjacent the route and correspondence forwarded to landowners inviting their involvement with consultations. Door knocking was undertaken of some residences and businesses adjacent the route to ensure their awareness of the proposal. Several members of the community also undertook door knocking exercises in their local area to assist in promoting community awareness.

The meetings were held either at the Community Access Centre (a central location in the study area) or at a venue more convenient to the area under discussion. Attendance varied from eight to approximately fifty. Minutes of these meetings are attached as *Appendix B*.

An outcome of the focus group meetings is the summary of concerns for specific areas and a clearer understanding by the study team of the impacts and opportunities of the Eastern Distributor proposal. Key issues raised by these sessions are also described in *Chapter 6.2*.

4.2.6 FACT SHEETS

Fact sheets, consisting of a single summary page of information were prepared to provide detail on four key issues of concern, namely:

- Fact Sheet 1 - Southern Cross Drive;
- Fact Sheet 2 - Local Area Improvement Programs;
- Fact Sheet 3 - Landscape Masterplan for South Dowling Street; and
- Fact Sheet 4 - Access Improvement Program.

Examples of these Fact Sheets are included in *Appendix C*.

4.2.7 MISCELLANEOUS MEETINGS OR BRIEFING SESSIONS

These were held with a number of stakeholders from which a summary of impacts or opportunities of the Eastern Distributor were considered necessary for the assessment of impacts in the EIS.

4.2.8 FUTURE CONSULTATION

The community access program will continue throughout the EIS display period and is proposed to include similar activities such as:

- advertising in local and state newspapers;
- holding displays of the final concept designs for community appraisal and comment;
- the distribution of a second community newsletter (mail dropped to letter boxes within the study area) containing the key message of the availability of the EIS and advice as to how the community can have input;

- continuing the Community Access Centre, recommended to remain open to the public five days a week throughout the EIS exhibition period and promoted through advertising and newsletters;
- further information or fact sheets, consisting of one page of information in response to critical issues of concern;
- a multi-lingual info sheet attached to the displays prepared in Chinese, Vietnamese, Russian, Turkish, Greek, and Arabic and directing people with questions to a free translating service offered by the Council for Ethnic Affairs; and
- various miscellaneous meetings and briefings.

PART C RESULTS OF CONSULTATION

CHAPTER 5 GOVERNMENT AND AUTHORITY CONSULTATION RESULTS

Consultation with government authorities included a planning focus meeting, special briefings where required, three urban design workshops in the Woolloomooloo area and opportunities for government authorities to make written submissions.

5.1 PLANNING FOCUS MEETING

A planning focus meeting was held on the 30th August 1996 at the offices of the Department of Urban Affairs and Planning, Farrier Place, Sydney. Attendees at the meeting included representatives from local Government, transport, environment, emergency and service authorities and advisory groups such as the NRMA, Bicycle NSW and the Bus and Coach Association.

Issues raised at the meeting are summarised in *Table 5.1*. A full list of attendees is attached (see *Appendix D*). The following list should not be considered completely comprehensive as attendees may not have noted items that were already a stated consideration of other attendees.

TABLE 5.1 ISSUES RAISED AT THE PLANNING FOCUS MEETING

Issue
South Sydney City Council
Traffic issues including the levels of traffic that would use the route with and without a toll, the potential impacts on local streets with a toll imposed, the need for a traffic impact assessment to the Southern Arterial. Gardeners Road interchange arrangements require consideration.
Local street issues including the potential for Bourke, Crown and Baptist Streets to become two way flows, access to and from Cowper Wharf Road, access to Link Road and access to local streets and the need for service roads. Moore Park Road function as a residential street needs to be examined in designs.

TABLE 5.1 CONTINUED

Issue
Planning considerations include turning access into Cleveland Street for heavy vehicles and the impacts on the Bat and Ball Hotel. The Crescent Street intersection and need for widening on McEvoy Street. Access implications for the Naval base at Woolloomooloo and adjacent developments at Green Square, Sydney Showground, Moore Park and Centennial Park Trust proposals, Moore Park Gardens and ICI redevelopment on South Dowling Street. William Street proposals should be complimentary. The South Sydney Strategy Plan, Urban Design DCP and Draft LEP to be referred to.
Public Transport considerations include the potential level of improvement of services both along and across the distributor.
Pedestrian and cyclist access should be to Woolloomooloo and Surry Hills. Designs should take account of the planned pedestrian bridge to Moore Park. Pedestrian considerations needed at Cathedral Street.
Construction issues include temporary traffic flows during the construction period, including for heavy vehicles. The disposal of spoil and routes for disposal vehicles.
Air/noise impacts to be addressed. Recreational impacts on Moore Park to be examined and the Moore Park Leisure Centre.
Botany Council
Heavy vehicle access considerations. York Road designs to be considered.
Heritage items listed in Botany Councils LEP. Impacts on Eastlakes and Millpond environments to be considered.
Randwick Council
Access to local streets and need for service roads. In particular access to Link, Lenthall, Gardeners and Epsom Roads and resulting volumes of traffic. Access to the east, to Bondi, York Street and Ocean Street needs to be considered.
Pedestrian problems currently on Lenthall and Link Roads. Bus stops to be incorporated into designs. An orbital bus route is to be examined. Major intersections should be designed to be compatible with local areas, pedestrian uses and 'green design'. Impacts for residents fronting Dowling Street and Southern Cross Drive to be considered.
Need to maintain heavy vehicle movements on Southern Cross Drive instead of Botany Road.

TABLE 5.1 CONTINUED

Issue
Woollahra Council
Potential for the removal of the clearway on Oxford Street. Traffic volumes on Ocean Street.
Designs and construction timetable need to take into account pre Olympic events.
Environment Protection Authority
EIS to consider regional traffic volumes, regional transport initiatives and air quality issues. Air quality in the tunnel should meet world health standards. The study team should note that existing air quality in tunnel portals will be poor and this has implications for the ventilation system. Air quality monitoring is required for residential areas and wind tunnels to be accounted for. Modelling for noise to accommodate day/night, heavy/light development scenarios, traffic speeds, road capacity and 20 year projections.
NRMA
Accident potential at the northern end of the tunnel to be examined. Bicycle provisions to be examined both alongside and across the roadway. Land holdings by the RTA and potential park and ride opportunities.
Ancillary road works to be accommodated during the construction process. Traffic volumes should be examined on a worst case scenario - ie. High future residential development of the area.
The consultation process must be transparent and allow adequate time for community input.
Bicycle Institute of NSW
Local area traffic management such as two way streets, street closures and road surface changes to take account of bicyclists. Toll free route implications for bicycle routes. Pedestrian and cyclist access should be to Woolloomooloo and Surry Hills. Need for traffic management on Bestic and Bay Streets. Vehicle breakdown provisions and management measures. The EIS process should resolve bicycle needs (ie. Early in the planning process).
Bicycle signage to be clear and traffic signals should accommodate bicyclists. Access in the vicinity of Cleveland Street is important. The current 'squeeze point' in the vicinity of the hotel on Cleveland Street needs to be addressed.
Existing routes include Todman Avenue to the University NSW. The EIS should adopt the Sydney Bike Plan.

TABLE 5.1 CONTINUED

Issue
Sydney Ports Corporation
Heavy vehicle access and routes during construction activities. Large articulated trucks traversing to and from Botany Port - alternative routes during construction to be provided to ensure these vehicles avoid residential areas.
Sydney Buses
Traffic growth forecasts to examine opportunities for bus provisions. Existing efficiencies and opportunities for public transport on Oxford/Flinders Streets to be addressed.
Federal Airports Corporation
The adequacy of the proposed Mill Pond Road and Southern Cross Drive intersection improvements.
Construction impacts include the adequacy of traffic management arrangements for airport flows. Visual impacts during the construction phase are important.
Bus and Coach Association
Need to maintain heavy vehicle movements on Southern Cross Drive instead of Botany Road. Tolling issues for private bus operators (should be exempt). Bus opportunities at Flinders Street to be examined.
New South Wales Fire Brigade
Emergency provisions to be included in the EIS including services to be provided for in the tunnel such as smoke management, emergency ingress and egress and site retention of contaminated spill or fire fighting water. On site retention of contaminated water or spills to be considered.
Southern Sydney Regional Organisation of Councils
Impacts on public transport schedules. Residential densities and urban consolidation strategies to be accounted for in traffic planning. Social equity issues of people depending on public transport and access to facilities. Traffic planning should include the M5 East link.
Optus
Existing Optus cable require early identification to avoid where possible relocation. Early consultation is needed. A major cable tunnel is currently located across the Cahill Expressway at the Domain.

TABLE 5.1 CONTINUED

Issue
Australian Gas Company
High/low gas pressure mains - need to be sealed by contractors to appropriate standards.
Sydney Water
Trunk mains are situated in Dacey Avenue. Early consultation is required. Busby's Bore has a Permanent Conservation Order in place. Cumulative impacts of area wide developments on groundwater quality and wetland regeneration systems to be considered.
Royal Botanic Gardens
Impacts on the Botanic Gardens including visual impacts to be addressed. Connectivity between Sir John Young Crescent and Cowper Street should be a consideration. A oil storage tank owned by the RBG is sited underground in the domain.
Pedestrian links are important and safety is to be a priority. Current options in the Woolloomooloo area not satisfactory. Further consultation is required regarding bicycle/pedestrian facilities.
Department of Transport
Public Transport considerations include the potential level of improvement of services both along and across the distributor. Tolling issues for private bus operators (should be exempt). Existing efficiencies and opportunities for public transport on Oxford/Flinders Streets to be addressed. Investigations should include future public transport catchments and facilities required. Connectivity to bus stops should also be examined.
Department of Public Works and Services
Links to the Market Street tunnel proposal should remain viable. Revegetation of construction areas important.
Department Land and Water Conservation
Surface and groundwater quality is to be assessed. During operation and construction, erosion and sediment controls are to include nutrient and contaminated runoff controls. During construction, acid sulphate soils are to be investigated and leachate controls implemented. Other water users for irrigation purposes are to be documented, for example, Randwick Racecourse. Investigations should include the potential for cuts in subsurface aquifers, riparian lands, wetlands (including Eastlakes), impacts on Crown lands, and the flooding regime. Excavation permits required to be examined.

TABLE 5.1 CONTINUED

Issue
Heritage Council Mitigation of impacts on heritage items to be documented. Excavation permits are required under the Heritage Act. The EIS should consider the potential detracting of conservation significance of some areas. National Trust Heritage/conservation areas itemised by the National Trust to be registered.

5.2 GOVERNMENT CONSULTATION REGARDING LOCAL AREA IMPROVEMENT PROGRAMS

Local Government areas that have an ongoing requirement for local area traffic management and improvement programs have been consulted as to potential arrangements for the management of these programs. Such Councils include:

- Sydney City Council;
- Woollahra Council;
- Randwick Council; and
- South Sydney City Council.

Councils have discussed various potential arrangements for the management of such studies. It is understood at this stage there may be three levels of management:

- an Overseeing Committee for the entire study area which would include representation from the Roads and Traffic Authority, the Department of Urban Affairs and Planning, State Transit Authority (Sydney Buses) and local Councils;
- a Working Committee from each Council; and
- a consultative forum representing a working group of agreed community contacts.

Council officers have each agreed the next step is to prepare a process and management methodology acceptable to each Council for the investigation and implementation of local area improvement programs.

5.3 GOVERNMENT SUBMISSIONS DURING THE EIS PREPARATION PROCESS

In addition to the planning focus meeting, Government authorities were requested to provide written comments on the potential impacts of the Eastern Distributor proposal. The initial planning studies that commenced in October 1995 similarly requested Government submissions and some authorities elected to have these submissions retained as their formal submissions to the studies taking place in 1996. These submissions are attached in *Appendix E*. Responses have been summarised below:

5.3.1 STATE GOVERNMENT

Environment Protection Authority

The Environment Protection Authority has had significant input to the Planning Focus Meeting and the Directors Requirements. Their submission to the latter is attached as part of the Directors Requirements.

Department of Housing

The Department of Housing list properties within the study area - contained within the Woolloomooloo area. The Department requests that noise impacts, air quality impacts, access impacts, traffic predictions, community impacts and visual and landscaping implications be assessed. Project alternatives and their costs should also be considered.

Department of Transport (1995 Submission)

The Department of Transport requested that consideration be given to:

- environmental impacts including air quality related to traffic flows and congestion. Consideration must be given to the residential, recreational and open space characteristics of the area;
- impact on existing public transport network and opportunities for improvement including bus priorities at intersections, bus priorities on the Eastern Distributor, enhancement of light rail opportunities;
- impact of toll charges on level of private demand and impacts on freight industry;
- traffic management plans; and
- impacts on pedestrian flows.

Sydney Buses

Buses will operate on Anzac Parade between Moore Park Road and Gregory Avenue provided bus priority was provided on Anzac Parade. The current location of the ingress ramp in Drivers Triangle is not the most appropriate, a preferable location would be away from this intersection which will otherwise result in further delay and congestion. This congestion may result in the need for buses to continue to use the designated bus roadway in Moore Park.

Rail Access Corporation

The Corporation requests that the following be considered during the preparation of the EIS:

- possible effects upon rail patronage levels and potential competition with the New Southern Railway for airport-based trips originating in the CBD and north shore, and the associated social and environmental costs/benefits of alternative transit nodes; and
- opportunities offered by the project to promote public transport options. One such opportunity could well be using road capacity freed up by the Eastern Distributor to provide bus lanes or other bus-priority measures which cater for feeder bus routes serving rail nodes on the New Southern Railway.

Sydney Ports Corporation

The Ports Corporation acknowledge the subject road systems are used extensively by large road vehicles transporting cargo to and from the Ports area. The 530,000 TEUs of container cargo generates approximately 400,000 truck movements annually, expected to increase by five percent per annum until the year 2000 and four percent thereafter. Traffic to western Sydney through Cleveland Street and Parramatta Road will depend to a large extent on progress on improvements to alternative links such as the M5 Motorway.

Sydney Ports concerns are:

- to minimise inconvenience during the construction phase and that potential diversions accommodate large vehicles;
- improvements to the ingress and egress arrangements to Port Botany including:
 - accommodating heavy articulated vehicles to and from Southern Cross Drive at Wentworth Avenue;
 - improvements to the capacity at the airport tunnel;

- no additional restrictions on heavy articulated vehicles using the tollroad;
- dangerous goods vehicles with the exception of Class 1 and 2.3 should be allowed to use the tunnel; and
- availability of suitable alternative routes for heavy vehicles using Port Botany, Darling Harbour and Glebe Island/White Bay.

Premier's Department

The Premier's Department advise comment will be provided upon the release of the EIS.

5.3.2 LOCAL GOVERNMENT

Sydney City Council - Central Sydney Planning Committee

Sydney City Council generally support infrastructure that removes through traffic from the Central Business District. The need to mitigate impacts on local communities is a key concern and Council requests the following be investigated:

- the cultural, historical, recreational, tourist and environmental significance of the Botanic Gardens, the Domain, the Art Gallery of NSW and Woolloomooloo;
- impacts of severance for Woolloomooloo including pedestrians, cyclists and local traffic;
- impacts of severance of the Domain from the Botanic Gardens;
- loss of vistas for the Woolloomooloo precinct to the Central Business District and associated features;
- noise impacts including changed vertical and horizontal relationships of the road network;
- urban design and streetscape elements within the Woolloomooloo precinct;
- pedestrian amenity and personal security;
- heritage considerations;
- transport considerations including possible bus and rail passengers and connections between these modes, toll free routes, routes for dangerous goods and high loads and tourist coach and layover facilities;

- compatibility with future developments within the area such as additional Eastern Suburbs railway stations and the Market Street Tunnel; and
- buses and bus priority measures.

Improvements to local quality of life are considered essential.

South Sydney City Council

South Sydney City Council acknowledges the Director's Requirements represent much of the discussion at the Planning Focus Meeting. However, Council notes the community may have different concerns and welcomes their consultation. Council's concerns are summarised below:

- cumulative impact and integrated planning, including combined effects of the M5 proposal, Southern Arterial, New Southern Railway, McEvoy Street upgrade, east-west tunnel etc on traffic movements;
- the need for discussion on proposals to close Bourke Street at Taylors Square and open Crown Street to two-way traffic along its length, Council propose that bypass traffic be considered over the wider road hierarchy;
- opportunities for improvements to the public domain;
- opportunities for bus planning and priority at Cleveland, Lachlan, Link, Gardeners Roads and Drivers Triangle;
- transport planning for the Moore Park precinct. Council do not support pedestrian bridges at Drivers Triangle but consider the Parkham Street Bridge may be appropriate;
- event management;
- implications for access at Greens Road, Paddington, including the option of locating exit and entry portals together to the east of Greens Road;
- accessibility of Moore Park leisure centre;
- haulage and construction issues and future consultation programs throughout the construction period;
- severance and impacts in Woolloomooloo, in particular the Kidman Terrace area and options to extend tunnelling;

- connections to Southern Cross Drive and the virtual absence of access locations between Waterloo and Botany (5.5 kilometres). Consideration should be given to an interchange at Gardeners Road;
- future development of the Green Square Precinct (potential for 13,000 dwellings) and east-west access arrangements including access to Epsom Road;
- tolling incentives for non-peak periods/freight travel;
- displacement of low cost housing in Darlinghurst and Surry Hills;
- air quality, in particular the Woolloomooloo basin and potential impacts of the proposed ventilator stacks; and
- groundwater impacts, in particular Moore Park and Centennial Park.

Randwick Council

Concerns are expressed in regards to the west Kensington area. Potential impacts include visual, noise and environmental amenity for residents fronting Dowling Street. The removal of significant vegetation on the roadway should be avoided. The cross section of Dowling Street should incorporate enough space for a landscaped noise barrier between the southbound local lanes and the Southbound Motorway lanes.

City of Botany Bay

Existing congestion at the Mill Pond Road area, particularly in regard to heavy truck movements. Council propose truck movements should be allowed direct from Foreshore Drive to Southern Cross Drive and direct from Wentworth Avenue to Southern Cross Drive. The right hand turn from Wentworth Avenue (travelling west) to Southern Cross Drive should be widened for larger truck movements. On and off movements should be provided from Gardeners Road to Southern Cross Drive. Facilities for truck turning movements at the intersection of South Dowling Street and Cleveland Street would be improved.

