

Appendix E

Pre EIS Government Submission

REF: 060

EPA



Environment
Protection
Authority
New South Wales

Fiona Court
Rust PPK
PO Box 248
CONCORD WEST NSW 2148

Civic Tower
Cnr of Jacobs Street
and Rickard Road
Locked Bag 1502
Bankstown
NSW 2200

Our Reference: BA 2432

Your Reference: 58G162D-001.565/FC/vcp

Contact: Peter Wells 9795 5137

Telephone .02. 9795 5000
Facsimile .02. 9795 5002

Dear Ms Court

Re: Eastern Distributor EIS

Thank you for the opportunity to have final input to the EIS process. However, the EPA has had significant input to the Department of Urban Affairs and Planning (DUAP) Director's requirements for the Eastern Distributor EIS and also made direct submissions on the EIS requirements. The EPA submissions are as follows:

1. Submission on the EIS requirements dated 13/12/95.
2. Submission on the EIS requirements dated 23/5/96.
3. Submission to DUAP on Director's requirements for the EIS.

I refer you to the detail in these submissions as the EPA position on EIS requirements. Should any matters arise needing clarification, or if you require any further information, please contact Mr Wells on the number above.

With regards to the complexity of the noise issues pertaining to the project, it would be productive to arrange a meeting with Rust PPK, the EPA and the RTA to discuss EPA noise requirements. Could you please coordinate with the RTA and contact Mr Wells with a view to organising a mutually suitable meeting time.

Yours sincerely

Eric Hatfield
Acting Regional Manager - Inner Sydney
for Director - General

19.9.96



REF: 061

NEW SOUTH WALES DEPARTMENT OF TRANSPORT

227 ELIZABETH STREET

SYDNEY NSW AUSTRALIA

GPO BOX 1620

SYDNEY 2001 AUSTRALIA

FACSIMILE (02) 268 2900

TELEPHONE (02) 268 2800

Fiona Court
Environmental Planner
Rust PPK Pty Ltd
PO Box 248
Concord West NSW 2138

18 December 1995

Dear Fiona

Thank you for providing the Department of Transport further opportunity to comment on the likely impacts of the Eastern Distributor Tollroad Project prior to you undertaking the Environmental Impact Statement. As you indicate, the Department of Transport has already provided comments to the RTA as part of the planning focus meetings held before your company was appointed to undertake the EIS. I would like to reiterate these comments to you, especially in light of the added focus given to the Moore Park area as a consequence of the pending development application for film studios/entertainment on the Showground site.

The following issues must be investigated as essential components of the EIS:

- the impact on the environment (especially air quality). Will the Eastern Distributor ease existing congestion or will it encourage greater private vehicle trips and move this congestion elsewhere? If it encourages more private vehicle trips, what impact will this have on air quality and other features of the environment, especially considering the residential, recreational and open space characteristics of the immediate area.
- the impact on the existing public transport network. Will the Eastern Distributor degrade existing bus priority levels in the area, especially at "Drivers Triangle", where the southern portals are proposed? An attempt should be made, as a consequence of implementing the Eastern Distributor and upgrading Southern Cross Drive, to improve public transport in the area, such as by providing bus lanes in existing streets and providing bus priority at intersections and investigating opportunities for priority for buses on the Eastern Distributor. It must also be ensured that the Eastern Distributor does not limit the opportunity to provide more innovative forms of public transport in the future, as a consequence of its design and use of corridor space.

Any possible improvements to the public transport system in the area, such as the implementation of bus lanes or the implementation of light rail, should not be compromised but enhanced by the development of the Eastern Distributor.

- the impact of toll charges. Will pricing this roadway encourage a shift away from private vehicle use to other forms of transport (especially if priority bus lanes are provided) and how will freight and commercial traffic be affected by toll charges? In the short term, the impact on the surrounding road network as a consequence of the possible displacement of cars from the Eastern Distributor should be investigated. Subsequently, a supporting traffic management scheme should be implemented to protect nearby local amenity.
- the impact on existing pedestrian patterns in the Moore Park region.

Should you require any further information regarding these comments, please do not hesitate to contact Michael Grosvenor from the Department's Planning Unit, on 268 2202.

Yours sincerely



JOHN SMITH
Director, Planning



New South Wales

DEPARTMENT OF HOUSING

CENTRAL SYDNEY REGION

REF: 062

Ms Fiona Court
Environmental Planner
RUST PPK Pty Ltd
P O Box 248
Concord West NSW 2138

Our reference

Your reference

Dear Ms Court,

Eastern Distributor Tollroad Project and Improvement of South Dowling Street Environmental Impact Statement

Thank you for your letter inviting comment on the impacts to be investigated in the Environmental Impact Statement for the Eastern Distributor Tollroad Project and Improvement of South Dowling Street.

The following comments are made in relation to impacts to be investigated:

- noise level monitoring before and after be undertaken and noise control proposals be made known
- air quality monitoring before and after be undertaken
- project alternatives and cost benefit of each be developed
- restrictions on access be made known
- future road network be made known
- forecast traffic conditions be developed
- community impacts be analysed
- landscape and visual assessment be undertaken.

To assist in your in your investigations I have enclosed a list of Departmental properties which appear to be affected by the road proposal. Please contact John Kennedy on 8216514 should you require additional information.

Yours sincerely

Mary-Jane Clark
Acting Regional Director
Central Sydney Region

11 October 1996

Fiona Court
Environmental Planner
Rust PPK Pty Ltd
PPK House
9 Blaxland Road
Rhodes NSW 2138



Level 28
100 Miller Street
North Sydney NSW 2060
PO Box 1327
North Sydney NSW 2059
Telephone: (02)
Facsimile: (02) 9245 5611

Dear Fiona

I refer to your recent letter seeking comment on the environmental impact statement being prepared for the work associated with the construction of the Eastern Distributor.

Sydney Buses like most other stakeholders have not as yet seen the EIS or plans as to what is proposed. Therefore it is difficult to fully appreciate the impacts the Eastern Distributor will have on bus operations.

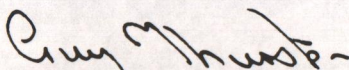
At a meeting on 26 September, held with representatives from Rust PPK, Department of Transport, Roads and Traffic Authority and Sydney Buses, raised concern with the location of the ingress ramp, it being located in Moore Park Road between Flinders and South Dowling Streets. Rust PPK advised that Sydney Buses had already agreed to a new ingress / egress from the Bus Roadway at Gregory Avenue onto Anzac Parade. Also, to operate buses on Anzac Parade properly between Gregory Avenue and Moore Park Road, provided comparable Bus priority was provided on Anzac Parade.

You would be aware, this arrangement may have been satisfactory before, but the circumstances have altered from when that agreement had been reached in that the location of the ingress ramps for Moore Park Road traffic have altered. Sydney Buses believe it would be more appropriate to have any ingress / egress ramps located further away from this particular intersection. If the ingress ramp is to be provided at this location, further delay and congestion would be expected, which in turn would erode any opportunity for proposed Bus Priority measures.

As such, Sydney Buses raises objection over the location of the ingress ramps, particularly the one to be located in Moore Park Road between Flinders and South Dowling Streets, Moore Park. It is anticipated that the level of service at this intersection would deteriorate and as such bus services would need to continue to ingress / egress the Anzac Parade Bus Roadway at the current location to offset possible delays.

Further, in order to fully understand the opportunities that can be derived, it is suggested that representatives from various agencies form a working group to see exactly what is proposed and what benefits can be given to providers of public transport.

Yours sincerely


GUY THURSTON
GENERAL MANAGER

Ref: 297.

Level 13
133 Market Street
Sydney NSW 2000
PO Box 47 Sydney
NSW 2001 Australia

23 September, 1996

Ms Fiona Court
Environmental Planner
Rust PPK Pty Ltd
PO Box 248
CONCORD WEST NSW 2138



RAIL ACCESS
CORPORATION

Telephone 02 9224 3000

Fax 02 9224 3000

Dear Ms Court,

Eastern Distributor EIS

I refer to your correspondence to Alex Pirie dated 12 September, in which you seek comment on matters to be addressed in the EIS.