Construction and operation noise issues should be addressed for residents fronting Southern Cross Drive. Pollution controls should protect Eastlakes and Mill Pond environments.

Southern Sydney Regional Organisation of Councils

Southern Sydney Regional Organisation of Councils share concerns expressed by South Sydney Council, particularly the subject of toll avoidance by using local streets. Other concerns include:

- the effect on the attractiveness and efficiency of other forms of transport, notably bus operations;
- regional developments such as the M5 East and the New Southern Railway;
- regional and state wide initiatives to increase public transport; and
- heavy vehicle and dangerous goods transport and the creation of alternative routes.

5.3.3 SERVICE AGENCIES

Optus (1995 Submission)

Services have been located within the study area and are the subject of consultation.

Australian Gas Company (1995 Submission)

An extensive network of assets comprise both high and low pressure systems. Relocation may be required and further consultation is necessary.

Sydney Water (1995 Submission)

A number of water assets are located within the study area. A description is provided within a detailed submission. Protection of major trunk mains to eastern Sydney is essential. All adjustments required must be developer funded. Sydney Water has not carried out a Catchment Management Study or Flood Study in the Woolloomooloo catchment. Such a study is recommended. Floodway problems occur in an area on South Dowling Street between Lachlan and O'Dea Avenue. Any concentration of flows in this area will increase drainage problems downstream.

Transgrid

Transgrid do not have any existing transmission assets which would be affected by the proposal.

5.3.4 OTHER AGENCIES

Centennial Park and Moore Park Trust

The Centennial Park and Moore Park Trust has concerns in regards to:

- detailed plans to show land take required from the park lands, including a consideration of zero land take and analysis of its rejection criteria;
- construction plans to show impacts and requirements on park lands;
- impacts as a result of land take on the Moore Park Golf Course which acts as a major income generator for the Park and has safety and legal liability implications associated with the close proximity of traffic to the golf course;
- impacts as a result of land take on facilities for recreational and amateur sporting events;
- cost and impact of relocating the Frank Saywell Kindergarten;
- impacts on the Moore Park Leisure Centre including noise, and future commercial viability;
- need for an economic evaluation of impacts including impacts during the construction phase such as temporary loss of land and loss of revenue to the Trust;
- safety implications and access for pedestrians and cyclists and how improvements can be made to the accessibility of the Park;
- impact the proposal may have on event management, and proposals for future consultation and communications;
- construction impacts including traffic flows during events and during construction of the Eastern Distributor and loss of on street parking provisions, (an Environmental Management Plan is considered necessary);
- impacts of pollution including air pollution (dust, vehicular emissions, air vent emissions), noise (air ventilation, water pumping noise, impacts on ambient noise levels), and water quality (water removal from the tunnels and its treatment, surface water runoff and its treatment, stormwater management, impacts on groundwater);
- the potential for contaminated land be addressed and its treatment;
- protection of trees to be retained, and a schedule to be provided of trees to be removed with appropriate identification of impacts on fauna;
- methods to be employed to protect historically significant Trust property such as memorials, stone columns, gates and fencing; and

- urban design considerations.

An Environmental Management Plan for operations is recommended.

The Trust is of the view that there would be no impact on the Kippax Lake and Centennial Park Pond system during construction and operation.

Art Gallery of NSW

Discussions with the Art Gallery confirmed:

- the upper toll plaza is immediately below the open air Art Gallery Cafe. Noise and air quality are perceived to be impacts due to motorists accelerating away from the toll booths;
- the alienation of Woolloomooloo from the Domain is considered to be exacerbated by the current proposals;
- advertising at the toll plaza would be strongly opposed by the Art Gallery;
- an opportunity exists to reinstate the connectivity between the Domain, Botanic Gardens and Woolloomooloo;
- the architecture of the proposed administration building and toll plaza control tower is considered inappropriate; and
- construction impacts, particularly noise and dust are of concern.

Defence Centre - Sydney

The proposal in Moore Park Road is of interest to the Centre as the Moore Park Gates are the only entry/exit to Victoria Barracks for emergency vehicles. The Centre will need to examine:

- volumes of traffic anticipated on Moore Park Road;
- provisions for future on street parking between Greens Road and Oatley Road;
- pedestrian facilities across Moore Park Road; and
- capacity for westbound vehicles to U-turn at Oatley Road or otherwise the implementation of traffic signals to provide for right turn movements into Moore Park Road.

National Trust

The Trust are concerned that all heritage items potentially effected by the Eastern Distributor be considered within the EIS. South Sydney contains many sites of heritage significance. Particular regard should be given to Kidmans Terrace and heritage values placed on Woolloomooloo as a setting for the Eastern Distributor Toll Plazas.

The proposal should have regard for the principles of ecologically sustainable development and integrate with public transport opportunities.

NRMA

The NRMA supports the implementation of advanced management systems on the Eastern Distributor to manage traffic, reduce the frequency of primary crashed during congested peaks, improve capacity and reduce delays.

Opportunities for the minimisation, reuse, recycle and disposal of waste material should be investigated as well as opportunities for reuse of off-site construction material.

TAG - Transport Action Group

This group made the following points:

- the availability of oil resources in the short to medium term and the associated social and economic impacts requires consideration within the EIS. Some forecasts indicate that conventional oil supplies will be depleted by approximately 2055; and
- the potential for the Eastern Distributor to draw patronage away from public transport, in this case the New Southern Railway.

Action for Public Transport

Considerations to be addressed by the EIS include:

- additional traffic generated by the proposal and the costs associated with this including peak congestion;
- the impact of the Eastern Distributor and potential renegotiation's necessary for the New Southern Rail contract;
- dwindling reserves of cheaply recoverable crude oil and rising costs of this resource including the impact on air travel and this potential impact on demand for the Eastern Distributor;

- funding questions related to the Federal Airports Corporation contribution to this facility; and
- the need to shift the travel modal split towards public transport.

CHAPTER 6 COMMUNITY AND STAKEHOLDER CONSULTATION RESULTS

6.1 FOCUS GROUP MEETINGS

The issues of primary concern expressed during focus group meetings are summarised below. They are summarised by meeting;

TABLE 6.1 SUMMARY OF CONCERNS RAISED AT FOCUS GROUP MEETINGS

Meeting No.	Date	Focus Area	Primary Issues
1	16.9.96	Transport Groups	- traffic projections and need to justify the proposal - local area traffic impacts and effect on traffic flows of a toll - financial feasibility of project - predicted future oil resource depletion
	16.9.96	Environment Groups	- need for the proposal - need for integrated transport planning - public transport provisions
	27.9.96	Kidmans Terrace, Woolloomooloo	- noise volumes and impacts on residences - proximity of the proposal to Kidmans Terrace - pollution effects - local traffic movements during construction and ratruns after construction need to be monitored and managed - construction issues - construction sites, phasing, etc. Cathedral Street pedestrian access overpass inappropriate for pedestrian needs and local character
2	28.10.96	Woolloomooloo	- health impacts and need for lead level testing in children - noise and vibration and impact on nearby residences - the unique village like characteristics of Woolloomooloo should be preserved - this project will impact on 'lifestyle'. Residential densities are planned to increase - this proposal impacts on future residents as well

TABLE 6.1 CONTINUED

Meeting No.	Date	Focus Area	Primary Issues
3	29.10.96	Ridge Street, Surry Hills and adjacent areas	■ construction issues are of concern - timetable, noise, vibration and potential for structural damage, restrictions in access to the park, hours of operation and residential amenity ■ pedestrian access to Moore Park will be restricted ■ noise barriers would remove visual benefits of Moore Park ■ the option needs to be considered of extending the tunnel further to the south to provide better access to the Park and reduce impacts on residents
4	30.9.96	William Street and local environs	■ potential for decline in property values ■ parking and traffic management arrangements during construction activities ■ post construction air quality issues ■ future traffic management arrangements for William Street, Bourke Street and nearby streets currently used for parking for businesses
5	30.9.96	Dowling Street residents, west Kensington	■ the need for and timing of demolition works ■ current road closure planning by Randwick Council needs to be reconsidered ■ the control and management of through traffic in local streets ■ noise volumes need to be addressed as soon as possible
6	1.10.96	Moore Park Road and local environs	■ projected future traffic volumes on Moore Park Road - should an additional entry portal be considered on Moore Park Road ■ community access during the operation and construction of the Eastern Distributor to the Moore Park area ■ east-west traffic management including the need for Oxford Street to retain its status as a major traffic thoroughfare

TABLE 6.1 CONTINUED

Meeting No.	Date	Focus Area	Primary Issues
7	2.10.96	South Dowling Street residents and Surry Hills groups	- heavy vehicle movements, particularly in the vicinity of Cleveland Street, impact on noise levels and environmental amenity (further emphasising the need for a green buffer area) - options to extend the tunnel further south should be considered - construction by a private consortium and a timetable by the year 2000 deadline should not compromise standards or remove opportunities for improvement - access to Moore Park will be seriously impeded under the present proposal
8	3.10.96	Woolloomooloo	- social impacts of dividing Woolloomooloo with a ten lane Motorway, and associated pollution and health impacts - the sheer physical size of the proposal in the vicinity of Woolloomooloo - sustainability of the project in terms of oil reserves - a need for greater public transport must be recognised - options for extending the tunnel should be considered
9	5.10.96	Dowling Street residents, west Kensington	- options should be considered for extending the tunnel from Todman to Lenthall Streets, or alternative options for moving the roadway to the west and creating a green buffer - local road closures should not proceed - noise impacts must be addressed - air pollution must be addressed - air conditioning of residences should be considered by the RTA

TABLE 6.1 CONTINUED

Meeting No.	Date	Focus Area	Primary Issues
10	6.10.96	Dowling Street residents, west Kensington	- alternatives to the current proposal should include providing a local lane for Dowling Street residences separated from Dowling Street by a concrete barrier. This would also provide parking relief - a road hierarchy needs to be identified through this planning process and steps taken to implement the hierarchy, such as upgrading Lachlan Street - what noise measures are possible south of Myrtle Street? - construction impacts need to be carefully considered and a process of continuing community involvement identified
11	8.10.96	South Dowling Street, Surry Hills and environs	- options for extending the tunnel to be considered - provisions for residents such as a green area, noise barriers and landscaping are extremely important - the impacts on dwellings adjacent South Dowling Street are thought to be large - consultation with the community should continue - liaison and coordination with local Councils regarding local area traffic management proposals should be considered a priority
12	10.10.96	Kidmans Terrace and environs	- options to be considered for extending the tunnel north, the pedestrian overpass at Cathedral Street is considered in appropriate and out of scale with adjacent residential streets - electronic tolling needs to be introduced as soon as possible to eliminate the need for one of the two toll plazas - the social and visual impacts on Woolloomooloo are felt to be extreme - a 'carve up' of the Woolloomooloo community

6.2 PUBLIC SUBMISSIONS

At the time of writing (25 October 1996) 75 written submissions have been received from the general community. These are attached in *Appendix F*. In addition, the Community Access Centre has been the location of much dialogue since it opened on the 18 September 1996. As a result of this consultation a number of issues and options have been raised for consideration in the development of the proposal described in the EIS. The issues have been summarised below (in no order of importance) and where relevant, described in terms of geographic areas.

6.2.1 REGIONAL TRAFFIC ISSUES

The proposal is seen by some as encouraging more private traffic and as such has a limited "life". Although South Dowling Street is considered a major arterial in the road hierarchy, many feel that proposed increase in capacity places too much traffic on this road which has long standing residential uses. South Dowling Street is seen by residents as a perimeter residential street rather than an arterial road. Anzac Parade has been suggested as a more appropriate route for heavy traffic, given it has no residential land uses adjacent.

Heavy truck routes need to be defined, stakeholders feel that better routes could be designated in industrial areas. In particular the left hand turn movement from South Dowling Street to Cleveland Street is of concern. Residents and business owners feel this corner does not have capacity for truck turning movements and requires redesign.

A regional traffic plan has been called for that assesses east-west traffic movements with the same priority some feel has been given to north-south traffic movements. A series of proposals have been prepared in advance by some groups for traffic management in their 'areas'. This need would be met to some extent by the Local Area Improvement Programs and endorses the need for an overseeing committee to assess traffic on a regional basis.

6.2.2 LOCAL TRAFFIC ISSUES

Many stakeholders feel that every effort should be undertaken to reduce the potential for ratrunning and are anxious that proposals for local area traffic management be explored as soon as possible. Some groups expressed concern about the impacts of the Harbour Tunnel on local and residential street traffic volumes and felt that this was an opportunity to have these problems addressed.

It is felt by some community members that the EIS should address firm proposals for the management of major streets such Riley Street, William

Street, Liverpool, Oxford Street, Crown and Bourke Streets. Other stakeholders agreed that this process must have ownership of local government and the community and will require a longer time frame of investigation. It was agreed by many people that the approvals process must "tie down" the commitments and responsibilities of relevant authorities.

Current and predicted traffic volumes are anxiously awaited by some for local streets.

6.2.3 PUBLIC TRANSPORT

Facilities which incorporate public transit systems such as light rail would constitute a preferable proposal to some people. Reasons given by proponents of light rail include long term benefits, cheaper construction costs, reduced environmental impacts, resource sustainability and the impacts of constructing roads on the patronage levels of public transport. Private investigations into the Gore Hill Freeway and Sydney Harbour Tunnel examined social impacts on Woolloomooloo, reduction in environmental amenity and costs of pollution, fuel consumption and greenhouse gas emissions.

A report was submitted titled *Proposed Light Rail Rapid Transit System for the South-Eastern Suburbs of Sydney*, not dated, prepared by the Eastern Suburbs Light Rail Association. Oxford Street, Taylor Square and Anzac Parade were noted among other routes as potential light rail corridors. Discussions with the Light Rail Association noted the proposed construction of the Eastern Distributor should not preclude the construction of light rail track beds.

Many saw the proposal as being complimentary to public transport on Flinders Street and Taylor Square. Support was expressed by some people for the implementation of light rail on Oxford Street and associated areas. A contrary view was expressed that regardless of the project, these roads would quickly reach semi-tolerable levels.

Concern was expressed that cyclist needs be accommodated, particularly with the limited opportunities on South Dowling Street given the need for additional traffic lanes etc. Signage for cyclists requires improvement. Public input to the Public Transport Taskforce is requested.

6.2.4 AIR POLLUTION

Air pollution is of particular concern in the Woolloomooloo area. Many people believed the existing meteorological conditions in the Woolloomooloo basin would enhance the air quality deterioration with the proposal to have the Eastern Distributor above ground adjacent Woolloomooloo. It was submitted that on a number of occasions Woolloomooloo air quality levels do

not meet World Health Standards and the proposal would have a cumulative health impact on this area.

A source of poor air quality is seen to be heavy vehicle emissions, especially container trucks and tankers from Port Botany using South Dowling Street and then Cleveland Street to access the M4 Motorway and western Sydney.

Air quality is also an issue for residents and landowners near the tunnel portals in Dowling Street. The fan system is seen to be insufficient by some residents and an enclosed outlet at the corner of the Supa Centre structure would assist in dispersion of traffic fumes. Questions were asked regarding the possibility of treating the polluted air as it leaves the vents.

6.2.5 NOISE IMPACTS

Particular reference is made to heavy vehicle movements on Dowling and South Dowling Street and associated noise levels of truck brakes, exhaust systems etc.

Noise mitigation measures, although viewed as necessary by most stakeholders, were seen to have their own impacts. Depending on the height of noise barriers, concerns included loss of visual amenity to Moore Park, the creation of wind tunnels, the blockage of easterly breezes and morning sunlight and the degradation of Sydney's 'gateway' road.

Noise in the Woolloomooloo area was seen to be significant and the community requested studies incorporate the geographical basin this area resides in.

6.2.6 VIBRATION IMPACTS

Particular reference is made to heavy vehicle movements and concern is expressed that the high and heavy loads unable to use the tunnels (due to the 4.6 metre clearance) under Cleveland Street and the Supa Centre will use adjacent local roads - forcing these vehicles closer to residential houses.

6.2.7 "RAT RUNNING"

Most communities and stakeholders questioned the method of reducing local street impacts caused by motorists using local streets to gain entry to the expressway in Woolloomooloo and avoid paying the toll. Solutions included removing the toll, implementing a toll at all entry points to the proposal or implementing local street measures to make "rat running" a tiresome exercise for drivers. For the latter solution, residents questioned a process of implementation and agreed the changes should be initiated and approved by local communities and local government.

6.2.8 INTERSECTION OPERATIONS

Annoyance was expressed over current trends for drivers to queue across major intersections, blocking traffic when the signals change and creating an extremely difficult environment for pedestrians. Overseas examples of stopping or reducing this problem included paving the intersection, marking the edges of the intersection with bright yellow paint and signs conveying the message "don't enter if you can't exit". Policing of this problem is also seen to be a requirement.

Such measures are considered necessary by some for key intersections on William Street and the intersection of Moore Park Road, Anzac Parade and Flinders Street.

6.2.9 COMMUNITY AMENITY IN WOOLLOOMOOLOO

The Eastern Distributor proposal was initially considered by some members of the Woolloomooloo community as an opportunity to place the roadway underground, with associated improvements in connectivity with the CBD, air quality and health and environmental amenity. Woolloomooloo residents see the current proposal as having high social impacts in their area. The area was noted by many as having 'special village' like characteristics that would be eroded by the construction of a ten lane motorway above ground. The visual impact in this area was judged by the community to be extremely high.

Issues of equity were raised in regard to the impacts of the proposal in the Woolloomooloo area compared to impacts on other areas. Residents were of the opinion that issues such as the retention of fig trees in Moore Park had

been resolved whilst issues such as heritage, noise and vibration impacts at Woolloomooloo were unresolved. Similarly, the location of toll plazas at Woolloomooloo when the northbound tunnel would generally not be used by this community. An alternative was suggested with placing the booths within southern entrances of the tunnels.

Suggestions were put forward that the roadway be covered over when electronic tolling is introduced making the need for one of the toll plazas redundant. Services should be relocated accordingly. The aim would be to restore the land profile of the Domain to that which existed before the Cahill Expressway was built (considered by many submissions to be a unique opportunity).