On 1 July 1996, responsibility for rail infrastructure in NSW passed to the Rail Access Corporation. Land ownership and operation of urban rail services/railway stations are the responsibility of the State Rail Authority and CityRail respectively. You should consult separately with these entities.

The Corporation has nothing further to add to the comments set out in my facsimile of 29 August 1996 to Martin Johnson, of your office. In summary, the Corporation requests that the EIS address:

- effect of the proposal upon alternative travel modes (in particular, potential impact upon patronage of the New Southern Railway) and the costs/benefits resulting;
- opportunities offered by the project to promote public transport options and reinforce patronage of rail infrastructure (eg bus priority measures to stations on the NSR); and
- effects of the proposed works upon existing rail lines (for further detail, contact Graham Robinson, Asset Manager Illawarra Metro, on 9224 3578).

I trust this is of assistance.

Yours sincerely,

STUART MOSELEY
A/Asset Planning and Development Manager

26-Sep-96

Ms Fiona Court
Environmental Planner
Rust PPK Pty Ltd
P O Box 248
Concord West NSW 2138

SYDNEY PORTS CORPORATION

Level 12, 207 Kent Street
Sydney NSW 2000
PO Box 25, Millers Point
NSW 2000 AUSTRALIA
Phone: 61 2 9296 4999
Facsimile: 61 2 9296 4742

Dear Ms Court,

**Eastern Distributor Tollroad Project and Improvement of South Dowling Street
- Environmental Impact Statement**

Thank you for your letter, dated 12 September 1996, inviting Sydney Ports Corporation to provide views on matters to be addressed in the above EIS which might be of relevance to Sydney Ports.

The road system within the study area is extensively used by large road vehicles transporting cargo to and from the ports of Sydney Harbour and Botany Bay. Therefore, this proposal is of considerable interest to Sydney Ports and it is likely to be of interest to its lessees and the organisations associated with transporting cargo to and from the ports.

From the Sydney Ports point of view, it is to be noted that the ports of Sydney Harbour and Botany Bay are significant generators of truck traffic which is directly dependent on the volume of cargo handled at the ports. For instance, at present, the 530,000 TEUs of container cargo handled at Port Botany is expected to generate about 400,000 truck movements annually. This volume is expected to increase by at least 5 % pa till the year 2000 and at 4 % pa thereafter. Further traffic is generated by the other port related and industrial users at and around Port Botany. The attached table gives an indication of traffic generated by the Port and the adjacent oil terminals.

Although a large number of movements are between the Port and Western Sydney, Southern Cross Drive and South Dowling Street will attract traffic from both the north/south corridor and traffic to Western Sydney through Parramatta Road and the Cleveland Street link. This will depend to a large extent on progress on improvements to alternative links such as the M5 motorway. It is hoped that action being taken by Sydney Ports and the container terminal operators to encourage greater use of rail transport will help to alleviate some of the pressure on the road system, but road vehicles will remain the major mode of transport to and from the port.

../2

Sydney Ports interests in this project fall under the following three main areas:

1 Minimising inconvenience during the construction phase

- The effect of construction activities on port traffic to be evaluated and actions taken to mitigate any unfavourable effects.
- To ensure that the capacities of the existing roads are not reduced, particularly in respect of large articulated vehicles, and where traffic diversions are required, such diversions being undertaken in a manner that is acceptable to the community, councils and port users.

2 Improving ingress and egress to Port Botany

The present road system serving Port Botany, though functioning satisfactorily to a large extent, has poor access at some intersections and bottlenecks tend to occur downstream of some of these intersections. Of particular concern is the stretch of General Holmes Drive between Mill Pond Road and a point immediately south of the airport tunnel which does not appear to be covered by either the Eastern Distributor or M5 East. In this respect Sydney Ports considers the following issues should be addressed:

- Improved ingress and egress to and from Southern Cross Drive at Wentworth Avenue for heavy articulated vehicles including B-doubles.
- Improved ingress and particularly northbound egress from Foreshore Road into Southern Cross Drive.
- Improvements to capacity at the airport tunnel.
- No imposition of additional restrictions on heavy articulated vehicles using the Tollroad, South Dowling Street and Southern Cross Drive subject to normal highway loadings.
- Similar considerations on heavy vehicles transporting dangerous goods. These vehicles should be allowed to use the tunnels other than those carrying Class 1 and Class 2.3 substances.
- Availability of suitable alternative routes for heavy vehicles using Port Botany, Darling Harbour and Glebe Island / White Bay.

3 Disposal of spoil

Sydney Ports may be in a position to offer a disposal site for good clean sandy spoil and broken sandstone. If this is desired, early indications of the available quantities and timing would be appreciated.

The organisations which, from the Sydney Ports point of view, are relevant for consultation on this project but, are not nominated in the list supplied are given below:

a) Organisations providing cargo transport to the ports:

Mr Terry Dene
Director - Commercial
NSW Road Transport Association
Level 4
162 Goulburn Street
Darlinghurst NSW 2010

Tel: (02) 9267 8222

Fax: (02) 9267 8388

b) Port Botany lessees:

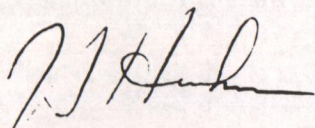
Mr Warring Nielsen
Chairman
Bizwatch
P O Box 108
Matraville NSW 2036

Tel: (02) 9666 5625

Fax: (02) 9666 6420

Please continue to liaise with Mr Tony Navaratne of Sydney Ports on matters relating to this project.

Yours faithfully,



J A Huckson
Manager Port Property

BOTANY TEU'S AND TRUCK MOVEMENTS

1. TEU'S

	FULL	EMPTY	TOTAL
OUTWARD	179923	97283	277206
INWARD	302392	12578	314970
TOTAL	482315	109861	592176

2. TRUCK MOVEMENTS (per day)

LESSEE	Average	Peak
Brotherson Dock 1-3 (Patricks)	407	786
Brotherson Dock 4-6 (CTAL)	650	800
Terminals Pty Ltd	30	40
Van Ommeran	80	150
Boral Gas	20	30
Total	1187	1806

3. AVERAGE TRUCK TURNAROUND TIMES (Minutes)

LESSEE	Time	RTA Survey *
Brotherson Dock 1-3 (Patricks)	27	88
Brotherson Dock 4-6 (CTAL)	35	104
Terminals Pty Ltd	35	
Van Ommeran	50	
Boral Gas	30	
Average	35	96

* NSW Road Transport Association figures based on time from arrival outside facility to departure from exit gate (Lessee's figures based on time from completing paperwork on entry into facility to departure from exit gate)

4. OPENING HOURS

LESSEE	Hours per Day	Days per Week	Hours per Week
Brotherson Dock 1-3 (Patricks)	15.5	5.5	85.25
Brotherson Dock 4-6 (CTAL)	15	5.5	82.5
Terminals Pty Ltd	12	5	60
Van Ommeran	10	5	50
Boral Gas	10	6	60
Average	12.5	5.4	68

REF: 064

BizWatch

Port Botany Business Group

Chairman Warring Neilsen

Secretary Andrew Nolan

Phone: 9666 5625 Fax: 9666 6420

Our Ref : AWN:fmm

8th October 1996

Eastern Distributor Environmental Impact Statement

Community Access Centre

PO Box 397

SURRY HILLS NSW 2010

Attention : The Project Manager

Dear Sir

Re : **Eastern Distributor**

Our organisation represents all of the major companies who have businesses in the Port Botany area. As such we are extremely intereted in any road transport proposals that will improve transport to and from the Port Botany region.

We would welcome the opportunity to make representation and/or participate with your study team, to offer any assistance and knowledge we have and to ensure the future of Port Botany is considered in major road expansions.

Please feel free to contact our Chairman or the writer on the above phone number.

Yours faithfully

BIZWATCH - PORT BOTANY BUSINESS GROUP



A.W. Nolan

Secretary

REF : 065



Premier's Department
New South Wales

Governor Macquarie Tower
Level 31, 1 Farrer Place
Sydney NSW 2000
Tel (02) 228 3183
Fax (02) 228 3277

25 SEP 1996

Ms Fiona Court
Environmental Planner
Rust PPK Pty Ltd
PPK House
9 Blaxland Road
Rhodes, NSW 2138

Dear Ms Court

Thank you for your invitation to comment on the Environmental Impact Statement (EIS) for the proposed Eastern Distributor tollroad.