6.2.10 KIDMANS TERRACE

Kidmans Terrace residents submit they would *"suffer extreme discomfort"* with the given proposal. The Eastern Distributor, under the existing proposal, would be located adjacent the back wall of dwellings and impacts described by residents would involve a serious loss of amenity. Concerns regarding impacts include:

- noise and vibration (associated with increased traffic volumes);
- construction damage;
- lack of privacy (given the proximity of high buses and trucks to the Kidmans Terrace back walls);
- safety issues with the potential event of a vehicle hitting the back wall of these houses;
- water runoff and flooding potential;
- temporary loss of on street parking in nearby streets to construction workers;
- the compromise of the heritage streetscape; and
- dust and fumes

and many others.

6.2.11 POTENTIAL CLOSURE OF HAIG AND BOOMERANG

Sydney City Council have the potential closure of Haig and Boomerang Streets to reunify Cook Phillip Park. This proposal has been met with dismay by

Woolloomooloo residents who see conflicts with the traffic planning for the Eastern Distributor.

6.2.12 TOLLING AND METHOD OF TOLLING

A strong call was made for the introduction of electronic tolling as soon as possible. The toll plazas at Woolloomooloo are seen by adjacent community members as noise and pollution generators. The location of the plazas is not seen to be complimentary to the planned increase in residential density in this area. It was suggested that the Eastern Distributor could be funded through increased road and petrol taxes.

6.2.13 OPTIONS A AND B - WOOLLOOMOOLOO

Option A (elevated crossing over Sir John Young Crescent) was regarded as unacceptable to many people.

6.2.14 WILLIAM STREET AREA

It was suggested the exit ramps from the tunnel to William Street should be covered, providing the RTA with revenue from the sale or lease of this land. Potential building demolition was of concern to landowners and leasees in the William Street area.

6.2.15 DRIVERS TRIANGLE ARRANGEMENTS

The alternative design for relocating the exit portal to the east of Greens Road is strongly favoured by residents on Moore Park Road. The retention of parking on Moore Park Road is seen as a necessity. It is assumed by residents vibration and noise impacts will be controlled to a minimal level.

The single entry portal in Flinders Street was thought by some to be inadequate for the traffic from both Moore Park Road and Anzac Parade. Entry points are suggested at both Moore Park Road and at Anzac Parade to assist with anticipated traffic congestion attempting to access William Street and a toll free route. This scheme has been the subject of intense investigation over the last four years. It is recommended that the merging issue could be potentially resolved by the placing of traffic signals at the portal entrances that allow alternative traffic inflows.

Some have called for Bourke Street to remain open north of Taylor Square, to allow a toll free route and reduce the potential for bottlenecks at Drivers Triangle for northbound traffic.

6.2.16 PARKING REQUIREMENTS ON SOUTH DOWLING STREET

South Dowling Street contains land uses of both residential and commercial natures. There are current provisions for off peak parking along South Dowling Street used by residents and felt to be essential for businesses such as the Sydney Antique Centre and the Design Establishment. Surveys conducted on behalf of the Antique Centre reveal the majority of customers to these sites arrive by private vehicle. It is their strong recommendation that these provisions be retained and that the lane arrangements on South Dowling Street provide for two northbound local lanes, the kerb side lane providing parking in the off peak period. Some submissions further request that a purely local lane be provided for residents, in that no 'gates' be provided into or from the Motorway lanes. It is felt heavy vehicles should not be allowed to traverse this kerbside roadway in the interests of health and safety.

Local street arrangements that have entrance points to South Dowling Street are a concern, that they be accessible for South Dowling Street occupants for parking during the peak period and that access to these streets remain simple.

The South Dowling Street Landscaping Masterplan yet to be displayed at the time of writing is anxiously awaited by some, to examine the potential impact on the future availability of parking.

Construction impacts on parking arrangements are also of concern. It is felt that construction workers should have a designated off street parking area in the Drivers Triangle area to avoid conflicts with local parking needs.

6.2.17 CROWN AND BOURKE STREETS

Whilst it has been an accepted premise that Crown Street be made two way and Bourke Street closed at Taylor Square for many years, some residents and business owners question the validity of this and would encourage further debate. Whilst the amenity of Bourke would be greatly improved under such a scheme, concern has been expressed by some members of the business community regarding the potential impacts of such a proposal. Other residents point out that in Surry Hills, community facilities are situated on Crown Street such as medical facilities, the Neighbourhood Centre and library and these would be better served by focussed traffic calming. Two way traffic does not translate as traffic calming for some people.

A load limit is suggested by some community members for the length of these streets.

6.2.18 PEDESTRIAN ACCESS AT CATHEDRAL STREET, WOOLLOOMOOLOO

Whilst it is recognised by all that pedestrian facilities need to be provided in this location, the proposal receives minimal community endorsement. The original proposal for a pedestrian overpass is seen to be out of character with the scale of the street, would directly affect the quality of life for those residential properties against which the facility was to be positioned. Concerns have been raised about potential safety in terms of thieves or mugging opportunities on the bridge. The option which has been canvassed in each discussion is to extend the tunnel north and provide pedestrian signals for the four remaining lanes of traffic being Palmer Street and the William Street southbound exit ramp. (Note: the overpass arrangement has been altered during the EIS preparation process and now does not involve facilities adjacent residential properties).

6.2.19 PEDESTRIAN ACCESS TO MOORE PARK AND CENTENNIAL PARK

The current proposal does not encourage pedestrian flows to the parks. Whilst the current situation which involves pedestrians jay walking to the central median and then to the park is not desirable, the proposal does nothing to alleviate pedestrian needs.

Overpasses are a publicly debated issue, not desirable for those residents which would have the facility adjacent their property or easy to use by the elderly or disabled. Some disapprove on the grounds that the overpasses would enforce the appearance of an urban freeway system which is inappropriate to the surrounds and the gateway effect this road provides to the city. Some residents feel pedestrian facilities are essential and do not accept the opinion that they are not aesthetically inappropriate with the parklands as a valid reason for not implementing such measures. The general feeling in regards to the current proposal is one of loss of connectivity and confusion as to how to address this. The solution for many is an extension of the tunnel facility.

6.2.20 LOSS OF VEGETATION IN MOORE PARK

Stakeholders expressed concern about loss of vegetation in Moore Park. If a loss of trees was unavoidable, the only 'compromise' would be for mature vegetation replanting.

Alterations to Moore Park also prompted concerns regarding the potential for 'the Gateway to Sydney' from the airport becoming an eyesore.

6.2.21 SUPA CENTA SHOPPING CENTRE

Many stakeholders feel the "Supa Centa" has been privileged by the proposal for a tunnel between Dacey Avenue and Todman Streets. Supa Centa representatives express grave concern over this arrangement, as the tunnel and access arrangements remove the potential for 'impulse visits' by potential customers. Under the current proposal, those in a northbound approach by car must make a decision to exit the Motorway prior to Link Road, some 600 metres south of the Supa Centa. For the southbound approach, the decision to exit to the Supa Centre can be made approximately 200 metres north of Dacey Avenue. A preference was stated by Supa Centre for the roadway being "at grade" at this point.

6.2.22 CLOSURE OF LINK ROAD

Concern was expressed at this proposal, in particular in regards to heavy vehicles from the industrial areas of South Sydney and their potential diversion onto Lenthall Street. It is recommended that alternatives measures be sought.

6.2.23 LOCAL STREET ISSUES IN WEST KENSINGTON

Residents on Dowling Street are extremely concerned about increased traffic volumes and associated noise, vibration, pollution etc. Residents request that parking provisions be made available, access to local streets (that is, no street closures) and noise measures be implemented to provide a benefit for residents.

After careful consideration of some of the restrictions in the Dowling Street area, residents proposed the implementation of a "local street", that is, closing the nearside lane to through traffic with a concrete median. This would relieve current access problems and restrict the movement of heavy vehicles in the kerbside lane with associated safety, noise, vibration and air quality benefits.

This design has been considered as an option and incorporates a 5.5 metre kerbside lane, a 1.8 metre concrete median which could potentially site a noise barrier and landscaping. The local lane concept currently extends from Myrtle Street to south of Milroy Street under the current arrangement. The arrangements results in an increase in the amount of land needed from the west of Dowling Street, current the Naval Stores Depot but earmarked by the Defence Department for redevelopment. With the implementation of this design, residents see the need for local street closures as redundant.

Residents on Lenthall Street (a local residential street) have stated their dismay at the volumes of traffic using Lenthall Street to access Link Road and thus South Dowling Street. Whilst the removal of right turn provisions from Link Road to South Dowling Street may alleviate this, residents suggest:

- consideration be given to providing a roundabout at Todman/South Dowling Street to facilitate traffic flows at this now local intersection (given the four lane underpass);
- remove the entrance gate to the northbound motorway section of South Dowling Street to south of Link Road, thereby reducing the level of Lenthall Street ratrunning; or
- create slip roads at the intersection of Gardeners Road and Southern Cross Drive.

6.2.24 PROPOSALS FOR SOUTHERN CROSS DRIVE/GENERAL HOLMES DRIVE/MILL POND ROAD

Noise impacts from Southern Cross Drive in the Eastlakes area are expected to be mitigated by use of sound barriers. A submission requested that the lanes on General Holmes Drive not be narrowed due to safety considerations. Another request is that a tunnel under Botany Road and General Holmes Drive to Mill Pond Road and the airport be considered.

6.2.25 OPTIONS FOR FURTHER CONSIDERATION

Options or design alternatives were raised by stakeholders who saw some impacts as being too high a cost to be born by those adjacent communities. It was their strong request that consideration be given to various alternatives described below:

- extending the tunnel from Drivers Triangle to Dacey Avenue; or
- submerging or trenching the middle four lanes on South Dowling and Dowling Streets to reduce noise and visual impacts;
- extending the tunnel northwards in Woolloomooloo. The extent of additional tunnelling would provided differing levels of benefits, that is:
 - to allow at grade pedestrian crossings at Cathedral Street, or
 - to preserve Kidmans Terrace heritage houses adjacent the proposal, or
 - to avoid impacting on the Woolloomooloo area and reconnect this area with the Domain;
- replacing the single tunnel entry portal from Moore Park Road and Anzac Parade in Drivers Triangle with a dual entry system in Moore Park Road and Anzac Parade;

- extending the tunnel from Todman Street to Lenthall Street;
- providing a local lane for Dowling Street residents by constructing a barrier between the two local southbound lanes from Milroy to Myrtle Streets, Dowling Street, creating a local access only street, albeit with only southbound movement. This proposal would reduce the need for road closures along Dowling Street, which many residents along Dowling Street are opposed to. To assist in the provision of parking, this local lane could be widened to 5.5 metres south of Myrtle Street;
- constructing a tunnel for two west bound lanes from Moore Park Road, under Anzac Parade and South Dowling Streets to connect to Fitzroy Street;
- avoiding Woolloomooloo by diverting the tunnel under Oxford Street, along College and Hospital Streets, and exiting near the Cahill Expressway; and
- locating the tolling booths within the tunnel at the southern entrance point rather than at Woolloomooloo.

6.2.26 CONSTRUCTION IMPACTS

The potential demolition of buildings ahead of schedule was raised by Woolloomooloo residents. This activity would be considered an unfortunate construction impact, leaving large holes in the area and consequences if the project was halted or delayed. The noise implications from the demolishment of buildings that currently act as sound buffers is of concern as well as the issue of disturbed vermin.

The removal of spoil is of concern - the roads these vehicles are limited to, policing of these restrictions and for residents on South Dowling Street and Palmer Street, Woolloomooloo, the impacts of additional heavy vehicle volumes over the next three years.

It is recommended by some that Anzac Parade be a designated preferred route for heavy vehicles as it does not have adjacent residential land uses.

6.2.27 GAY AND LESBIAN MARDI GRAS

The construction process requires ongoing dialogue with the Gay and Lesbian Mardi Gras Committee to mitigate impacts on the annual parade. This group recommended that this essential process be confirmed within the approvals process for the Eastern Distributor proposal, and that consideration be given to assistance for the committee as the level of negotiation required over the next three years will be a significant drain on committee's resources. It is

believed that effective and early consultation may save on last minute expenses and arrangements to meet requirements for public safety.

6.2.28 COMPENSATION

Compensation was raised in regards to structural damages, loss of business income due to temporary or permanent lack of access, and loss of property values. The latter point was expanded in a submission to include: "a drop in owner occupied housing, difficulties in leasing, lower returns, leading to a deterioration in maintenance and area degradation".

6.2.29 PRIVATE CONSTRUCTION AND OPERATION CONSIDERATIONS

Concerns have been expressed about the privatisation of road facilities and tunnel works and potential implications in terms of a lack of incentive to alter the proposed designs for public benefit, given the associated cost increases.

6.2.30 PLANNING PROCESSES

For many, the current restrictive timetable for planning is questionable in terms of compromises this may place on the development of opportunities for improvement for properties adjacent the route. The level of pre EIS information available to the community has not been to some stakeholders satisfaction and they felt poorly equipped to have input into the project development process.

6.2.31 DIFFICULTIES IN RECEIVING INFORMATION

Those that were not consulting their newspaper on a regular basis failed to note the advertisements placed in regards to the project. It is an issue that there is no regular local newspaper delivered to sections of Surry Hills.

The mail drop delivery process for 37,000 newsletters failed to reach many areas in Surry Hills and Woolloomooloo and this fact has been the cause of much angst within the community. Some people received the newsletter but did not fully comprehend the extent of works and were surprised during later consultation activities when informed of the proposal.

The timetable available for pre EIS discussion was of concern to many given the recognised difficulties in "reaching" a concerned population of approximately 37,000 people. Similarly the timetable for discussion could not assist with the transfer of detailed information, often requested by the community.

6.2.32 SUPPORT FOR THE EASTERN DISTRIBUTOR

Many submissions endorsed the project. Many affected areas remained adamant that the project was necessary, but felt that the impacts required closer examination and mitigation of impacts.

6.2.33 SUBMISSIONS UNABLE TO BE CONSIDERED BY THIS EIS

A number of submissions were received shortly prior to completion of the EIS. Whilst most of the issues contained within these submissions have been addressed within the EIS, items could not be considered in detail by the study team. These letters are attached in *Appendix G*. It is recommended that these submissions be sent to the EIS display centre for inclusion in the *Assessment Report*.

PART D CONCLUSIONS

CHAPTER 7 CONCLUSIONS

7.1 CONSULTATION ACTIVITIES

The consultation program provides a variety of ways for people to obtain information about the Eastern Distributor proposal and to make their concerns known. The program will continue throughout the EIS display period. Through this program people have and will continue to:

- attend meetings with small local groups;
- visit the Community Access Centre located at 535 Crown Street, Surry Hills, speak personally to experts and browse the information on display;
- read an initial brochure outlining the proposal hand-delivered to approximately 37,000 homes;
- obtain information from a second brochure about the EIS displays, hand-delivered to approximately 37,000 homes;
- obtain issue specific fact sheets;
- telephone, fax or write to the Community Access Centre; or
- access more detailed technical information, where this is available.

Throughout the consultation activities, residents, landowners and stakeholders have tried to acquaint themselves with as much information as possible. To their enormous credit, rather than just expressing disappointment with certain elements of the proposal, most people, including in those areas directly affected, tried to think of solutions, alternatives or simply to understand the proposal from different points of view or different planning needs.

7.2 KEY ISSUES OF CONCERN

7.2.1 REGIONAL AND LOCAL TRAFFIC MANAGEMENT

The community is concerned about regional and local traffic management and future local street changes to “manage” the impacts of the Eastern Distributor. Several submissions were received requesting the approvals process for the Eastern Distributor ensure the Local Area Improvement schemes be satisfactorily resolved. Some members of the community have suggested that

relevant Councils prepare strategies for dealing with Local Area Improvement Schemes and their proposed methodology for community consultation. Further, that these strategies be made available during the EIS display period to assist in the level of understanding by local stakeholders of future traffic management processes and reassure those affected stakeholders of a joint State and Local Government commitment to this issue.

7.2.2 ISSUES OF EQUITY

Issues of equity were raised in regard to the impacts of the proposal in the Woolloomooloo area compared to impacts on other areas. Residents were of the opinion that issues such as the retention of fig trees in Moore Park had been resolved whilst issues such as heritage, noise and vibration impacts at Woolloomooloo were unresolved. Similarly, the location of toll plazas at Woolloomooloo when the northbound tunnel would generally not be used by this community. An alternative was suggested with placing the booths within southern entrances of the tunnels.

7.2.3 CONSIDERATION OF FURTHER OPTIONS

The community have requested that further options be considered in more detail including:

- an extension of the tunnel in the Woolloomooloo area to allow pedestrian flows at ground level at Cathedral Street and a reduction of impacts in the northern Woolloomooloo area;
- an extension of the tunnel along South Dowling Street to facilitate pedestrian flows at ground level to Moore Park and a reduction of impacts for residents along South Dowling Street;
- further land acquisition of Moore Park to allow a green buffer (with an understanding that this would not significantly reduce noise levels) between residential properties along South Dowling Street;
- the construction of a barrier between the two local southbound lanes from Todman to Myrtle Streets, Dowling Street, creating a local access only street, albeit with only southbound movement. This proposal would reduce the need for road closures along Dowling Street, which many residents along Dowling Street are opposed to. Residents see this proposal as having benefits in terms of safety, vibration, local amenity, access and to a limited extent, noise; and
- the relocation of the toll booths to the northbound tunnel ingress points with the early introduction of electronic tolling.

7.2.4 ONGOING MONITORING AND POLICING OF AGREED RESTRICTIONS

While many community members and groups were satisfied with the proposed principles for construction techniques (such as no diversions of traffic onto Bourke Street, north of William Street, and the designation of spoil transport routes), it was agreed that policing of these arrangements was necessary to ensure their adherence. Ongoing noise and traffic monitoring is seen as a requirement both during and post construction. Commitments sought by members of the public indicate that:

- there would be monitoring for some time after construction for key impacts of the proposal including structural damage to private property;
- the government would continue to be responsible for noise/traffic management arrangements on behalf of the public; and
- a commitment to provide internal policing processes to minimise impacts.

7.2.5 THE CONSTRAINTS IMPOSED BY THE OLYMPIC GAMES

While many participants understand the need to prepare Sydney for the Olympics and not have major construction works being carried out during the games, many people also questioned the reason for planning and consultation becoming urgent now, given the knowledge of the games for over two years. The view has been expressed that a constrained timetable should not compromise the planning of this important transport link, not limit the opportunities for improvements for local residents.

7.2.6 1994 CONSULTATION ACTIVITIES

An expectation has been expressed from members of the community that the proposals suggested in 1994 for the Eastern Distributor would be automatically accepted as options or the preferred solution by the Roads and Traffic Authority.

7.2.7 PUBLIC TRANSPORT ARRANGEMENTS

The community request more information is made available on the Public Transport Taskforce and how consultation will take place regarding opportunities for buses, cyclists and light rail opportunities. Visible proof of this process and how they can participate is considered to be required.

7.3 THE WAY FORWARD

The EIS will be exhibited from mid November to mid December 1996 for a period of 30 days. During that period the EIS will be offered for sale and submissions from public authorities, interested groups and organisations and the general community will be invited.

After the exhibition period has been completed, the RTA will review submissions received and the contents of the EIS and prepare an assessment report.

The recommendation made by the RTA together with the EIS, background documents, the assessment report and submissions received during exhibition will then be submitted to the NSW Department of Urban Affairs and Planning to seek the approval of the Minister for Urban Affairs and Planning.

The determination process described above allows input from both public authorities and the broader community in the approval process. Assessment of submissions made during the exhibition period is an integral part of the approval process and often leads to modifications and improvements to the conceptual design of road projects. Should the project be approved, the RTA would seek to continue to involve relevant authorities and the local community in the detailed design of the project and during construction.

In addition, the consultations undertaken prior to the publication of the EIS has assisted in the development of several design considerations or changes. These include:

- a revision of the design of the pedestrian facilities at Cathedral Street, Woolloomooloo, whereby ramp facilities are removed from Cathedral Street to a position parallel with the roadworks and further south by several metres. This retains the views on Cathedral Street to St Mary's Cathedral and removes inappropriate bridge ramps from Cathedral Street;
- consideration of various design options in the Woolloomooloo area;
- the relocation of the exit portal or tunnel opening from its original position on Moore Park Road to a new location east of Greens Road;
- consideration of need for pedestrian bridges in the Moore Park area;
- modification to the design to retain significant trees; and
- the design consideration of a *"local access only frontage road"* in west Kensington. The kerbside lane between Milroy Street and Myrtle

Street is now being considered to be removed from the Eastern Distributor by a 1.8 metre concrete median. This median provides an opportunity for landscaping and noise barriers.

The consideration of various options has been documented in *Chapter 6* of this EIS. Those that support any of these options as preferable designs for the Eastern Distributor should express these views in writing, to ensure they are considered in the Assessment Report and further considered by the approving authorities. Other concerns regarding potential impacts during construction should also be documented and would assist in the preparation and implementation of environmental management measures. The Community Access Centre will be open throughout the display period.

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Appendix A

Community Newsletter -
September, 1996

August 1996

Preferred Proponent for Construction and Operation of the Project Announced

August 1996

EIS investigations and options assessment

September 1996

Preliminary exhibition of concept designs and options  We are here

Continued community consultation at the Community Access Centre and other locations

October 1996

Completion of the EIS

November
December 1996

Exhibition of the EIS

All submissions are considered and the RTA prepares an Assessment Report

RTA's Assessment Report and the EIS are forwarded to the Department of Urban Affairs and Planning for consideration

Minister for Urban Affairs and Planning either approves or disapproves of the project.

Pending a positive determination of the project construction of the project expected to be commenced May 1997

Eastern Distributor opens in year 2000

What Happens Next ?

PRELIMINARY EXHIBITIONS

The various stages in the impact assessment process are shown in the figure opposite. Preliminary concept plans are available to be viewed at the following locations:

EASTERN DISTRIBUTOR COMMUNITY ACCESS CENTRE

535 Crown Street, Surry Hills
(2.00pm to 8.00pm - Wednesday
12.00 noon to 6.00pm - Thursday to Friday
10.00am to 3.00pm - Saturday and Sunday)

Roads and Traffic Authority

Ground Floor, Centennial Plaza
260 Elizabeth Street, Surry Hills
(8.30am to 4.30pm - Monday to Friday)

Sydney City Council

Second Floor, Town Hall House
456 Kent Street, Sydney
(8.00am to 7.00pm - Monday to Friday)

South Sydney City Council

Ground Floor
140 Joynton Avenue, Zetland
(8.30am to 4.00pm - Monday to Friday)

Botany Council

Ground Floor
141 Coward Street, Mascot, NSW 2020
(8.30am to 4.00pm - Monday to Friday)

EIS EXHIBITION

The EIS will be exhibited for public comment. These displays will be held in numerous locations including the Community Access Centre. Their location and time will be advertised. Submissions will be invited from anyone interested in the project. All submissions will be considered before a decision is made on the project.

How to Find Out More

Your input and participation is welcomed. If you have any questions about the project or the process described above, please contact Rust PPK, who are assisting the RTA with the EIS, through an info-line on 9699 4106. If you would like to be part of local discussion groups examining aspects of the project please register your details on the info-line. Alternatively, you can write to:

**EASTERN DISTRIBUTOR
ENVIRONMENTAL IMPACT STATEMENT
P.O. BOX 397
SURRY HILLS NSW 2010**

or fax or visit the Community Access Centre at:

**EASTERN DISTRIBUTOR
COMMUNITY ACCESS CENTRE
Ground Floor
535 Crown Street
Surry Hills NSW 2010**

Phone: 9699 4106

Facsimile: 9699 4107

Opening hours:

2.00pm to 8.00pm

12.00 noon to 6.00pm

10.00am to 3.00pm

Closed

Wednesday

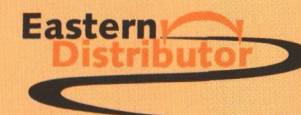
Thursday to Friday

Saturday and Sunday

Monday and Tuesday



Roads and Traffic
Authority
Sydney Region

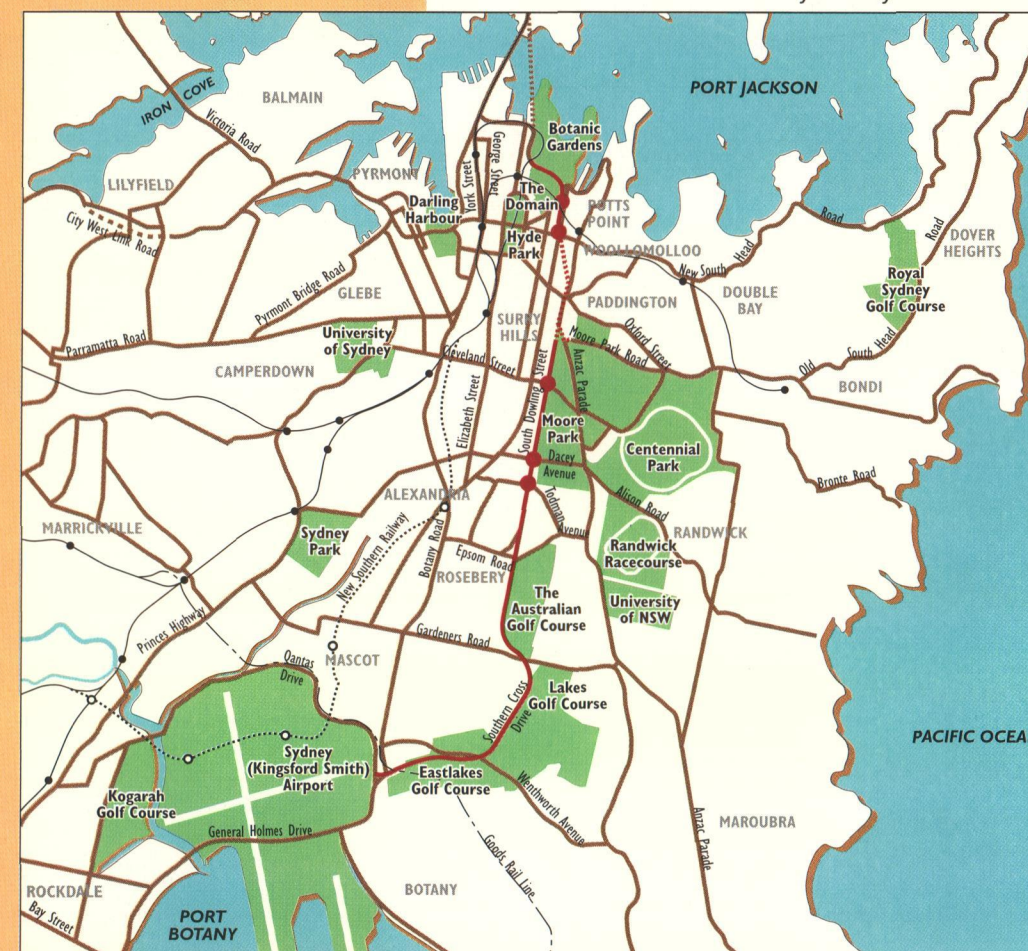


Eastern Distributor

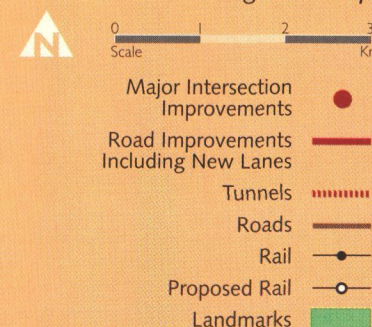
September 1996

What is this Brochure About ?

You may have noticed recent media reports about the proposal to construct the Eastern Distributor. On 13 August 1996, the NSW Minister for Roads announced the construction of the Eastern Distributor which would address significant traffic congestion problems in the inner eastern and south-eastern suburbs of Sydney and be completed by the 2000 Olympics. This brochure provides details about the project, how the Roads and Traffic Authority of NSW (RTA) will assess its impacts and how you can find out more information and have your say.



Regional Map



The Eastern Distributor Project

Key features of the project shown in the above figure include:

- major improvements to the Cahill Expressway and Palmer Street from the Domain to William Street;
- a six lane tunnel from north of William Street to South Dowling Street, Anzac Parade and Moore Park Road;
- access to and from William Street;
- underpasses at Cleveland Street and from Dacey Avenue to Todman Avenue;
- additional lanes on South Dowling Street and Southern Cross Drive ;
- improvements to the access to Sydney Airport at Mill Pond Road; and
- toll booths at the Woollomoloo end and at the William Street off ramp, to toll northbound traffic only (southbound traffic will be able to travel toll free).

Who Will Build the Eastern Distributor?

The Government has announced that a private company called Airport Motorway is the preferred proponent to build and operate the Eastern Distributor. This will be carried out at no cost to the Government. Further, the agreement will not restrict the Government from investing in separate public transport improvements in the region.

Planning for Sydney

Recent planning initiatives by the State Government aim to integrate land use, transport and environmental planning within Sydney. The Eastern Distributor had been identified as an important transport corridor in this planning. The project is also an important part of Sydney's developing orbital road network.

Some of the objectives of this project are:

- to support the NSW Government's objectives for the integration of land use, transport and environmental planning;
- to support the economic development of Sydney and provide better access to Sydney Airport and Port Botany;
- to create opportunities to improve the quality of life for residents, workers and visitors to the eastern area of Sydney;
- to achieve the development of an affordable project in an environmentally and socially acceptable manner;
- to improve safety for pedestrians, cyclists and other road users and create opportunities for significant improvement to public transport; and
- to assist in removing through traffic from central Sydney.

The hosting of the Olympic Games in Sydney in the year 2000 further emphasises the need to have our key road links in place.

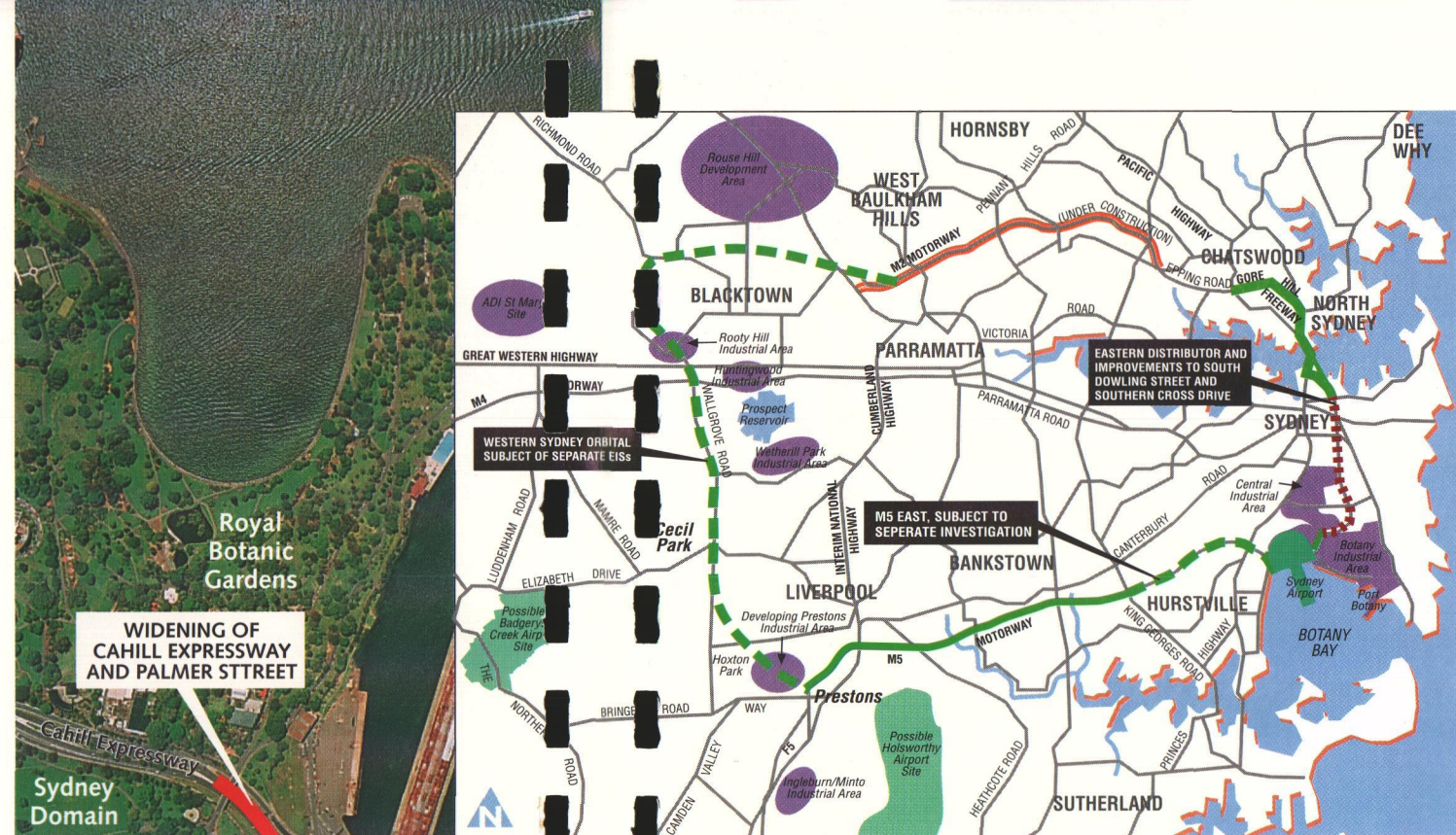
Previous Investigations

The Eastern Distributor has been the subject of intense road planning since the early 1980s. An Environmental Impact Statement (EIS) was prepared and determined in 1985. The William Street underpass was completed in 1987, as the first stage of the project.

With the opening of the Sydney Harbour Tunnel in 1992 the need to provide an efficient link between the Cahill Expressway and the eastern and southern suburbs has become increasingly clear.

In 1993, the RTA investigated methods of funding this link and suggested the imposition of a toll could result in a shorter construction timetable. In 1994 community views were sought with some key conclusions being:

- there is widespread community support for the Eastern Distributor, albeit with concerns about local impacts, the relationship with the New Southern Railway and increasing volumes of traffic;
- there was support for quickly proceeding with the project even if a toll is needed to provide funding. Nevertheless some concerns were raised about the local effects of traffic avoiding the tolled route. A northbound toll only was preferred;
- consideration should be given to how the Eastern Distributor fits in with other major road improvements in Sydney; and
- public transport should be maximised.



The Sydney Orbital Road Network

As part of the RTA's commitment to understanding community concerns and meeting community needs, a new EIS will be completed and considered by the RTA, the Department of Urban Affairs and Planning and the Environment Protection Authority, prior to a decision being made to proceed with the project.

A New Environmental Impact Statement

The RTA is preparing a new EIS for the project. The EIS will document all potential impacts of the project, both adverse and beneficial, in regards to traffic, the community and the environment.

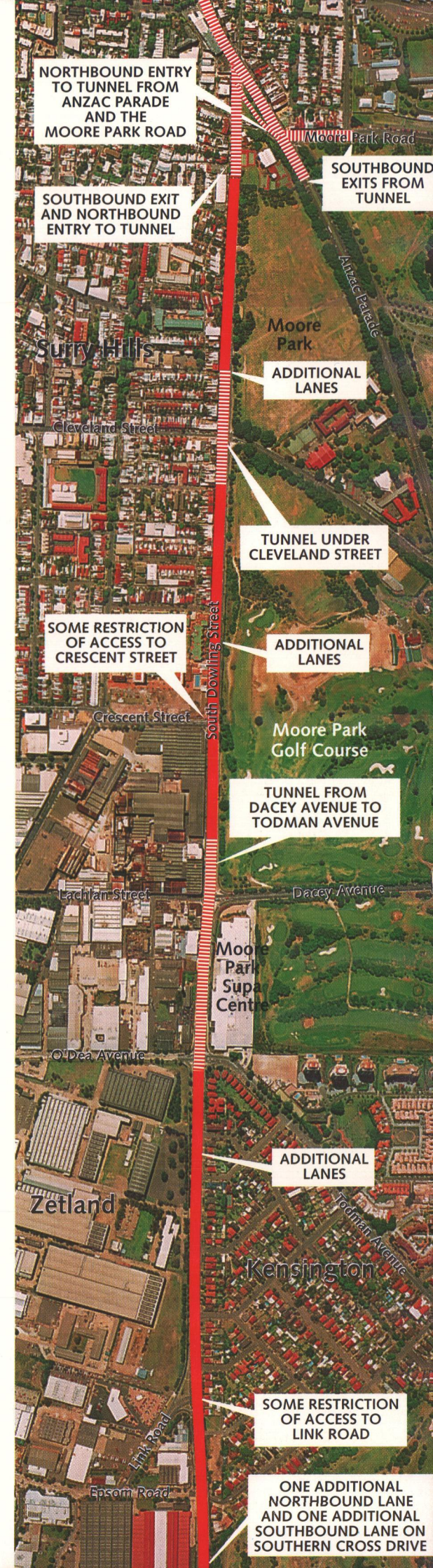
At the same time as the preparation of the EIS, community input will be requested into ways to take advantage of opportunities created by the Eastern Distributor. Study programs will include:

- a Local Area Improvement Program to look at streetscape improvements and local traffic management;
- a Landscape Masterplan for South Dowling Street; and
- Access Planning to identify ways to improve public transport, pedestrian and cyclist networks.