Although the Premier's Department does not wish to make a formal submission at this time, I would appreciate the opportunity to provide comment at a later stage of the EIS process.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Alan Digott', with a long horizontal line extending from the end of the signature.

Alan Digott
Senior Consultant

08 OCT 1996

REF: 066
Living City



SYDNEY CITY COUNCIL

TOWN HALL HOUSE

456 KENT STREET SYDNEY

GPO BOX 1591 SYDNEY 2001

TELEPHONE 02 265 9333

FACSIMILE 02 265 9222

EXCELLENCE IN SERVICE

3 October 1996

File No : P0802677

Attn. Mark Keogh
Project Manager

RUST PPK
PPK House
PO Box 248
Concord West
NSW
2138
Australia

Dear Sir

**RE EASTERN DISTRIBUTOR TOLLROAD PROJECT SUBMISSION FOR
THE ENVIRONMENTAL IMPACT STATEMENT**

I refer to your letter 12th September in which you invited the Central Sydney Planning Committee (CSPC) to make a submission for inclusions in the EIS for the Eastern Distributor Tollway Project. The CSPC adopted the attached document as their formal submission on this matter on 26th September 1996. Please do not hesitate to contact Kati Westlake (9265 9734) if you have any further queries.

pp *Kati Westlake*

JOHN KASS
Acting Director
City development

EASTERN DISTRIBUTOR TOLLROAD PROJECT -SUBMISSION FOR INCLUSIONS IN THE ENVIRONMENTAL IMPACT STATEMENT

The Central Sydney Planning Committee (CSPC) generally supports proposals which draw 'through traffic' away from Central Sydney but not at the expense of significantly affecting the amenity of the area and local communities. The following key issues should be specifically addressed in the Environmental Impact Statement.

25. The cultural, historical, recreational, tourist and environmental significance of the Botanic Gardens, the Domain, the Art Gallery of NSW and Woolloomooloo to Central Sydney, metropolitan Sydney, NSW and Australia should be stated.
26. The capacity of the proposal to improve the wider local environment should be addressed.
27. The impact of the Eastern Distributor proposal on the following **urban design** aspects in comparison to the existing situation should be assessed:
 - (i) Severance, including:
 - (a) the capacity of the proposal to lessen existing severance caused by the Cahill Expressway and heavy traffic loads on Palmer Street; and
 - (b) general severance of major parklands and Central Sydney from Sydney Harbour and Woolloomooloo; and
 - (c) loss of important views and vistas which visually connect the city and the Art Gallery of NSW with Sydney Harbour and Woolloomooloo, Cathedral Street with St Mary's Cathedral, the Botanical Gardens with Woolloomooloo Bay; and
 - (d) severance of the local street network and the effect on pedestrians, cyclists, local traffic and the ease of access of the Woolloomooloo residents generally.
 - (ii) Noise, especially the likely changes and increases in noise in the area caused by increased vehicles, increased speeds, the toll plaza and the changed vertical and horizontal relationship of the road in relationship to the surrounding area.
 - (iii) The substantial increase of expressway elements in the streetscape, especially the impact of toll plazas, administration building and control tower, entry and exit ramps, portals, layover areas, large direction signs, overhead bridges, ventilation ducts, lighting, and potential jersey kerbs, metal crash barriers, overhead advertising,(if any) and noise walls on the streetscape and visual amenity of the area.
 - (iv) Streetscape changes to the proposed dangerous goods route and non tolled route, (not yet specified).
 - (v) Compatibility of the width, geometry, scale and character of the expressway design with the existing urban grid and formal streetscape.

- (vi) Potential degradation of existing tourist and cultural attractions including the Art Gallery of NSW, Botanic Gardens, Woolloomooloo Bay and Finger Wharf.
- (vii) Pedestrian amenity and personal security in the area, including:
 - (a) the general downgrading of pedestrian amenity along the whole length of the route, the discouragement of street life and public access in the vicinity and the reduction of public surveillance of the road;
 - (b) the impact of limiting pedestrian crossing between the Domain and William Street to 3 places only; and
 - (c) the impact of restricting pedestrian crossing to overhead bridges and tunnels where very little public surveillance is possible.
- (B) The impact of the Eastern Distributor proposal on the following **heritage** aspects should be assessed:
 - (i) the Domain, the Botanic Gardens and the Art Gallery of NSW, listed as items of Heritage Significance in the LEP 1992;
 - (ii) the Woolloomooloo Finger Wharf, listed as a heritage item in the REP 23 Sydney and Middle Harbours;
 - (iii) archaeological significance of the locality.
- (C) The impact of the Eastern Distributor on the following **transport** aspects should be assessed:
 - (i) the local transport network of the Woolloomooloo/Domain area, including impacts on pedestrians, cyclists, local vehicles and possible bus and rail passengers and connections between these modes;
 - (ii) the future potential of the Domain Carpark as an additional Eastern Suburbs Railway Station which would require good pedestrian, cyclist and local vehicle access;
 - (iii) the local traffic bypass options for the untolled route which will also be used by dangerous goods and high loads;
 - (iv) the importance of ensuring that the Eastern Distributor is designed and constructed to allow connection with the proposed Market Street Tunnel including the potential to continue as far as the Kings Cross tunnel;
 - (v) tourist coach and layover facilities, particularly:
 - (a) the proposal to convert the Domain carpark to a bus and coach layover facility and opportunities to use narrowing of the roadway in Sir John Young Crescent to enhance the layover proposal and/or improve the streetscape;

- (b) and the requirement for bus and coach access between the Domain Carpark (a future layover site) and the Oil Tanks Site opposite Wharf 11 at Woolloomooloo (a potential overflow site for tourist coaches).
- (vi) Buses and bus priority measures particularly:
 - (a) the provision of bus priority measures on the Eastern Distributor as part of an overall strategy to encourage a travel mode diversion from private cars to public transport and because of the operational advantages to Sydney Buses eg in the morning peak the Eastern Distributor could allow buses to quickly access northern Central Sydney and much reduce turnaround times; and
 - (b) the potential to implement bus priority lanes at Drivers Triangle during construction and encourage a modal diversion required by the City of Sydney's Transport Strategy, Accessible City and the State Government's Integrated Transport Strategy.
- (vii) the possible future removal of the Cahill Expressway should not be precluded.
- (D) The impact of the Eastern Distributor on the **City Improvements Program 1996-1997**, in particular, the proposed William Street Boulevard and the proposed College Street, Phillip and Cook Parks should be taken into consideration.

Further information on the above aspects is available in the following Council documents:

- (i) Living City
- (ii) Accessible City
- (iii) Central Sydney LEP 1992- Conservation of Heritage Items
- (iv) Draft LEP and DCP for Central Sydney 1996
- (v) 1991 Sydney Central City Area Floorspace and Employment Survey (Including 1994 Floorspace Update) Volume 1 and 2
- (vi) Archaeological Zoning Plan for Central Sydney 1992
- (vii) Sydney Spaces
- (viii) City of Sydney Corporate Plan 1996-1999

In view of the forthcoming Olympics it is especially important to ensure a high standard of urban design and visual amenity in Sydney. When undertaking similar major infrastructure projects prior to the 1988 Olympics, the city of Barcelona required an integrated and sophisticated approach to the design of roadworks which **improved** the urban design and quality of life in the immediate vicinity of the road as well as the transport capacity of the wider community. The significance of the Eastern Distributor site necessitates a similar approach to ensure that this part of the city which is already degraded by roadworks is rejuvenated to become a vital, well frequented, integrated and accessible part of Sydney City.



18 October 1996

Ms Fiona Court
Rust PPK Pty Ltd
PPK House, 9 Blaxland Road
RHODES 2138

**Our Ref 2011125 Plan.41126 JH:MB
EASTERN DISTRIBUTOR TOLLROAD PROJECT
ISSUES TO BE ADDRESSED IN EIS**

Dear Ms Court

In response to your correspondence of 12 September 1996 seeking official documentation of impacts Council would see as appropriate to address in the EIS, Council officers have reviewed the DUAP Directors requirements.

In essence, the Directors requirements are concurred with, as to be expected as they were partly derived from the Focus Group Workshop attended by Council staff and incorporate most of the issues that were raised there. However, Council's response is limited without detailed knowledge of the proposed design and the immediate means to effectively examine their effects and access implications. The community may also have different concerns and differing views on these issues and their input is strongly encouraged. Notwithstanding these qualifications, we wish to emphasize the following issues and expand on others as outlined below (in no particular order).

CUMULATIVE IMPACT AND INTEGRATED PLANNING

The road system is an interactive network that needs to be evaluated as a composite package – the status and combined effects of the M5, Eastern Distributor corridor, Southern Arterial, Southern Railway, possible McEvoy Street Upgrade, East-west city tunnel etc, etc, need to be spelt out and the proposal put into proper context.

On a broader front, there is concern that the considered input of potentially affected parties to the cumulative road system is not being sought at an early stage and that the individual projects are being announced on a rather piecemeal basis without sufficient time and resources being available for those parties to respond adequately. This approach is not conducive to integrated planning of the region and may eventually result in lost opportunities and community backlash.

The Eastern Distributor needs to be evaluated in conjunction with these projects and the wider road hierarchy. The function of roads potentially freed of traffic by the tollroad are of particular importance. The community's expectations, shared by Council, is that roads in the Surry Hills and Darlinghurst areas are to be significantly given over to local uses and are not to be used as a by-pass of the Eastern Distributor by motorists unwilling to pay the toll. This does not appear guaranteed by the consortium's proposal. To date, the scenario preferred, but as yet unproven and not endorsed is that Bourke Street would be closed at Taylors Square and that Crown Street would be open to two way traffic along its entire length, thus providing a (rather attractive) by-pass.

Based on experience of evasion of the M4 tollroad there are valid fears that Crown Street is too convenient a by-pass and desired amenity improvements will not be forthcoming. The stance that Council would prefer taken at this time is the options for Crown Street and Bourke Street remain open in terms of closures, one way or two way operation and that by pass traffic be considered over the wider road hierarchy - the Wattle Street/Regent Street/Botany Road corridor and possibly Elizabeth Street corridor to the city being the more rational alternatives.

The potential for longer term growth needs to be fully considered. The capacity of South Dowling Street particularly, and the ability of the tunnelled sections to be widened long term needs to be addressed, as will the implications on surrounding areas and other routes if it cannot.

AREA-WIDE TRAFFIC IMPACTS AND LOCAL AREA IMPROVEMENTS

Affecting a very large proportion of the South Sydney area, the traffic displaced by the Eastern Distributor will provide unprecedented opportunity to improve the public domain, particularly in Surry Hills and Darlinghurst. As identified, the focus should not just be on traffic management but also on opportunities to improve pedestrian and cyclist conditions, open space provision, streetscape, community spaces and embellish the City's amenity overall. These desirable improvements will relate to traffic, social and environmental impacts and are important to maximise as a major benefit of the proposal.

BUS PLANNING AND PRIORITY

While it is recognized that the proposal will allow bus prioritisation around Darlinghurst, there are opportunities elsewhere that need to be planned in context of the redevelopment of the South Sydney Green Square precinct and built into the design at an early opportunity. Those opportunities immediately apparent are:

- Bus priority at Cleveland Street
- Bus priority at Lachlan Street
- Bus access to the Eastern Distributor at the Link Road and Gardeners Road (echoing later comments on connections to Southern Cross Drive)

TRANSPORT PLANNING FOR MOORE PARK PRECINCT

The integration of the tollroad design with the transport planning strategy of the recreation and entertainment precinct of the Moore Park/Showgrounds/Centennial Park area is imperative:

- There is major pedestrian demand along Moore Park Road at Drivers Triangle which is best accommodated at traffic lights, not via a pedestrian bridge. The latter is appropriate for everyday use only, such as at the proposed Parkham Street Bridge.
- Bus priority through the Drivers Triangle between Central and the Showgrounds/Moore Park area to allow an effective shuttle service should be a prime consideration in the design of the Drivers Triangle.
- Traffic congestion at the Drivers Triangle after (frequently held) fixtures in the Moore Park Precinct are substantial. There are some doubts that the proposed access arrangements, particularly with the entry portal from Moore Park Road being within the Drivers Triangle itself, in conjunction with pedestrian activity referred to above and bus priority measures (preferably exclusive bus lanes), will be up to the task.

- The implications of access arrangements at Greens Road, Paddington need close examination. The apparent restriction on right-turns to and from Greens Road at Moore Park Road will have implications of either bombarding a single narrow residential street (Church Street) with all traffic from the surrounding precinct or diverting all traffic a significant distance to Oxford Street and South Dowling Street. Council would like full consideration to be given to locating the exit and entry portal together to the east of Greens Road. This issue is a general one and may be applicable to a number of locations.
- The loss of land and accessibility of the Moore Park Leisure Centre is of concern to Council as it offers free and minimum charge programs to the local, often disadvantaged community.

HAULAGE/CONSTRUCTION ISSUES

The amount of spoil; rate and duration of extraction; truck access locations and duration of their use; haulage routes; expected hours, noise generation and conditions of operation need to be identified and evaluated in relation to residential areas and businesses. A consultation program to notify residents of construction activity and mechanism to handle complaints should be specifically addressed through an effective noise management plan.

SEVERANCE AND IMPACTS IN WOOLLOOMOOLOO

The Palmer Street corridor is causing concerns for the Woolloomooloo community in terms of noise impacts, visual intrusion and sense of community cohesion. This is exacerbated by the high level of poverty and special needs within the area associated with the public housing estate. The impacts on the Kidman Terrace area are of particular concern and serious consideration needs to be given to a below ground option in this area.

CONNECTIONS TO SOUTHERN CROSS DRIVE

Council has concerns about the virtual absence of access locations between Waterloo and Botany, a distance of 5.5km through increasingly densely developed areas.

As raised at the focus group by representatives of other councils, an interchange at Gardeners Road should be given a thorough evaluation, least of all for its potential to serve the southern industrial area catchment and significantly improve on the amenity of areas further north which are likely to be redeveloped for significant residential purposes, evidenced by the Resch's site redevelopment, Kimberly Grove and the ACI site. Another consideration is access to and from the often ignored south-eastern suburbs surrounding Kingsford and the UNSW. Amongst other benefits, such access would free up road space elsewhere, Anzac Parade for example, that could then be used more effectively for bus prioritisation and eventually light rail.

Full access at the Link Road or at the very least a right turn into Epsom Road from the city is highly desirable also and needs to be addressed for similar reasons. The importance of good public transport and private vehicle access to the Eastern Distributor for the massive development (eg potential 13,000 dwellings) to occur in the Green Square precinct should not be overlooked. It is questionable whether the growth from this area has been fully appreciated in the consortium's design and drive to minimise construction cost.

Further north, attention is drawn to the potential for a direct left-turn entry off South Dowling Street, identified as desirable in preliminary discussions with the developers of the large ACI site.

SENSITIVITY OF TOLL

The effects on usage of alternative routes and surrounding areas, and heavy vehicle usage of the tollroad due to the proposed toll charge and its inevitable increases require close examination. Incentives for night time/out of peak/freight travel could also be investigated to maximise the use of the tollroad. Council's position still remains that there should desirably be no toll.

EFFECT ON LOW INCOME HOUSING

Social impacts may be significant. The value of real estate in Darlinghurst and Surry Hills will significantly improve and result in the existing low cost housing, derived from the existing traffic reservations and disamenity, being displaced through redevelopment and renovation.

AIR QUALITY

While the immediate environs of the Eastern Distributor corridor, the tunnel portals and ventilator stacks have been addressed, it would be desirable to investigate the implications and possible mitigation measures further away in areas where topography may be an influence - in the Woolloomooloo basin for example. Residents have particular concerns on this issue and would like to see an air quality testing program implemented.

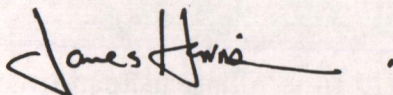
The EIS should also address the health impacts particularly for those residents whose properties front the proposed distributor.

GROUNDWATER

Part (i) of the Directors requirements refers to groundwater impacts. Council's experience has been that the Moore Park and Centennial Park areas are very sensitive to groundwater impacts and associated blue-green algae outbreaks. This particular area does not appear to have been specifically identified.