The Design of the Eastern Distributor

During the preparation of the EIS, the design concepts put forward by Airport Motorway will be critically examined and if necessary, alternatives proposed. Input from the community will be an important part of this process.

The Eastern Distributor will involve extensive construction of tunnels. This will reduce the environmental impacts of the project and take large amounts of traffic away from local streets. Opportunities to improve the amenity of these areas, provide more efficient public transport and create a safer environment for cyclists and pedestrians will be created.



Appendix B

Minutes of Focus Group Meetings

Eastern Distributor Environmental Impact Statement

Briefing of Transport Groups Minutes of Meeting

Date: 16 September 1996

Location: Department of Urban Affairs and Planning

Present:

David Mutton	Department of Urban Affairs and Planning
Neville Osborne	Department of Urban Affairs and Planning
Richard Lloyd	Department of Urban Affairs and Planning
Gene Ferrugia	Roads and Traffic Authority
Steven Peters	GHD representing Sydney Light Rail Company
Charlie Richardson	Central Sydney Community Transport Group
Victor Allen	Light Rail Association
Michelle Zeibots	Transport Action Group (invited but unable to attend)
Caron Morrison	Coalition for Urban Transport Sanity
Mark Keogh	Project Manager, Rust PPK

Broad presentation on the project delivered by Mark Keogh.

Issues Raised

- Discussion on ventilation shaft and incorporation into a building structure. Questions on the feasibility of the building to potential development. EIS should examine a strategy for redevelopment to ensure site is actually redeveloped and not left vacant such as the airspace over the Kings Cross Tunnel.
- Confirm access arrangements across Cathedral Street. Issues include pedestrian exposure to weather, length, potential for assault, shelter and air quality.
- Issue of extending the tunnel to The Domain raised. Potential benefits include reinstatement of The Domain and reduction in noise impact.
- Questions raised regarding the traffic model and the growth projection assumptions underlying the model. Rust PPK advise that the results of the modelling would be made available. Rust PPK was also questioned about how the issue of project generated traffic would be dealt with. The need for three lanes within each tunnel was raised and, especially in regard to the previous proposal having only two lanes.
- Reference was made to the requirements of the Director of the Department of Urban Affairs and Planning and whether such requirements could be distributed.
- Equity issues in regard to toll and the effect of a toll.
- Reference made to perceived traffic generated by the Harbour Tunnel and the possibility of the larger project now prescribed as the Eastern Distributor resulting in further generated traffic. Also, concern was expressed regarding the attractiveness of the surface route and

whether real benefits would be achieved. The local area traffic management scheme needs to be firmly tied in to the project.

- What is the legal requirement for a toll-free route? What is the legislation? What is the amount of diversion from the tolled route? What is the actual need for a toll-free route and how attractive does it need to be made?
- Heavy vehicles diverting off route. Potential use of southern arterial as toll-free route.
- Issue of financial feasibility of the project. Question of potential shortage of fuel in the future and affect on the feasibility of the project. EIS needs to examine prospects for continued access to affordable fuel. Who is ultimately responsible for financial problems with the project in future? How viable is the project over the proposed payback period of 38 years in terms of uncertainty over oil supply? The Department of Transport may be looking at oil depletion scenarios.
- Regardless of the project being a private venture, its financial viability is still a question as the money for the infrastructure project is nonetheless coming out of the economy.
- In relation to the need for the Eastern Distributor, what is the least cost option to obtain approval?
- What are the different capacity scenarios, that is, six lane scenarios or four lane scenarios? How do these scenarios affect generated traffic and cost of project and payback?
- Eastern Suburbs Light Rail Association is the branch of the Light Rail Association. A previous proposal examined using Greens Road but the freeing up of Flinders Street may now be more attractive. Eastern Suburbs Light Rail may be the most economically viable system. The proposal follows the original tramway system to Bondi and Randwick Junction with lines to Coogee, Maroubra and La Perouse. Light rail could also be used in the CBD to relieve pressure on Town Hall and Wynyard railway stations. May eliminate the need for the Metro West railway station. The proposed construction of the project should not preclude the construction of light rail track beds.
- A point of view was expressed that Eastern Distributor could have some advantages especially in terms of access for public transport on Flinders Street and Taylor Square and other residential amenity improvements. A contrary view was expressed that regardless of the project, these roads will quickly reach semi-tolerable levels.
- Need to look at the traffic suppression or provision of good alternatives to existing traffic levels. The opening of the Harbour Tunnel has significantly affected residential amenity in the area.
- Need to reconcile local people's motives to improve their residential amenity with the need for the Eastern Distributor. The Eastern Distributor is not necessarily the only solution.
- Impacts on pedestrians.
- Any requirements from the Treasury Department for economic justification? What are the boundaries of the economic justification, that is, where does the project start and where does it stop? When do you include the various externalities of the project? Should the LATM schemes be included as a project cost?

Eastern Distributor Environmental Impact Statement Briefing of Environmental Groups Minutes of Meeting

Date: 16th September 1996

Location: Department of Urban Affairs and Planning

Present:	Neville Osborne	Department of Urban Affairs and Planning
	Victor Yeung	Department of Urban Affairs and Planning
	Richard Lloyd	Department of Urban Affairs and Planning
	David Mutton	Department of Urban Affairs and Planning
	Gene Ferrugia	Roads and Traffic Authority
	Mark Keogh	Project Manager Rust PPK
	Peter Wright	Australian Conservation Foundation
	Peter Hunt	Greenpeace

Apologies:	Geoff Angel	Total Environment Centre
	Christine Lawrence	Nature Conservation Council

Broad presentation presented by Mark Keogh.

Issues

- Discussion on levels of contribution from the project to local area traffic management schemes.
- The potential for bottlenecks where project is reduced from six lanes to four lanes is to be examined.
- What are the lane widths? (Lane widths will vary but minimum widths will be used.)
- What are the areas to be examined for local area traffic management?
- A discussion on need for the project is to be included in the EIS, including its purpose and its relationship to Harbour Tunnel. What are the alternatives? (Brief description given of the background to the project.)
- Need for integrated planning of the road network.
- Discussion on traffic modelling and availability of traffic figures. Rust PPK advised that the results of the modelling would be made available.
- Issue of public transport in relation to the M2 Motorway. No similar clauses will be attached to the EIS for the Eastern Distributor.

Eastern Distributor Environmental Impact Statement Focus Group Meeting No.1 Kidmans Terrace, Woolloomooloo Minutes

Date: Friday 27 September, 1996

Time: 6.30 pm

Location: City and East Real Estate, Cnr Bourke and Cathedral Streets, Woolloomooloo.

Attendees:	Chris Grygiel	144 Cathedral Street, Woolloomooloo
	Liz Grygiel	144 Cathedral Street, Woolloomooloo
	Dennis Pladwon	6 Kidmans Terrace, Woolloomooloo
	Mark Lalor	4 Kidmans Terrace, Woolloomooloo
	Meryl Hare	138 Cathedral Street, Woolloomooloo
	John Hare	138 Cathedral Street, Woolloomooloo
	Darryl Rowe	117 Bourke Street, Woolloomooloo
	Gary Trevanion	2 Kidmans Terrace, Woolloomooloo
	Sarah Dunn	3 Kidmans Terrace, Woolloomooloo
	Link Van Ummerson	1 Junction Lane, Woolloomooloo
	Christine Trevanion	2 Kidmans Lane, Woolloomooloo
	Lorraine Cairnes	Fatham Consulting
	Mark Keogh	Rust PPK
	Fiona Court	Rust PPK
	Anna Booker	BBC Consulting

Issues Raised by the Meeting:

1. Construction issues including length of construction period and potential for traffic to be diverted to Bourke Street.
2. Sound mitigation measures during both construction and operation activities. Comparative information is required on sound mitigation measures.
3. The extension of the tunnel to a point further north should be considered as an option.
4. A Woolloomooloo 'public meeting' should be considered by the study team.
5. Drawings are requested of elevations and cross sections in the Woolloomooloo areas, in particular showing arrangements adjacent to Kidmans Terrace.
6. Is the position of the walkway at Cathedral street the right location? Is it safe?
7. It appears as though Woolloomooloo's the 'hardest hit' area.
8. What would the construction phases be?
9. For the two options in the Woolloomooloo area - what has the least impact? This should be a community decision.

10. What buildings are to be demolished?
11. Vibration is an existing problem, will it get worse? Vibration impacts during construction.
12. Air quality and further deterioration in Woolloomooloo basin.
13. Future quality of life for residents - what will it be like?
14. Toll booths and their possible relocation out of Woolloomooloo area.
15. Technical advice on the method of tunnel construction is needed.
16. William Street ramps what will the height be above the roadway?
17. Loss of P10 from the 1994 consultative studies, where entry portals were considered north of Kidmans Terrace.
18. Potential and location for landscaping opportunities.
19. Compensation issues for structural damage to houses.
20. What benefits can be derived for the Woolloomooloo area?
21. How will traffic accidents be handled, which way will hazardous goods be transported?
22. Traffic volumes are requested, both current and predicted levels.
23. Heritage issues must be addressed for Kidmans Terrace.

Further Discussions identified the following:

EIS Process

No decision would be made by the Environmental Impact Statement as to which options are best. Each option will be evaluated on merits.

The EIS will be released at this stage in the 2nd week of November.

Existing Structural Problems for Kidmans Terrace

Rust PPK to send an engineer to examine a terrace house. A survey would be undertaken by Airport Motorway to record pre-construction structural status of all buildings adjacent or above construction works.

Traffic Management

Potential diversion details for traffic during the construction phase to be provided by Rust PPK.

Cross Section

Cross section details to be provided by Rust PPK.

Noise Volumes

Noise surveys were completed late 1995. This data will be provided to Kidmans Terrace.

Priority Concerns Identified

1. Noise
2. Proximity to Kidmans Terrace
3. Pollution
4. Local Traffic Movements
5. Construction Issues
6. Cathedral Street Pedestrian Access + Bridge.

Eastern Distributor Environmental Impact Statement

Focus Group Meeting No.4 William Street Area Minutes of Meeting

Date: Monday 30th September 1996

Time: 3.30pm

Location: SCEGGS Girls High School

Attendees: Kristina and Lennart Stattin
Don Harwin
Niel Burling
Pam Burling
Link Van Ummensen
Douglas Archer
Steve Barnett
Peter Carroll
Pauline Cleary
Fiona Court
Anna Easson
Gene Farrugia
Anna Booker

SCEGGS representative
Rust PPK
Rust PPK
Roads and Traffic Authority
BBC Consulting

Issues Raised by this Meeting:

1. Effects on local properties.
2. Effects on local businesses.
3. Quality of air coming out of the vents - dispersal and health standards and location near SCEGGS school.
4. Noise of the fans associated with the vents.
5. Parking and traffic movement - during both construction and operation phases.
6. Impacts of the tunnelling on the building fabrics. Some structures were built in the 1840's and vibration issues are a concern.
7. Proposals for turning Stanley Street into a pedestrian mall (between Riley and Crown) should consider the Eastern Distributor proposals.
8. Tunnels and tunneling can cause minimal disruption.

9. Access arrangements during construction and operation of the tunnel and entry/exit points to and from the school.
10. Noise levels during construction activities.
11. Improvements should be a result of this project - traffic/noise/vibration has become worse since the Harbour Tunnel was completed.
12. Potential for increase in traffic in Palmer Street near Cathedral Street. Noise/vibration issues to be addressed. Pedestrian bridge at Cathedral Street planned.
13. Local area traffic arrangements - further information is needed.
14. Location of construction yards, toilets etc.

Priorities identified by the meeting included:

- * Parking and traffic management arrangements during construction activities,
- * Air quality after the construction has completed,
- * Local area traffic management in the future.

Eastern Distributor Environmental Impact Statement

Focus Group Meeting No. 5 Kensington and Dowling Street and Environs Minutes of Meeting

Date: Monday 30th September 1996

Time: 6.00pm

Location: Community Access Centre, 535 Crown Street, Surry Hills

Attendees: John Batchelor
Tom Parker
Mario Ponter
Jackie Evans
Link Van Ummersen
Andrew Ferris
Fiona Court
Gene Farrugia
Lorraine Cairnes
Anna Booker
Centennial Park and Moore Park Trust
Rust PPK
Roads and Traffic Authority
Fathom Consulting
BBC Consulting

Issues Raised by the Meeting:

1. Kensington area local traffic impacts and effect on scheme currently being considered by Randwick Council.
2. Golf course land is not available for expansion of South Dowling Street without a high impact on the recently developed (over three years) course integrity and planned buffer area.
3. Impacts on the recreational values of Moore Park - aesthetic, physical and quality of the parkland.
4. Appropriate landscaping is needed for Sydney's 'gateway'.
5. Loss of parking for residents on Dowling Street.
6. Protection of cycleway's is important.
7. Increased residential densities - increased residential development from Green Square and areas east of Kensington, resulting in increased east west traffic flows.

8. Residential amenity for those residents adjacent Dowling Street - opportunities for improvement ??
9. Currently no right turn from Odea to Dowling Street - this is to be provided.
10. Options to be considered include an extension of the tunnel from Drivers Triangle or from Supa Centre. Options to lower middle four lanes restricted by Lenthall Road underpass.
11. Noise levels - need an improvement on the existing situation
12. Pollution levels need to be addressed.
13. Safety issues need to be addressed along with traffic calming of local streets
14. Rat runs need to be addressed including people bypassing the tolls.

Priority issues include the control and management of through traffic in residential streets and noise from increased volumes of traffic.

Additional issues included:

Responsibility for the roadway maintenance remains with Airport Motorway for 37 years, with a 40 year total lease. The Roads and Traffic Authority will remain the contact point for public concerns.

The partial closure of Link Road meaning no turn right from Dowling Street. This results in residents on Dowling Street having to turn left back into Kensington and looping around to the intersection of Todman/Dowling Street to access to the west of Dowling Street, or using Lenthall Street.

Eastern Distributor Environmental Impact Statement

Focus Group Meeting No. 6 Moore Park Road and Environs Minutes of Meeting

Date: Tuesday 1st October 1996

Time: 4.30pm

Location: Community Access Centre, 535 Crown Street, Surry Hills

Attendees: Keith Sole
Warwick Mayne-Wilson
Rosemary Mayne-Wilson
Michael Jones
John Hart
John Hopkins
Michael Boyd
Norma Read
Henry Pakula
Peter Nowland
Chris Bluett
Sam Badalati
Rob Ison
Fiona Court
Gene Farrugia
Lorraine Cairnes

Centennial Park and Moore Park Trust
Woollahra Council
Woollahra Council
South Sydney City Council
Rust PPK
Roads and Traffic Authority
Fathom Consulting

Issues Raised at the Meeting:

1. Ocean Street, Woollahra and traffic management.
2. Moore Park Road exit point - more appropriate east of Greens Road.
3. Diversion of traffic onto Moore Park road - a concern of local residents.
4. Driver Avenue - location of entry points to the tunnel - alternatives considered in the past include entry points in Moore Park Road. An option to be considered includes both portals in Moore Park Road east of Greens Road.
5. Impacts on Moore Park Road to be minimised.
6. Moore Park Road - kerbside lane on northern side of road - currently used for resident parking, can this be retained ?
7. Kindergarten/recreational centre - safe access issue is of concern.
8. Urban Design issues - old gates Moore Park, obelisk.

9. Construction phases and access.
10. Parking needs for businesses along Moore Park Road need to be considered.
11. Residential densities are increasing in eastern suburbs - needs to be taken into account.
12. Lead up events during 1998 and 1999 to the 2000 Olympics - must be accommodated in construction program.
13. Council depot in Odea Avenue - traffic diversions should be made available to Woollahra Council.
14. Opportunities to improve traffic, public transport and pedestrian access need to be identified. Pedestrian and cycle ways should be integrated.
15. Issues are broader than 'kerb to kerb'.
16. Greens Road intersection - needs careful consideration in terms of access for South Paddington residents and rat runs closing this intersection to right turns may cause.
17. Removal of bus way from Moore Park must be considered.
18. East-west traffic flows - the status of Oxford Street as a major arterial should not be diminished.
19. The toll should apply to all north bound traffic, including those that access from William Street.
20. Event parking and traffic access arrangements need to be considered.
21. Consideration to be given to re-opening right hand turns from Oxford Street to the north.
22. Resurrect Park Street tunnel proposal.

Priorities identified by the meeting included:

- * Moore Park Road future traffic volumes
- * Community access during operation and construction of the Distributor to the Moore Park area
- * east-west traffic management including Oxford Street retaining current status.

Eastern Distributor Environmental Impact Statement

Focus Group Meeting No. 7 Surry Hills/South Dowling Street Minutes of Meeting

Date: Wednesday 2nd October 1996

Time: 4.30pm

Location: Surry Hills Neighbourhood Centre

Attendees: Lyn Cessna
Jenny O'Reilly
Ross O'Reilly
Ian Cooke
John Serafim
Richard Eaton
Jonathon Herrman
David Herrman
Matt Harrington
Damien Toogood
George Lafaris
B. Davis
D. Worth
Dalon Thornton
Michelle Gordon
Neil Burley
E. Sykes
Freda and Mike Maguire
L. Fairweather
Natasha Hynes
Karen Nancarran
Kristyn Meadowcroft
Jens-Uwe Thomsen
John Rose
Nerea and Laura Rizzi
Wendy Johnson
Claire Pamenter
Robert Ireland
Peter Knowland
Fiona Court
Gene Farrugia
Lorraine Cairnes

Centennial Park and Moore Park Trust
Rust PPK
Roads and Traffic Authority
Fathom Consulting

Issues Raised by the Meeting:

1. Heavy vehicle movements on Cleveland Street, in particular turning movements from South Dowling into Cleveland Street.