We trust this response will be useful in your investigations. Further issues will be relayed as they arise, either through separate submissions, the community consultation process or design and planning meetings that are being held throughout the EIS formulation process. Should you require clarification of any of the issues raised, please contact the undersigned or John Hart, Council's Transport Planner on 9313 0225.

Yours sincerely



James Harrison
Director of Planning and Building

cc Councillor Information Service

3/9/96



Your Ref.:

Our Ref.: RO/6(2)
W.Marsh/jdRust PPK
PPK House
9 Blaxland Road
RHODES NSW
FAX NO: 9736-1568Administration Centre
141 Coward Street
Mascot NSW 2020
PO Box 331 Mascot
Telephone: (02) 9317 0555
Facsimile: (02) 9317 0596
DX 4108 Maroubra Junction

3 September 1996

Attention: Mr Martin Johnson

Dear Sir,

EASTERN DISTRIBUTOR ENVIRONMENTAL IMPACT STATEMENTHeavy Vehicles

Trucks which turn right out of Foreshore Drive are forced to stay in the right hand lane, due to a median island, until after the entry into Southern Cross Drive. Trucks intending to use Southern Cross Drive have to turn right into Mill Pond Road, left into Botany Road, and usually, right into Wentworth Avenue and then left into Southern Cross Drive. This leads to congestion in the Mill Pond Road area, especially since it is the main on and off ramp from Southern Cross Drive to the Airport. Action should be taken to allow truck access from Foreshore Drive directly to Southern Cross Drive allowing the traffic flowing to the east to avoid the Mill Pond area.

In addition, trucks travelling west from the East Botany area, travel along Wentworth Avenue, turn left into Botany Road, right into Mill Pond Road and left into General Holmes Drive. Further congestion at the Mill Pond Road occurs. Action should be taken to allow this traffic to access Southern Cross Drive directly from Wentworth Avenue.

Complaints have also been received from truck drivers regarding the right turn from Wentworth Avenue (travelling west) to Southern Cross Drive, mainly regarding the lack of turning space for the larger trucks. Action should also be taken to make this turn more suitable for the large trucks.

It is considered that there should be an on and off access, in both directions, for vehicles and trucks from Gardeners Road to Southern Cross Drive.

In addition, to further better truck movements, the City of Botany Bay supports the providing of better turning conditions for trucks at the intersection of South Dowling Street and Cleveland Street.

....2

The City of Botany Bay would also require that adequate access for large vehicles be made to Southern Cross Drive/South Dowling Street from the proposed developments at Zetland (i.e., Green Square).

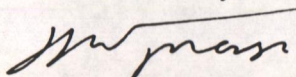
Noise

The City of Botany Bay will be concerned about adequate noise abatement for residents that front Southern Cross Drive, both during the construction phase and in the final working phase.

Pollution

The City of Botany Bay would want pollution controls, both during construction and during the working phase, to protect those environmentally sensitive areas such as Eastlakes and Mill Pond.

Yours faithfully,



WILL MARSH

MANAGER -

ENGINEERING SERVICES

x:\engineer\l\sep96\ro-6-2

RANDWICK



CITY COUNCIL

Our Ref: GP/MB (R-28-15)
Contact: Gary Pringle
 PH: 9399 0891 (Between 9.00am to 12.00noon, Mon.-Fri.)

ADMINISTRATIVE CENTRE

30 FRANCES STREET

RANDWICK NSW 2031

26 September 1996

TELEPHONE: (02) 9399 0999

DX 4121 MAROUBRA JUNCTION

FACSIMILE: (02) 9319 1510

Fiona Court
 Environmental Planner
 Rust PPK Pty Ltd
 P O Box 248
 CONCORD WEST NSW 2138

Dear Madam.

RE: EASTERN DISTRIBUTOR EIS

Thank you for your letter of 12 September, 1996 requesting further a submission on issues to be covered by the EIS. As you are aware, Council representatives raised several issues at the recent planning focus meeting. The Director General's requirements also provide a comprehensive list of matters to be addressed.

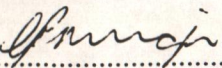
Issues of particular concern to the City of Randwick include:-

- The direct impact on properties fronting the distributor, particularly West Kensington, which is a heritage conservation area.
- Effect on traffic redistribution throughout adjacent suburbs (eg usage of Lenthall Street underpass due to Link road closure).
- Effects on public transport, cycling and pedestrian access and proposed means of accommodating and encouraging those modes.
- Effects on dangerous goods movement as alternative routes from Port Botany are not considered suitable for such vehicles.
- Means of minimising disruption to traffic during construction (eg impact on usage of Lenthall Street underpass).
- Impact on other transport changes including M5 East and the Southern Railway.
- Consideration of the impact of a possible interchange at Gardners Road.

Council staff would be pleased to elaborate on these issues and look forward to further discussion on the proposal.

Yours faithfully,

Allan Coker.
DIRECTOR OF PLANNING

Per: 

1011 BOTANY ROAD
P.O. BOX 331
MASCOT NSW 2020
TELEPHONE (02) 317 2811
FACSIMILE (02) 669 2112
DX 4108 Maroubra Junction

Fiona Court
Environmental Planner
Rust PPK Pty Ltd
PO Box 248
Concord West NSW 2138

Dear Ms Court

**Eastern Distributor Tollroad Project and Improvement of South
Dowling Street Environmental Impact Statement**

Thank you for the opportunity to raise matters for consideration in the Eastern Distributor Tollway EIS.

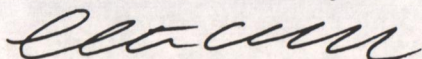
As you are no doubt aware, the Southern Sydney Regional Organisation of Councils (SSROC) is a voluntary association of twelve local government authorities established to achieve common approaches to action and problem solving in the region.

The proposed tollway is likely to have the greatest impact in the South Sydney Council area. I understand that you have already spoken to Ian Thompson from South Sydney Council about the proposed EIS and he has outlined to you details of the Council's concerns. SSROC shares the same concerns as the Council particularly the impact that the toll will have on adjoining areas where vehicles are likely to detour to avoid the toll. It is likely that the detouring will cover a wide area.

SSROC is also concerned about the impact that the tollway will have on the attractiveness and efficiency of other forms of transport, notably the operation of buses in and through the area and the impact on the appeal and ease of pedestrian and bicycle usage.

There is also a need to consider impacts beyond the immediate area of the Eastern Distributor, ie how the Eastern Distributor proposal will tie in with other planned or contemplated regional developments such as extensions to the M5, the new Southern Railway, the contemplated Strategic Route from the Princess Highway to Anzac Parade and regional and statewide initiatives to increase public transport use etc. Each of these developments will potentially change existing traffic flows and volumes of traffic. Consideration will also need to be given to heavy vehicle and dangerous goods transport and the creation of alternate routes.

Your offer to attend any meeting on this proposal is noted. SSROC will contact you should this be necessary.



Leta Webb

15/12/95



2 January 1996

Fiona Court
Environment Planner
Rust PPK Pty Ltd
PO Box 248
Concord West NSW 2138

Dear Fiona,

**Subject: Eastern distributor project and improvement of South
Dowling St environmental impact statement.
Your ref. 58G162A.844/FC/vcp**

I am writing in response to your letter of November 24, 1995.

OPTUS Communications currently have assets within the vicinity of your proposed works. These OPTUS Communications assets are located within Telstra leased assets.

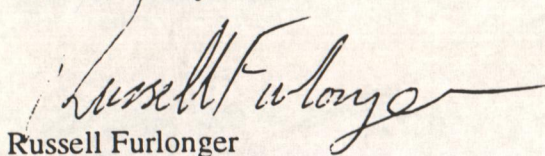
OPTUS Communications have no further development planned within the specified area.

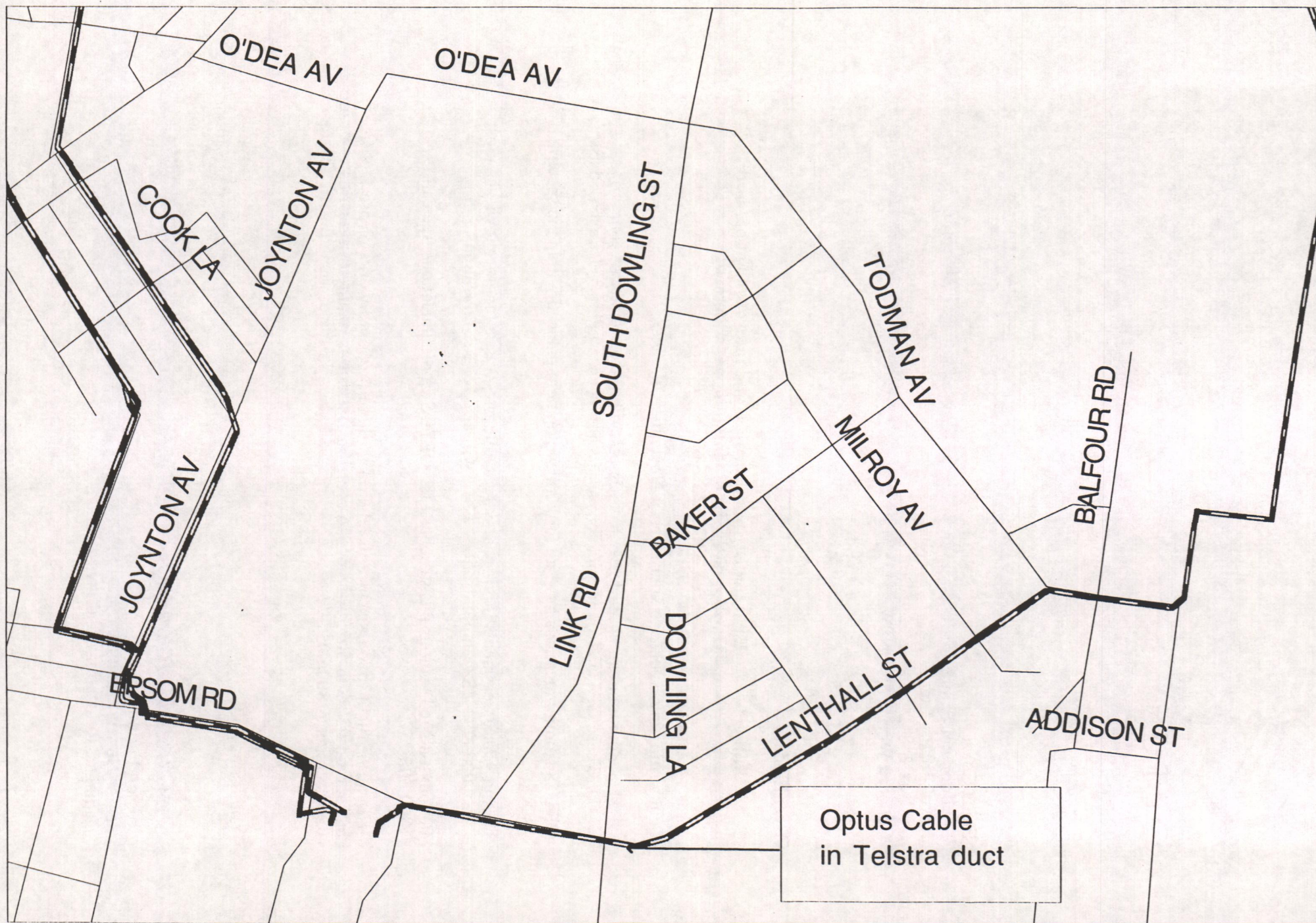
During your assessments if it is necessary to relocate Telstra facilities it will be most likely that OPTUS Communications assets will also require relocation.

For any on site locations please contact the OPTUS Communications free call
1800 505 777.

If I can be of further assistance in relation to these proposed works please feel free to call me on 03 9233 5025 (018 616364) or if assistance is required in regards to future works contact **1800 505 777.**

Yours sincerely,


Russell Furlonger
Senior Network Engineer
Damages, Relocation's and Investigations





22nd December 1995

M/S Fiona Court
Environmental Planner
Rust PPK Pty Ltd
P.O. Box 248
Concord West NSW 2138

Dear M/S Court

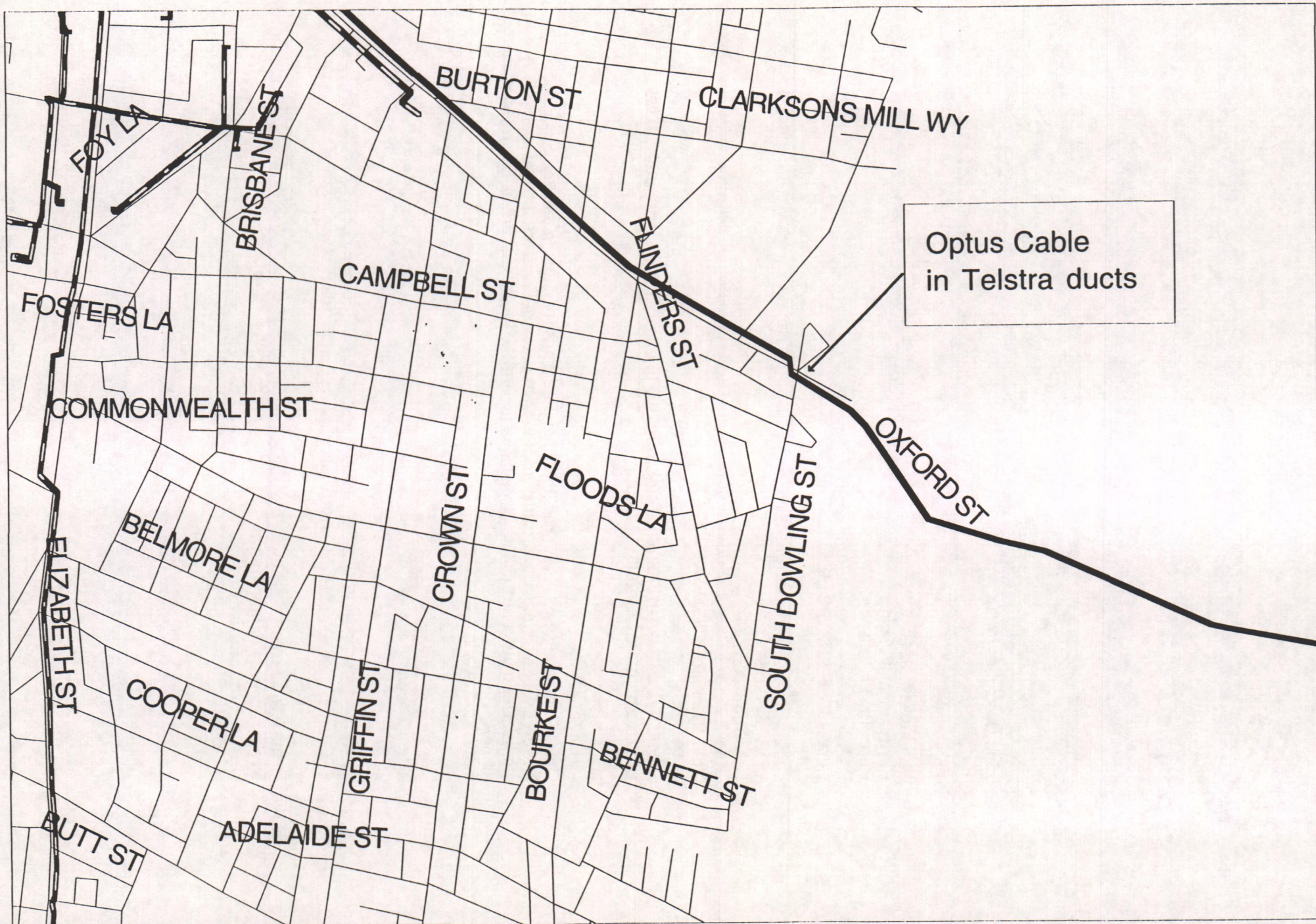
Your Reference 58G162A.844/FC/vcp.

**Eastern Distributor Project and Improvement of South Dowling Street
Environmental Impact Statement**

Optus Communications has no additional requirements for cable in the area concerned, however we do have existing cable in some areas that will be affected by your proposed works. The areas concerned are depicted in the attached maps and are in Telstra ducts and tunnels.