2. Pedestrian access including at the Cleveland Street area, particularly for Sydney Boys and Sydney Girls High Schools. Another pedestrian bridge is needed.
3. Cyclist access and potential for cycle path in Moore Park.
4. Parking issues on South Dowling Street for residents on the western side. Should remain as present arrangements or increase parking opportunities.
5. Noise levels on South Dowling Street to be addressed.
6. Noise barriers or walls are undesirable adjacent houses.
7. Options to extend the tunnel further south should be considered.
8. Vibration/noise impacts on Heritage buildings.
9. Pollution.
10. Drainage - in particular around 715 South Dowling Street - existing flooding levels are high
11. Landscaping plans - the Palm Trees on the median at present are a joke!
12. The project is planned to provide a profit to private business and this will affect peoples ability to improve the designs...
13. Olympics Games are a catalyst - additional funding could come from the games to assist in designs.
14. Kindergarten currently sited at Drivers Triangle - should be relocated. Accommodates approximately 60 families per day. Current access, safety and drop-off arrangements are difficult.
15. Loss of Moore Park land - a regional asset. Potential impacts on amateur sporting and recreational facilities.
16. Private construction/operation may not meet environmental standards - a concern. The year 2000 deadline for construction should not compromise standards.

Eastern Distributor Environmental Impact Statement

Focus Group Meeting No. 8 Woolloomooloo

Date: Thursday 3rd October

Time: 2.30pm

Location: Mary McDonald Community Centre, Cnr Charles and Bourke Street

Attendees:

Graham Stokes	
Simon Kirby	
Charlie Richardson	
Rob Ison	South Sydney City Council
Barbara King	
Kathleen Nattin	
Patricia Heloite	
Allan Rees	
Anna Vlattas	
Ray Lemon	
Michael Malouf	
Lousie Bid	
Philippe O'Keefe	
Paris Vlattas	
Evelyn Gray	
Terry Hogan	
Paul Margolin	
Anthony Rowan	
Steve Larkin	
Howard Qian	
Jack Carnegie	
Elizabeth Grygiel	
Libby Ellis	
Fiona Court	Rust PPK
Gene Farrugia	Roads and Traffic Authority
Lorraine Cairnes	Fathom Consulting

Issues Raised by the Meeting:

1. The proposed pedestrian crossing are not appropriate for mothers with children, the elderly etc. Underpass options are not desirable.
2. Construction phases should ensure pedestrian access.
3. Air quality in the Woolloomooloo basin, the stack on William street adding to deteriorating health issues in Woolloomooloo.
4. Early introduction of electronic tolling should be introduced. The toll plaza's should be reduced in width.

5. Regional traffic volumes, the project will result in greater volumes of traffic in Woolloomooloo.
6. Accidents at Sir John Young Crescent should reduce with the proposal.
7. Location of construction support facilities.
8. Temporary diversion traffic arrangements.
9. Prefer NO TOLLS
10. Spoil transport routes (combined with New Southern Railway).
11. Property impacts - appearance if evaluated, on adjacent properties.
12. Regional public transport initiatives are needed.
13. Woolloomooloo urban design and landscape.
14. Increasing isolation in Woolloomooloo compounded by project. The project should represent an opportunity to improve things. Instead the project is adding to a negative cumulative impact. Social conditions are worsening.
15. The option of an extension to the tunnel should be considered.
16. An appropriate process for LATM investigations should be addressed by the DUAP in the approvals process.

Priorities for Woolloomooloo residents include social impacts, pollution and healthy impacts, the sheer physical impact of the proposal and the sustainability of the project in terms off oil reserves and the need for public transport.

Eastern Distributor Environmental Impact Statement

Focus Group Meeting Number 9: Kensington Residents Minutes of Meeting

Date: Saturday 5th October 1996

Time: 3.30pm

Location: Community Access Centre, 535 Crown Street, Surry Hills

Attendees: T. Bussich
L. Kovoros
G. Farina
Michael Farina
Raymond Bestre
Michael Kalogridis
A. Jumamoy
K. Thomas
M. Coulter
Mary Willis
L.A. Stanley
K. Bach
J. Batchelor
Noelene Hall
Pauline Hudak
John Hudak
Geoff Dyer
B. Cladakis
H. Cladakis
Fiona Court
Gene Farrugia

Rust PPK
Roads and Traffic Authority

Issues Raised by the Meeting:

1. Overall increases in traffic volumes on Dowling Street.
2. Heavy, high, wide vehicle traffic movements unable to use tunnel, alternative routes to be provided.
3. Option to be considered include an extension of the tunnel to Link Road, or as an alternative option extending the Supa Centre tunnel to Lenthall Street.
4. Circuitous local traffic routes that would result from road closures such as Link Road and local streets with access to Dowling Street (Golden Triangle issues)

5. Options should consider keeping Link Road open for right turning traffic to avoid ratruns through Lenthall Street
6. EIS must document the areas of responsibility for implementing local area traffic management measures - Council and State Government coordination.
7. No toll gates in the city.
8. Bus movements on Dowling Street should be retained.
9. Preference for Ingram Street to remain open.
10. Noise levels must be addressed by soundproofing, barriers or whatever necessary. Visual impact is not a concern for residents when trying to reduce noise. Real estate values dropping with noise barriers is a concern.
11. Pollution/air pollution (lead, benzene, diesel) is of concern. Air conditioning should be considered. Note child care centre in the area.
12. No local road closures.
13. Ongoing monitoring is required of noise levels and truck movements.
14. Property values - potential for decrease and compensation precedents.
15. Heritage restrictions should be lifted to allow personal noise mitigation measures to be implemented
16. Request for consultant to address the EIS on behalf of Kensington residents on Dowling Street
17. A local street should be provided for Dowling Street residents only, with local street speed restrictions. Variations on this option could include closing the lane adjacent the eastern side of the road after through traffic has merged with the middle lanes south of Todman Avenue.
18. Vibration issues including of trucks.
19. Safety and safe access.
20. Construction staging should not push more traffic into Lenthall Street
21. Loss of trees in the Defence site
22. Opportunities should be considered for allowing parking on the nature reserve
23. The project should tie in with the second Sydney Airport development, federal funding should be obtained to allow options to proceed to reduce impacts on residents.
24. Public access direct to the State Government and the consultants is very important.

25. The EIS should document areas of responsibility for structural damage during construction.

Final Note: In regards to your questions about a precedent for property acquisition. There is no precedent for compensation to owners whose properties adjoin a state road where there is no land take from these properties involved.

Eastern Distributor Environmental Impact Statement

Focus Group Meeting No. 10 Kensington and Dowling Street and Environs Minutes of Meeting

Date: Sunday 6th October 1996

Time: 3.30pm

Location: Community Access Centre, 535 Crown Street, Surry Hills

Attendees: Peter Greenaway
Gwyn Greenaway
Sirley Hawkins
R. Fitzgerald
W. Wilson
Glen Boreham
Catherine Borchan
Paul Stevens
Amanda Finel
Fiona Court
Mark Keogh
Brian Willoughby
Rust PPK
Rust PPK
Roads and Traffic Authority

Issues Raised by the Meeting

1. Alternatives to be considered for providing a purely local lane for residents along Dowling Street.
2. Prefer land is acquired from the Defence site to the west of Dowling Street.
3. Local access issues need to be addressed where possible by the design.
4. This is the only opportunity for a positive change to conditions for residents on Dowling Street.
5. A footpaths needs to be implemented between Lenthall Street and Myrtle Street on the eastern side of Dowling Street.
6. This project should be an opportunity to reduce traffic volumes on Lenthall Street.
7. A road hierarchy is to be identified by the project and steps identified for implementation.
8. Ingram Street should remain open.

9. Noise mitigation to be considered south of Myrtle.
10. A construction timetable is to be identified.
11. Compensation issues to be addressed for structural damage (water table levels cannot be changed) and disruption effects.
12. Ongoing consultation/communication is required during construction activities.
13. Parking and delivery access during construction is to be considered.
14. Local streets should remain open in both directions.
15. Ongoing monitoring and avenues for communicating with the construction representatives is to be provided.

Additional Issues Raised

Resumption or movement of the proposal to the western side of Dowling Street provide a far more acceptable solution. This alternative allows an opportunity for residents along Dowling Street to gain easier access to their properties, parking opportunities and increased residential amenity.

Variations on the opportunity to provide a 'local traffic only' road may need to acquire a portion of the footpath area. Examples were given at Haberfield with the western Sydney Link Road works.

South of Myrtle Street a solution needs to be found in regards to access. Further discussions are needed. Noise mitigation needs to be resolved.

In regards to traffic movement east-west, some improvements could be identified to Odea Road, particularly with the proposed closure of Link Road.

Eastern Distributor Environmental Impact Statement

Focus Group Meeting No.11 South Dowling Street/Surry Hills Area Minutes of Meeting

Date: Tuesday 8th October 1996

Time: 6.30pm

Location: Ron Williams Activity Club, 5-11 Kepos Street

Attendees: Michael Kirkman
Guy Oliver
Stephen Murray
Chris Harcourt
Marie Atkinson
Kevin Walsh
Alex Petrovic
Dennis Plackson
Michael Luvio
Bruce Macfif
Marie-Louise Brzoz
PB & CL Paisley
Paul and Jane Glover
Michael and Rowan Martin
The Kallaras Family
Violette Petro
E. Sykes
Lisa Sykes
Jeanette Brokman
John Nicols
Sylvia Nedeljkovic
Robert Ronan
Vera Devir
David Lowe
Peter and Virginia Hall
Peter Moore
Antoinette White
Maggie Pritchard
Rhonda Lubihn
Richard Shuttleworth
Alexander Szann
Jim Psazroy
James Griffiths
David Leigh
Jim Toogood
T. Nagy

M. Jordan
Richard Eaton
David Wigley
Tom Moore
Clover Moore
Ching Mei Tuan
Peter Cartwright
John Hart
Andrew Ferris
Peter Nowland
Fiona Court
Anna Easson
Lorraine Cairnes
Gene Farrugia

South Sydney City Council
Centennial Park and Moore Park Trust
Centennial Park and Moore Park Trust
Rust PPK
Rust PPK
Fathom Consulting
Roads and Traffic Authority

Issues Raised by The Meeting

1. Option for extending the tunnel to Dacey Avenue to be considered by the EIS.
2. The RTA must ensure all affected communities are made aware of the project.
3. Impacts on private dwellings to be assessed.
4. Palm trees in the median should be preserved.
5. Land use planning for the area will result in increased residential densities, resulting in more vehicle usage. Local area traffic management is critical and should commence as soon as possible in liaison with local Councils.
6. Cleveland Street, Crown Street and Bourke Street should be treated for impacts of 'ratrunning'.
7. Local area traffic management processes must commence as soon as possible.
8. Options to also include an environmental barrier between residential properties and South Dowling Street. A range of barrier types to be included to treat noise issues, allow parking and some landscaping.
9. Access to Moore Park from areas to the west of the park must be considered. Pedestrian bridges must provide access for cyclists, strollers etc.
10. Concern was expressed about the resumption of land from Moore Park - considered a local asset. The option for an extension of the tunnel was considered to have benefits for the park and have limited expenditure savings.
11. Post construction monitoring is needed, for example, Crow and Bourke Streets.
12. Light rail and public transport considerations.
13. Pedestrian tunnel crossings are not considered suitable. For planned pedestrian overbridges, impacts on side streets to be considered. Designs should be sympathetic to the local area and heritage status of nearby houses.
14. Heritage issues are to be addressed.

15. Crown Street businesses see this as an opportunity for improvement of existing conditions.
16. Bus stops in Drivers Triangle to be considered.
17. Moore Park/Centennial Park event management to be a consideration in traffic management investigations.
18. Access for emergency services to be provided.
19. Traffic management diversions during construction phases

Priorities identified by the group include:

- * Options for tunnel extension, environmental barriers
- * Impacts on dwellings
- * Community consultation to continue
- * Liaison and coordination with local Councils regarding local area traffic management.

Suggestions for further consultation

Written comments supplied by the meeting :

Tap into local resident groups - South Sydney Council has a database of addresses and contact people for these organisations. (*Note: In most instances contact details are not provided by Council for community groups, only a postal address. Many groups have been approached contained in these directories*).

Get serious about letter drops - community organisations and networks can be effectively used to assist in the process.

Plenty of consultation with local residents not necessarily a part of groups but offer a valuable source of data and have a right to be consulted. Much info can be given regarding possible impacts.

Eastern Distributor Environmental Impact Statement

Focus Group Meeting No. 12 Kidman's Terrace and Environs Minutes of Meeting

Date: Thursday 10 th October 1996

Time: 6:30pm

Location: City and East Real Estate, cnr Cathedral and Bourke Streets,
Woolloomooloo

Attendees:	John Chesworth	PO Box 48 Kings Cross 2011
	Liat Zichrony	133 Cathedral Street, Woolloomooloo
	Rick Vickery	133 Cathedral Street, Woolloomooloo
	Gary Reilly	136 Cathedral Street, Woolloomooloo
	Link Van Ummensen	1 Junction Lane, Woolloomooloo
	Gary Trevanion	2 Kidman's Tce, Woolloomooloo
	Ivan Griscti	3 Kidman's Tce, Woolloomooloo
	Katherine Brooks	National Trust, GPO Box 518, Sydney 2001
	Rick Bloore	Interlink-98 Bourke Street, Woolloomooloo
	Barrie and Judy Kinchington	8 Eulbertie Avenue, Warrawee
	Chris Grygiel	144 Cathedral Street, Woolloomooloo
	Peter Simpson	137 Cathedral Street, Woolloomooloo
	Clover Moore	58 Oxford Street, Paddington
	Elizabeth Grygiel	144 Cathedral Street, Woolloomooloo
	Steve Wilson	1 Kidman's Tce, Woolloomooloo
	Murray Wilson	3/2 Military Road, Bondi
	Jackie Evans	6 Kidman's Tce, Woolloomooloo
	Mark Lalor	4 Kidman's Tce, Woolloomooloo
	Terry O'Neill	4 Kidman's Tce, Woolloomooloo
	Dennis Plackson	6 Kidman's Tce, Woolloomooloo
	Lorraine Cairnes	Fathom Consulting
	Gene Farrugia	Roads and Traffic Authority
	Anna Easson	Rust PPK

Issues Raised by the Meeting:

1. Is there a designated route for dangerous goods traffic for the area/ region?
2. Should Cathedral Street be opened to through traffic?

3. Severance of Woolloomooloo from the CBD and social and cultural consequences. This needs to be carefully managed.
4. Preference for a scheme that dispersal traffic using alternative routes to the Eastern Distributor.
5. The existing pedestrian lifestyle in Woolloomooloo would be compromised with the Eastern Distributor proposal.
6. The tunnel should be extended further north towards the Art Gallery ie. from the Cahill expressway to William Street.
7. The pedestrian bridge is by design inappropriate for the elderly and will occupy scarce parking spaces.
8. The project if modified could be an opportunity to address existing serious social problems. The Woolloomooloo neighbourhood was defended in the 70s and 80s and residents and landowners will continue to try to protect the amenity of the area.
9. Property values will decrease with the project. The predicted loss is estimated at \$150,000 for a house worth currently \$300,000.
10. The future vibration impacts on nearby buildings - at present vibration levels are significant.
11. Surface or overhead lanes are inappropriate in a residential area. The exit ramp to William Street is not needed. If it was not constructed the width of the road would be able to be reduced and hence reduce impacts on residents.
12. Electronic toll plazas would remove the reduce the number of toll booths needed and reduce the number of toll plaza's to one.
13. The Eastern Distributor is a timely opportunity for a cross city tunnel.
14. Earthquake risks should be addressed.
15. Pylon safety should be addressed.
16. Greenhouse impacts of fossil fuel burning and the resulting rising water table should be addressed.
17. Demolition evictions - should the project not proceed it is pointless demolishing buildings only to leave black holes.
18. National Trust is concerned at the heritage impacts of the proposal.
19. The proposal will be very disruptive to residents on 133-135 Cathedral Street and St Kilda Lane which are run by the ICLA (Independent Community Living Accommodation). These residences house people with disabilities.
20. The informal or homeless residents of the area need to be considered.
21. Compensation for residents should the project proceed should be addressed.

Several priorities were identified by the meeting. These were:

1. Options to be considered for extending the tunnel proposal.
2. Electronic tolling should be introduced as soon as possible.
3. The 'carve up' of the Woolloomooloo community.

Appendix C

Community Fact Sheets

Eastern Distributor

An Environmental Impact Statement (EIS) is currently being prepared for the Eastern Distributor from the Cahill Expressway in the north to end of Southern Cross Drive at Mill Pond Road.

This fact sheet forms part of a series designed to provide up-to-date information on the current investigations for the Eastern Distributor. Details about the decision making process and how you can find out more about the project are on the back of this sheet.

To complete an efficient north-south transport route connecting to Sydney Airport, various improvements are proposed for Southern Cross Drive. The proposals include:

- the provision of an additional northbound lane and an additional southbound lane. These lanes would generally be provided within the existing kerbs as shown on the cross sections provided on the back of this sheet;
- in some cases the road may be widened to provide a space for breakdown bays;
- improved water quality controls;
- measures to reduce noise impacts on adjoining residents;
- provision for cyclists; and
- improvements to the Southern Cross Drive, Botany Road and Mill Pond Road intersections to assist traffic flow.

Landscaping will be repaired and enhanced after the work is completed. The existing road reserve will not be widened and no private properties would be directly affected.

The EIS will address all potential impacts, especially air quality and noise impacts on adjoining residents, businesses and other land uses.