Yours Sincerely

Ernest M. Green
Right of Way Coordinator
Optus Communications





AGL Gas Companies

ENG:ML:JM:

11 December 1995

Rust PPK Pty Ltd
9 Blaxland Rd
RHODES NSW 2138

Attention: Ms F Court

Dear Madam,

RE: EASTERN DISTRIBUTER PROJECT AND IMPROVEMENT OF SOUTH DOWLING ST. ENVIRONMENTAL IMPACT STATEMENT.

I refer to your letter of 24 November 1995 advising of the preparation of an EIS document for the above project.

The Gas Company has an extensive network of assets in the subject location comprising both high and low pressure systems. It does appear in the first instance that relocation of some assets are required for this proposal based on your general description of design criteria.

We enclose for your information copies of our mains plans for the subject area.

Should further information be required please contact Mr James Maldon from this office on Telephone No. 736-5764.

Yours faithfully,
AGL Gas Company (NSW) Limited

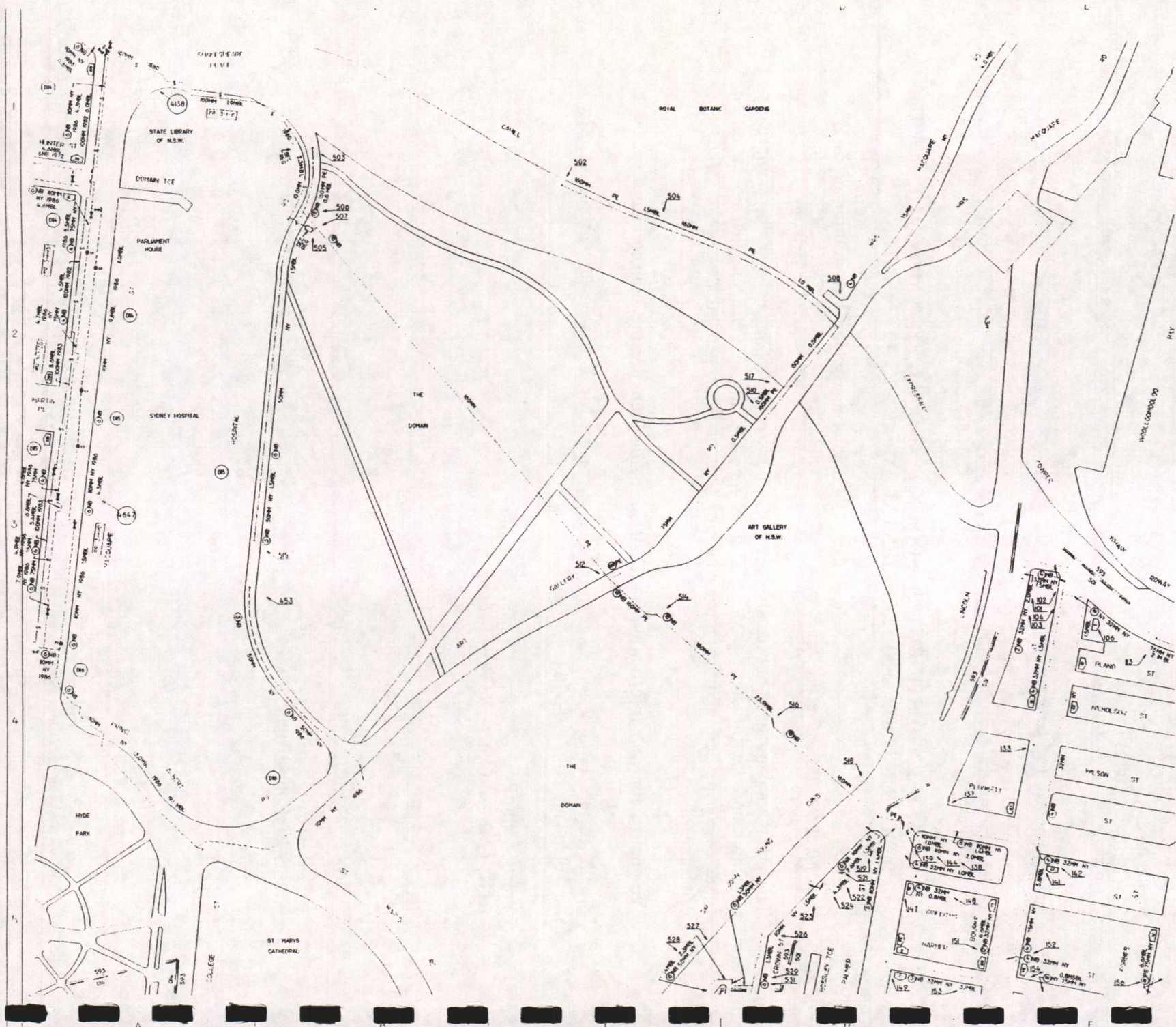
A handwritten signature in dark ink, appearing to read "D. Churchill", is written over the typed name.

D. Churchill
Mains Liaison Officer

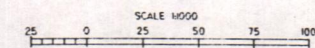
mains20\jm.490

AGL Gas Company (NSW) Limited ACN 003 004 322 • Tennyson Road Mortlake NSW 2137
P.O. Box 35 Concord NSW 2137 Phone: (02) 922 0101 Fax: (02) 736 5755

THE AUSTRALIAN GAS LIGHT COMPANY SINCE 1837



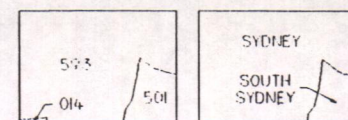
SYDNEY IDA



THIS MAP UPDATED ON 18/07/95
THIS PLAN IS DIAGNOSTIC ONLY. DISTANCES
SCALED FROM THIS PLAN MAY NOT BE ACCURATE.

SIAD	SIBC	SIBD
SIBB	SIDA	SIDB
SIDD	SIDC	SIDD

ADJOINING MAPS



NETWORK AREA MUNICIPALITY AREA



KEY

MAX ALLOWABLE OPERATING PRESSURE

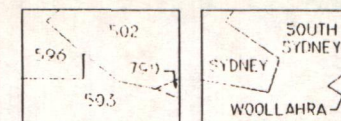
T	TRUNK MAIN	7000 kPa
P	PRIMARY MAIN	3500 kPa
S	SECONDARY MAIN	1050 kPa
		500 kPa
		210 kPa
		7 kPa
		400 kPa
		100 kPa
		2 kPa

- PROPOSED MANS
- STEEL MAIN PROJECT NUMBER
- VALVE
- SYSTEM PRESSURE REGULATOR
- SIPHON
- NETWORK NODES
- ITEM DETAIL SKETCH AVAILABLE
- VALVE NUMBER (OLD NUMBERING)
- 6 INCH CAST IRON MAIN
- 150MM STEEL MAIN
- 100MM PE/NY
- 150MM POLYETHYLENE/NYLON MAIN
- 100MM NYLON INSERTED INTO
- 6 INCH MAIN CAST IRON MAIN
- 12MBL
- DISTANCE IN METRES OF MAIN FROM BUILDING LINE (TOLERANCE OF 0.4M)
- 1957
- YEAR LAID
- MUNICIPALITY BOUNDARY
- NETWORK BOUNDARY
- HOUSE NUMBER

THIS MAP UPDATED ON 12/09/95
THIS PLAN IS DIAGRAMATIC ONLY. DISTANCES
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DATE ALTERED: _____		BY: _____
S4B	S4C	S4D
S4AB	S4BA	S4BB
S4AC	S4BC	S4BD

ADJOINING MAPS



NETWORK AREA

MUNICIPALITY AREA

KEY

MAX ALLOWABLE OPERATING PRESSURE

T	TRUNK MAIN	7000 kPa
P	PRIMARY MAIN	3500 kPa
	SECONDARY MAIN	1050 kPa
		300 kPa
		210 kPa
		7 kPa
400		400 kPa
100		100 kPa
		2 kPa

--- PROPOSED MAINS

[10-23] STEEL MAIN PROJECT NUMBER

 VALVE

☐ SYSTEM PRESSURE REGULATOR

3 SIPHON

123 NETWORK NODES

ITEM DETAIL SKETCH AVAILABLE
VALVE NUMBER (OLD NUMBER)