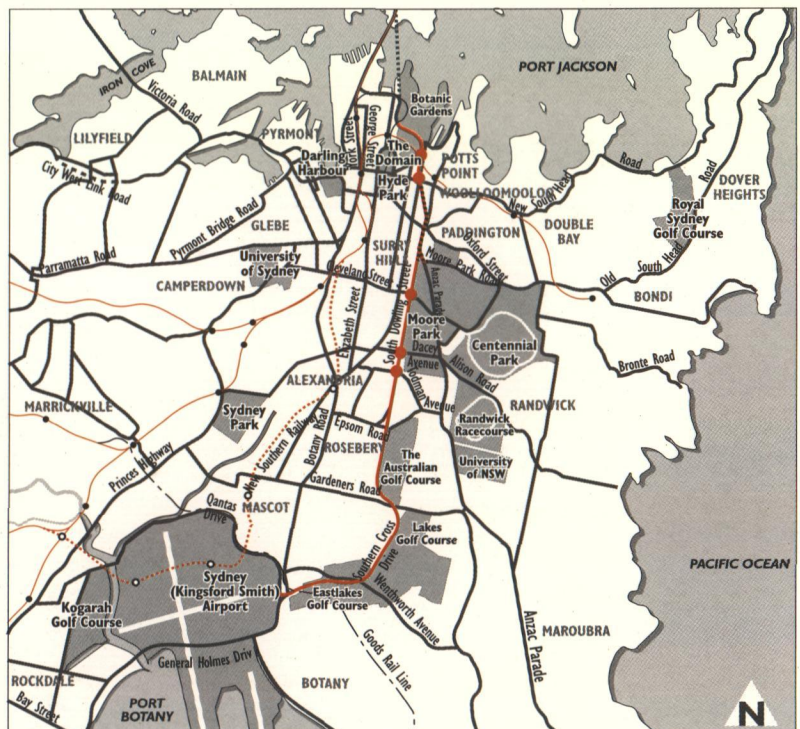


Roads and Traffic
Authority
Sydney Region

Southern Cross Drive

Your Comments...

September 1996



- | | |
|-------------------|---|
| — Roads | ● Major Intersection Improvements |
| — Rail | — Road Improvements Including New Lanes |
| --- Proposed Rail | --- Tunnels |
| ■ Landmarks | |

Regional Map

Scale 0 1 2 3 Km

What Happens Next ?

PRELIMINARY EXHIBITIONS

The various stages in the impact assessment and decision making process are shown in the figure opposite. Plans and other information can be viewed at the;

EASTERN DISTRIBUTOR COMMUNITY ACCESS CENTRE

Ground Floor

535 Crown Street

Surry Hills NSW 2010

2.00pm to 8.00pm - Wednesday
12.00 noon to 6.00pm - Thursday to Friday,
10am - to 3.00pm - Saturday and Sunday
Closed Monday and Tuesday

EIS EXHIBITIONS

Once completed, the EIS will be exhibited for public comment. These displays will be held in numerous locations including the Community Access Centre. Their location and time will be advertised. Submissions will be invited from anyone interested in the project. All submissions will be considered before making a decision on the project.

How to Find Out More

Your input and participation is welcomed. If you have any questions about the project or the process described above, please contact Rust PPK, who are assisting the RTA with the EIS, through an info-line on 9699 4106. If you would like to be part of local discussion groups examining aspects of the project, please register your details on the info-line. Alternatively you can write or fax to;

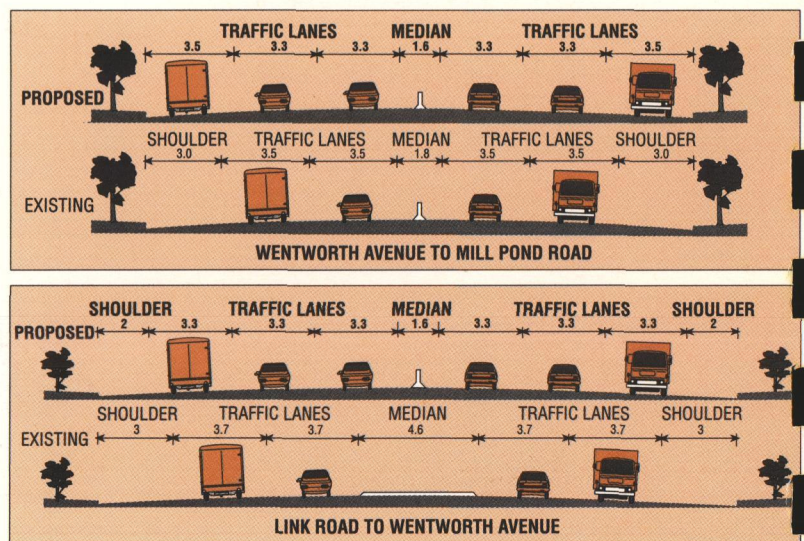
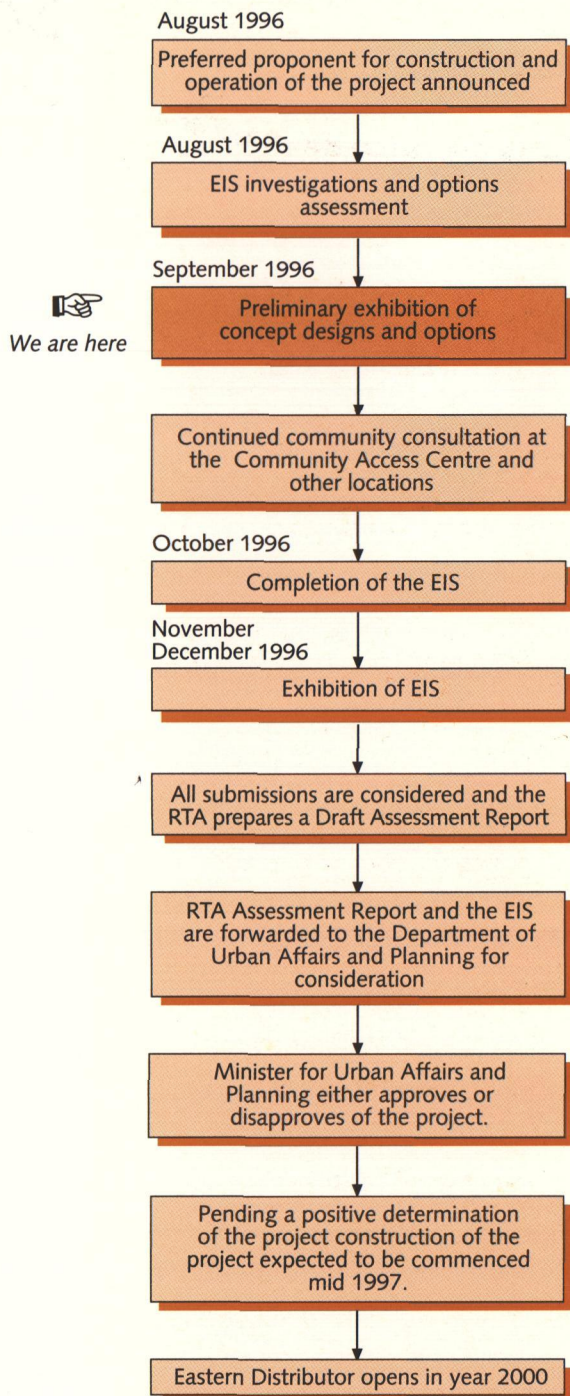
**EASTERN DISTRIBUTOR
ENVIRONMENTAL IMPACT STATEMENT
P.O. BOX 397
SURRY HILLS NSW 2010**

Phone: 9699 4106

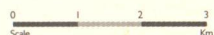
Facsimile: 9699 4107

More information is available with info-sheets prepared on;

- Southern Cross Drive
- Local area Improvement Program
- Landscape Master Plan for South Dowling Street
- Access Improvement Program



Possible Cross Sections for Southern Cross Drive



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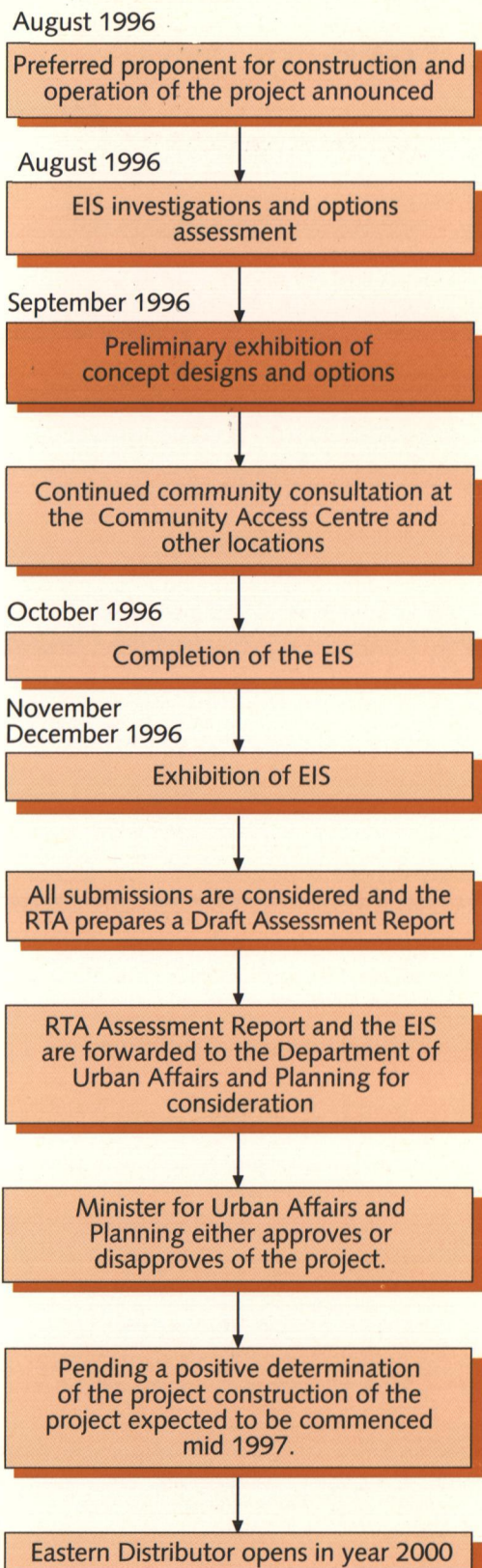
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Facsimile: 9699 4107

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- Landscape Master Plan for South Dowling Street
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We are here





An Environmental Impact Statement (EIS) is currently being prepared for the Eastern Distributor from the Cahill Expressway in the north to end of Southern Cross Drive at Mill Pond Road.

This fact sheet forms part of a series designed to provide up-to-date information on the current investigations for the Eastern Distributor. Details about the decision making process and how you can find out more about the project are on the back of this sheet.

In conjunction with the preparation of the EIS, a Landscape Masterplan is being developed for South Dowling Street. The preparation of the Masterplan is being managed by the Moore Park and Centennial Park Trust.

The aims of the Masterplan are to:

- prepare an appropriate urban Landscape Masterplan and develop particular elements including earthworks and land shaping, hard finishes such as kerbs and paving, types and locations of vegetation, road furniture such as chairs, bus stops, art works and other appropriate improvements to the streetscape that will assist in the environmental amenity of this street; and
- prepare a strategy for the implementation of these works.

The development of the Masterplan will be a key part of the concept design of the proposed upgrade of South Dowling Street, as part of the Eastern Distributor works. The broad concepts and principles of the Masterplan will be included in the Eastern Distributor EIS. It is expected that plans, artist's impressions and models of the various elements of the Masterplan will be available for public comment in late 1996.

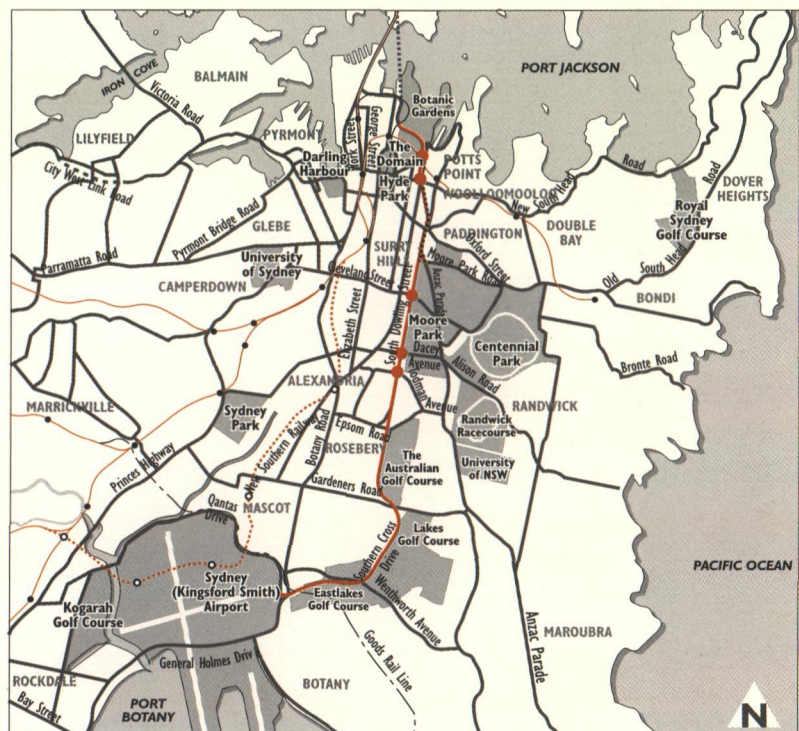


Roads and Traffic
Authority
Sydney Region

Landscape Masterplan for South Dowling Street

Your Comments...

September 1996



- | | |
|-------------------|---|
| — Roads | ● Major Intersection Improvements |
| — Rail | — Road Improvements Including New Lanes |
| --- Proposed Rail | --- Tunnels |
| ■ Landmarks | |

Scale 0 1 2 3 Km

Regional Map

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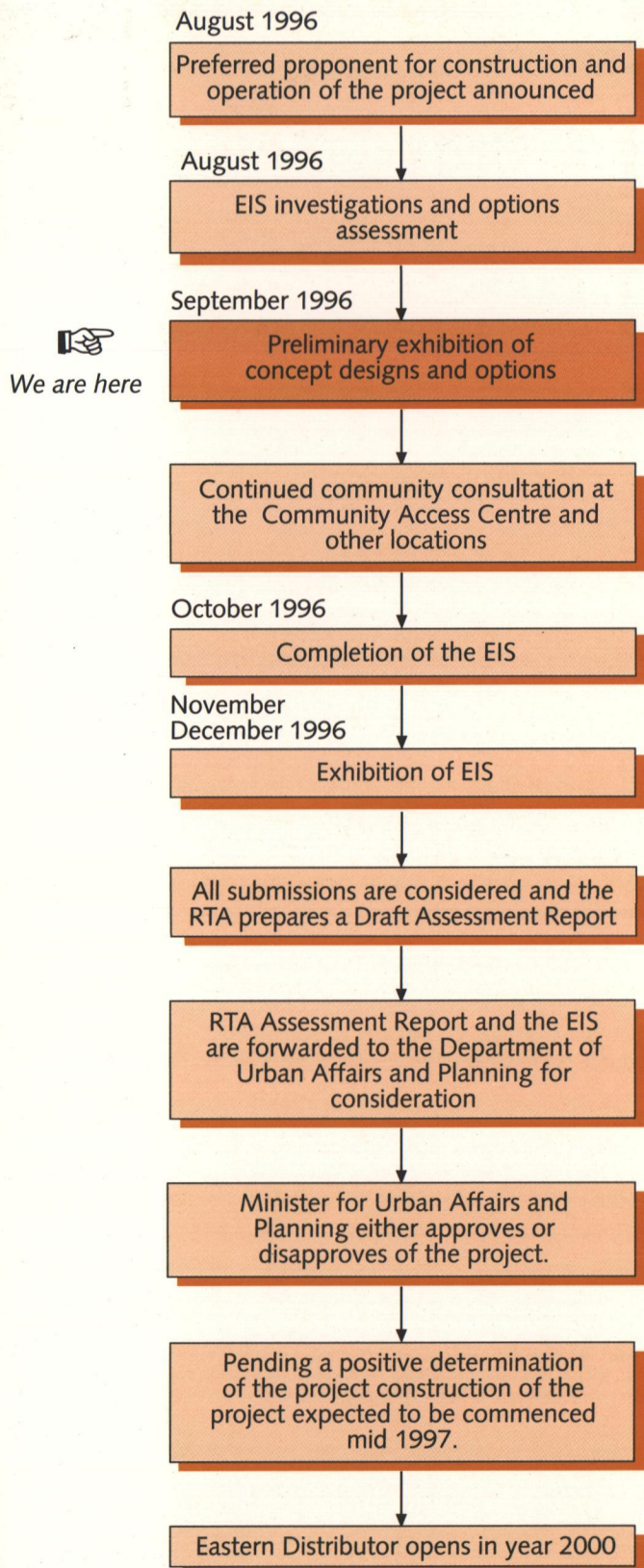
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- Landscape Master Plan for South Dowling Street
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Access Improvement Program

Your Comments...

September 1996

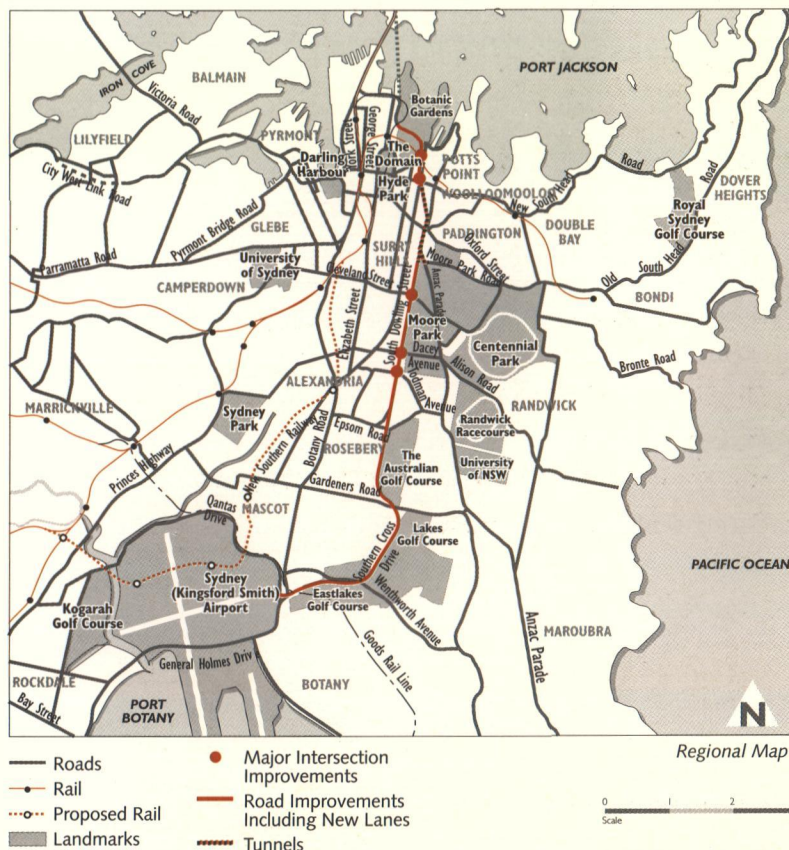
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The construction of the Eastern Distributor will attract significant amounts of traffic away from residential and commercial streets in Surry Hills, Darlinghurst, Paddington and Woollahroomooloo. This will create the opportunity to provide improved public transport options, and improved and safer pedestrian and cyclist access to and within these areas.

The NSW State Government has formed a task force committee to help turn these opportunities into reality. The Public Transport Taskforce is made up of representatives from various government departments, local Councils, community groups and other key stakeholders. Throughout this process the taskforce will also seek views from the broader community.

The objectives and principles adopted by the taskforce for improving public transport, pedestrian and cyclist access within the inner eastern areas of Sydney will be published in the Eastern Distributor EIS. The final outcomes of the taskforce's work are expected to be made available to the public by mid-1997. This will allow detailed planning to begin for the implementation of adopted strategies once the Eastern Distributor is completed in the year 2000.



Roads and Traffic
Authority
Sydney Region

What Happens Next ?

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- Landscape Master Plan for South Dowling Street
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We are here

August 1996

Preferred proponent for construction and operation of the project announced

August 1996

EIS investigations and options assessment

September 1996

Preliminary exhibition of concept designs and options

Continued community consultation at the Community Access Centre and other locations

October 1996

Completion of the EIS

November
December 1996

Exhibition of EIS

All submissions are considered and the RTA prepares a Draft Assessment Report

RTA Assessment Report and the EIS are forwarded to the Department of Urban Affairs and Planning for consideration

Minister for Urban Affairs and Planning either approves or disapproves of the project.

Pending a positive determination of the project construction of the project expected to be commenced mid 1997.

Eastern Distributor opens in year 2000

Appendix D

Planning Focus Meeting Minutes
and Attendees

**Eastern Distributor
Environmental Impact Statement
Planning Focus Meeting
Friday 30 August 1996**

Minutes of Meeting

Venue: Department of Urban Affairs and Planning
19th Floor

Time: 1.30 pm

Attendees: See Attachment A

Item Subject

1. The attendance at the meeting was appreciated by the Roads and Traffic Authority (RTA), Department of Urban Affairs and Planning (DUAP) and Rust PPK.
2. The project study area was outlined by Mark Keogh, Project Manager, Rust PPK, including:
 - works on the Cahill Expressway;
 - one tunnel between William Street and Drivers Triangle, with three lanes in each direction;
 - additional lanes northbound and southbound on Southern Cross Drive;
 - key intersection improvements;
 - underpass at Cleveland Street and from Dacey Avenue to Todman Avenue; and
 - the need for improvements to General Holmes Drive to be examined as part of the M5 investigations.
3. **Timetable - see Attachment B**

Mark Keogh noted:

 - Exhibition period for the Eastern Distributor EIS in November 1996; and
 - the approvals process to be finalised by April/May 1997.
4. **Consultation Strategies - see Attachment C**

Four strategies have been identified by the RTA to fully investigate the opportunities created by the project. Community and stakeholder consultation is a key activity in all four strategies.
5. **Approvals Process**

David Mutton, Department of Urban Affairs and Planning, outlined the approvals process:

 - (i) Planning Focus Meeting (informal process outside the provisions of the EPA Act);
 - (ii) Director General's Requirements are finalised;
 - (iii) The EIS is exhibited;

- (iv) Representations to the EIS are referred to the DUAP by the RTA;
- (v) RTA prepares a submission report and seeks approval from the Minister Urban Affairs and Planning (UAP);
- (vi) Assessment report prepared by Director General DUAP for Minister UAP;
- (vii) Minister UAP consults with Minister for Roads and makes decision; and
- (viii) Minister for Roads makes a determination on the project.

The timetable for preparation of Directors requirements as follows:

- copies of various Authority comments to be received at DUAP by Tuesday 3 September, 1996, C/- Victor Yeung, tel: 9391 2201, fax: 9391 2151;
- DUAP finalise Director's Requirements by 6 September, 1996; and
- Rust PPK to send correspondence to each Authority with Director's Requirements attached, requesting further comments if considered appropriate.

It was noted that the results of consultation by the RTA in 1994 should be addressed by the DUAP in providing Director General's requirements.

6. **Project Considerations**

Garry Humphrey, Private Ventures Manager, RTA, outlined key project considerations.

Tunnel and Portals

The tunnel from William Street to Drivers Triangle is approximately 1.5 kilometres with southern entrance points in:

- Drivers Triangle (entrance only);
- South Dowling Street (entry and exit);
- Anzac Parade (exit only); and
- Moore Park Road (exit only).

Sir John Young Crescent

Consultation with Sydney City Council identified access to Woolloomooloo as a key concern. A grade separated intersection is proposed with several design options. The height of the interchange is anticipated to be below the level of grass in the Domain (adjacent). A pedestrian overpass is also a key consideration.

Toll Booths

Seven toll booths are proposed, divided into two sets of four and three to facilitate traffic flow. The design of the administration building is open to community input.

Tunnel Ventilation

Ventilation is proposed via longitudinal flow, supplemented by air vent "stacks". These stacks are proposed to be located at:

- corner Stanley Street and Palmer Streets; and
- corner South Dowling Street and Flinders Street.

Key Land Uses in vicinity of Drivers Triangle

- KU Services Kindergarten owned by Centennial Park Moore Park Trust;
- Leisure Centre managed by South Sydney Council; and

- Commercial and residential land uses along South Dowling Street and issues of access.

LATM

Statement of Principles and Concepts to be incorporated into the EIS.

Dangerous Goods Transport Routes

No restrictions will apply with the exception of the tunnel between William Street and Drivers Triangle.

Land Acquisition

Southern Cross Drive will be widened within existing kerbs. Widening outside the kerbs will be necessary for emergency parking bays.

Cyclist Facilities

Bicycle provisions will be made in the concept planning of the Eastern Distributor. Bike routes will be identified in consultation with Councils.

7. Key issues were identified from each Authority and are grouped into major themes:.

Traffic Issues

- levels of traffic using the route with and without a toll (Sth Syd C);
- impacts on residential streets with a toll (Sth Syd C);
- need for the traffic impact assessment to the Southern Arterial (Sth Syd C);
- the potential for Bourke, Crown and Baptist Streets to become two way flows (Sth Syd C);
- access to local streets and need for service roads (Sth Syd C) (Rand C);
- access to and from Cowper Wharf Road (Sth Syd C);
- access to Link Road (Sth Syd C);
- heavy vehicle access adjacent to the Bat and Ball Hotel (Sth Syd C);
- temporary traffic flows during construction period; (Sth Syd C);
- accident potential at northern end of tunnel (NRMA);
- local area traffic management and toll free route implications for bicycle users (BNSW);
- heavy vehicle access during construction activities and routes (Syd PC) (Sth Syd C);
- access to Link, Lenthal and Epsom Roads and increased traffic volumes (Rand C);
- access to Bondi area, York Street, Ocean Street (Rand C);
- Gardners Road interchange arrangements (Sth Syd C) (Rand C);
- heavy vehicle movements and need to maintain these on Southern Cross Drive instead of Botany Road (Rand C) (BGA);
- potential for the removal of the clearway on Oxford Street (Wooll C);
- traffic volumes on Ocean Street (Wooll C);
- traffic management on Bestic Street and Bay Street (NRMA);
- vehicle breakdowns and management measures (NRMA);
- traffic growth forecasts (SB);
- regional traffic volumes regional transport and air quality (EPA);
- Crescent Street intersection and widening on McEvoy (Sth Syd C);
- adequacy of Mill Pond Road intersection improvements (FAC); and
- access of Naval Fleet Base at Woolloomooloo (Sth Syd C).

Design Issues

- emergency plans and procedures (NSWFB); and
- essential services to be provided for in tunnel (NSWFB) including smoke management, emergency ingress and egress and site retention of contaminated fire fighting water.

Construction Impacts

- adequacy of traffic management for airport flows (FAC);
- accounting for pre Olympic events;
- large articulated trucks to and from ports - alternative routes during construction to be provided to ensure these vehicles avoid residential areas (Syd PC);
- disposal of spoil (Syd PC) and routes for disposal vehicles (Sth Syd C);
- impacts on PT schedules (SSROC); and
- heavy vehicle access (Bot C).

Services

- existing Optus cables require early consultation to avoid where possible services relocation (Optus);
- high/low pressure gas mains - need to be sealed by contractors to appropriate standards (AGC);
- major cable tunnel across the Cahill Expressway at the Domain (En A);
- oil tank owned by RBG (RBG); and
- Sydney Water Trunk Mains in Dacey Avenue. Detailed consultation required (Syd Wat).

Pedestrian/Cyclist Issues

- pedestrian and cyclist access to Woolloomooloo and Surry Hills (Sth Syd C) (BNSW);
- bicycle provisions alongside and across roadway (Sth Syd C) (BNSW) (Rand C) (NRMA);
- planned pedestrian bridge linking to Moore Park (Sth Syd C);
- pedestrian access at Cathedral Street (Sth Syd C);
- LATM, two way streets and bicycle provisions (BNSW) separate cycle lane or a wide shoulder, need to resolve within EIS process;
- need for clarity in bicycle signage. Traffic signals to accommodate cyclists (BNSW);
- access across roadway in vicinity of Cleveland Street (BNSW);
- current "squeeze point" adjacent hotel on Cleveland Street to be addressed (BNSW);
- Todman Avenue is a cycle route to University of NSW (BNSW);
- Sydney Bike Plan to be integrated within the EIS;
- alternative non-toll routes, traffic levels and implications for cyclists (BNSW);
- Lenthall Street/Link Road - current pedestrian problems (Rand C);
- pedestrian safety given current options for overpass at Woolloomooloo. Not in the right position for pedestrians (RBG); and
- consultation needed re. bicycle/pedestrian facilities (RBG).

Public Transport Issues

- level of improvement of PT Services, both along and across roadway (Sth Syd C) (DoT);
- tolling issues for private bus operators (should also be exempt) (BCA) (DoT);
- bus stops to be incorporated into design. Orbital bus route should be examined (Rand C);
- bus priority opportunities at Flinders Street (BCA);

- land holdings by RTA and park and ride opportunities (NRMA);
- existing efficiencies and opportunities for PT on Oxford/Flinders Streets to be addressed (SB). Investigations to include future PT catchments and facilities required (DoT); and
- connectivity for pedestrians to bus stops to be investigated (DoT).

Social/Community/Planning Issues

- additional traffic on residential streets (avoiding the toll) (Sth Syd C);
- South Sydney Strategy Plan and Draft LEP to be referred to (Sth Syd C);
- residential densities and urban consolidation strategies, increased car numbers should be accounted for (SSROC);
- "safe" pedestrian areas and access to be provided, ie, lighting, clear sight lines etc (RBG);
- social equity issues of those depending on public transport and access to facilities (SSROC); and
- Moore Park Road residential amenity (Sth Syd C).

Urban Design/Landscaping

- reference to be made to South Sydney Council strategy and Urban Design DCP (Sth Syd C);
- major intersections should be compatible with local areas, pedestrian uses and green designs (Rand C); and
- York Road designs to be considered (Bot C).

Visual Impacts

- visual impacts during construction phase (FAC).

Adjacent Developments

- Green Square/Link Road/Epsom Road and Access Issues (Sth Syd C);
- Fox Development, Moore Park Centennial Park Trust proposals, Green Square, ICI proposals (Sth Syd C);
- Moore Park Gardens and Pedestrian Bridge (Sth Syd C);
- link to Market Street Tunnel (PWS);
- ancillary road works and co-ordination with Eastern Distributor construction works (NRMA);
- future demands (based on worst case scenario) (NRMA);
- Royal Botanic Gardens developments (RBG);
- combined impact, Eastern Distributor and M5 East (SSROC); and
- William Street Boulevard (Sth Syd C).

Heritage

- South Sydney Strategic Plan and Draft LEP both note conservation areas/items. This document to be referred to (Sth Syd C);
- Busbys Bore - permanent conservation order. Note: caution to be used in following mapping (Syd Wat);
- Botany Council LEP to note conservation properties (Bot C);
- heritage/conservation areas itemised by National Trust to be consulted, includes the Courthouse on Taylor Square (Nat T);
- mitigation of impacts on heritage items to be documented. Excavation permits are required under the Heritage Act. Study should consider the potential detracting of conservation significance of some areas (Heritage Council).

Community and Stakeholder Consultation

- must be a transparent process, if any works are deleted this must be publicised (NRMA);
- adequate time for community input must be allowed (NRMA); and
- coordinated development of ancillary works (NRMA).

Air Quality/Noise Issues

- noise/air quality on Drivers Triangle and South Dowling Street (Sth Syd C);
- vegetation issues during construction works (PWS);
- air quality in the tunnels should meet world health standards (EPA);
- study team should note existing air quality in tunnel portals poor, and has implications for ventilation system (EPA);
- single sampling points will be used for shorter tunnels (EPA);
- adjacent residential areas - air quality and wind tunnels - modelling required (EPA);
- modelling for noise to account for traffic flows both day and night/heavy and light traffic volumes/traffic speeds/capacity of the road/20 year projections and growth rates every five years (EPA); and
- air quality around the airport to be examined (FAC).

Recreational Parks

- impacts on Moore Park (Sth Syd C);
- impacts on Royal Botanic Gardens (RBG); and
- visual impact on existing environment (RBG).

Water Quality

- erosion/sediment controls including nutrient and contamination controls (DLWC);
- acid sulphate soils to be investigated and leachate controls (DLWC);
- surface and groundwater quality to be assessed (DLWC);
- other water users for irrigation purposes to be documented, for example Randwick Racecourse (DLWC);
- potential for cuts in aquifers etc and impacts on downstream users (DLWC);
- extraction permits needed (DLWC);
- riparian lands/wetlands to be considered (DLWC);
- impacts on Crown land to be considered (DLWC);
- impacts on flooding regime to be considered (DLWC);
- impacts on Eastlakes, Millpond environments to be considered (Bot C);
- on-site retention of contaminated water or spills (NSWFB);
- cumulative impacts of area wide developments on groundwater quality to be considered (Syd Wat); and
- wetland regeneration programs (Syd Wat).

Property Impacts

- access to and from local streets (Sth Syd C);
- residual land in Flinders Street (Sth Syd C) RTA owned land?;
- Moore Park Leisure Centre (Sth Syd C);
- houses fronting South Dowling Street and Southern Cross Drive (Rand C);
- large land holdings western side South Dowling Street and traffic access implications (NRMA);
- Crown land (DLWC); and
- Sir John Young Crescent and Cowper Street are key address points for RBG. Opportunity to reinstate connectivity (RBG).

Attachment A

Name	Organisation	Phone	Fax	Abbreviation
Fiona Court	Rust PPK	9743 0333	9736 1568	Rust PPK
Mark Keogh	Rust PPK	9743 0333	9736 1568	Rust PPK
Garry Humphrey	Roads and Traffic Authority	9831 0938	9831 0036	RTA
Gene Farrugia	Roads and Traffic Authority	9831 0150		RTA
David Mutton	Department of Urban Affairs and Planning	9391 2058		DUAP
Neville Osborn	Department of Urban Affairs and Planning	9391 2073	9391 2151	DUAP
Victor Yeung	Department of Urban Affairs and Planning	9391 2201	9391 2151	DUAP
Ian Thompson	South Sydney Council	9313 0229	9662 6935	Sth Syd C
John Hart	South Sydney Council	9313 0225	9662 6965	Sth Syd C
Nanci Godfrey	South Sydney Council	9313 0232	9662 6965	Sth Syd C
Bob Moore	Bicycle NSW	9285 5200	9285 5246	BNSW
Russ Webber	Bicycle NSW	9906 7238 9296 1526	9283 5246	BNSW
Colin Jones	Sydney Water Corporation	9551 4594	9551 4666	Syd Wat
Phil Gallagher	Roads and Traffic Authority	9218 6400	9218 6169	RTA
Shane Burgess	Optus Communications	9342 8590		Optus
Brian Watters	Roads and Traffic Authority	9218 6203	9218 6167	RTA
Tony Navaratne	Sydney Ports Corporation	9296 4694	9296 4766	Syd PC
Warwick Mertell	Randwick Council	9399 0914	9319 1510	Rand C
Gary Pringle	Randwick Council	9399 0891	9399 0309	Rand C
Adrian Howorth	AGL Sydney Limited	9736 5759	9743 6109	AGL
Geoff Ferris	Bus and Coach Association	9630 8655	9683 1465	BCA
Stewart Watters	National Trust	9258 0123	9251 1110	Nat T
Katherine Brooks	National Trust	9258 0123	9251 1110	Nat T
David Sung	Woollahra Council	9391 7126	9391 7044	Wooll C
Chris Bluett	Woollahra Council	9391 7083	9391 7044	Wooll C
Brian Mander	Sydney Buses	9245 5614	9245 5611	SB
Mike Dowd	Roads and Traffic Authority/ Bicycle Advisory Council	9218 3912	9218 6738	BAC

Name	Organisation	Phone	Fax	Abbreviation
Mark McKenzie	NRMA Limited	9292 9951	9292 8485	NRMA
Wee Yeang Goh	Federal Airports Corporation	9667 9207	9667 2892	FAC
Rahman Mazumder	Federal Airports Corporation	9667 9212	9667 2892	FAC
Guy Roth	Department of Land and Water Conservation	9895 7503	9895 7501	DLWC
Jane Kerr	Heritage Office	9391 2047	9391 2336	Her O
Ian Swords	Energy Australia	9663 9340	9663 9799	EnA
Peter Exton	Public Works and Services	9372 8626	9372 8633	PWS
Ian Innes	Royal Botanic Gardens	9231 8111	9251 4403	RBG
Peter Ayres	Environment Protection Authority	9795 5142	9795 5024	EPA
Peter Wells	Environment Protection Authority	9795 5137	9795 5024	EPA
Leta Webb	South Sydney Regional Organisation of Councils	9317 2811	9669 2112	SSROC
Will Marsh	City of Botany Bay	9317 0569	9317 0596	Bot C
Michael Grosvenor	NSW Department of Transport	9268 2202	9268 2907	DoT
Michael Hurley	NSW Fire Brigade	9742 7400	9742 7483	NSWFB
Ralph Louwdyk	Optus Communications	9342 7145	9342 8634	Optus