4ND 1 INCH CAST IRON MAIN

5NB 6 INCH CAST IRON MAIN
150MM 150MM STEEL MAIN

150MM	150MM STEEL HAIN
110MM PE/NY	110MM POLYETHYLENE/NYLON MA

(6) NB 50MM NY 50MM NYLON INSERTED INTO

6NB MAIN CAST IRON MAIN

DISTANCE IN METERS OF MAIN
BASELINE AND ALLEYS OFBUILT UP, THE CONFRATILE OF
HEADLAND

1957 YEAR LAD
- - - - - MUNICIPALITY BOUNDARY

 MUNICIPALITY BOUNDARY
 NETWORK BOUNDARY

(22) HOUSE NUMBER

Caldwell et al. • *hA*

SCALE 1:1000

THIS MAP UPDATED ON 04/07/95
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ADJOINING MAPS

NETWORK AREA

SOUTH
SYDNEY

MUNICIPALITY AREA

KEY

MAX. ALLOWABLE OPERATING PRESSURE

T	TRUNK MAIN	7000 kPa
P	PRIMARY MAIN	3500 kPa
S	SECONDARY MAIN	1050 kPa
		300 kPa
		210 kPa
		7 kPa
400		400 kPa
100		100 kPa
		2 kPa

◆-----◆ PROPOSED MAINS

[1983] STEEL MAIN PROJECT NUMBER

 VALVE

☐ SYSTEM PRESSURE REGULATOR

123 NETWORK NODES

238

VALVE NUMBER (

6NB 6 INCH CAST IRON

150MM	150MM STEEL MAIN
110MM DE (1X)	110MM POLYETHYLENE (1X) ON MAIN

(6) NB 50MM NY 50MM NYLON INSERTED INTO

6NB MAIN CAST IRON MAIN

DISTANCE IN METRES OF MAIN FROM
BUILDING LINE (TOLERANCE OF 0.1M)

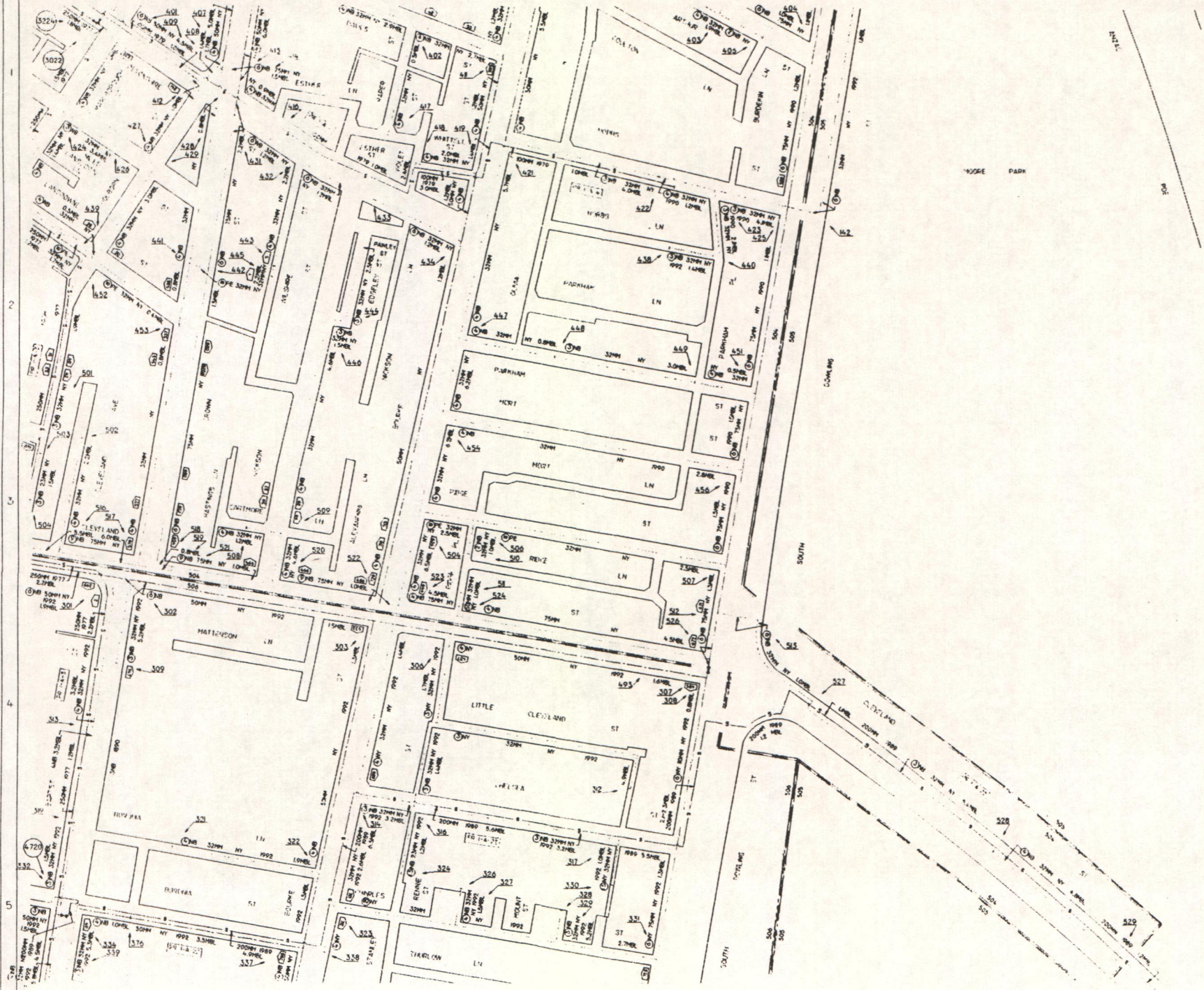
1957 YEAR LAID

- + + + - MUNICIPALITY BOUNDARY

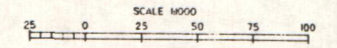
NETWORK BOUNDARY

HOUSE NUMBER

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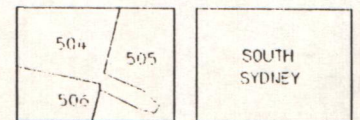
SYDNEY 4DA



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DATE ALTERED BY

S4AD	S4BC	S4BD
S4AB	S4BA	S4DB
S4CD	S4DC	S4DD

ADJOINING MAPS



NETWORK AREA MUNICIPALITY AREA



KEY

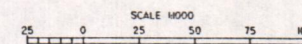
MAX ALLOWABLE OPERATING PRESSURE

T	TRUNK MAIN	7000 kPa
P	PRIMARY MAIN	3500 kPa
S	SECONDARY MAIN	1050 kPa
		300 kPa
		210 kPa
		7 kPa
		400 kPa
		100 kPa
		2 kPa

- PROPOSED MAINS
- STEEL MAIN PROJECT NUMBER
- VALVE
- SYSTEM PRESSURE REGULATOR
- SIPHON
- NETWORK NODES
- ITEM DETAIL SKETCH AVAILABLE
- VALVE NUMBER (OLD NUMBERING)
- 6 INCH CAST IRON MAIN
- 150MM STEEL MAIN
- 100MM PE/NY
- 100MM POLYETHYLENE/NYLON MAIN
- 50MM NYLON INSERTED INTO
- 60NB MAIN CAST IRON MAIN
- 12MBL
- DISTANCE IN METRES OF MAIN FROM BUILDING LINE (TOLERANCE OF 0.4M)
- 1957
- YEAR LAID
- MUNICIPALITY BOUNDARY
- NETWORK BOUNDARY
- HOUSE NUMBER

SYDNEY 4DA

SYDNEY 4DC

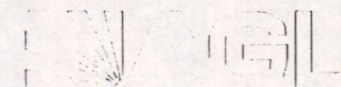


THIS MAP UPDATED ON 23/04/94
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DATE ALTERED: BY:

S4CB	S4DA	S4DB
S4CD	S4DC	S4DD
S7AB	S7BA	S7BB

ADJOINING MAPS

506	505	SOUTH SYDNEY
NETWORK AREA		MUNICIPALITY AREA

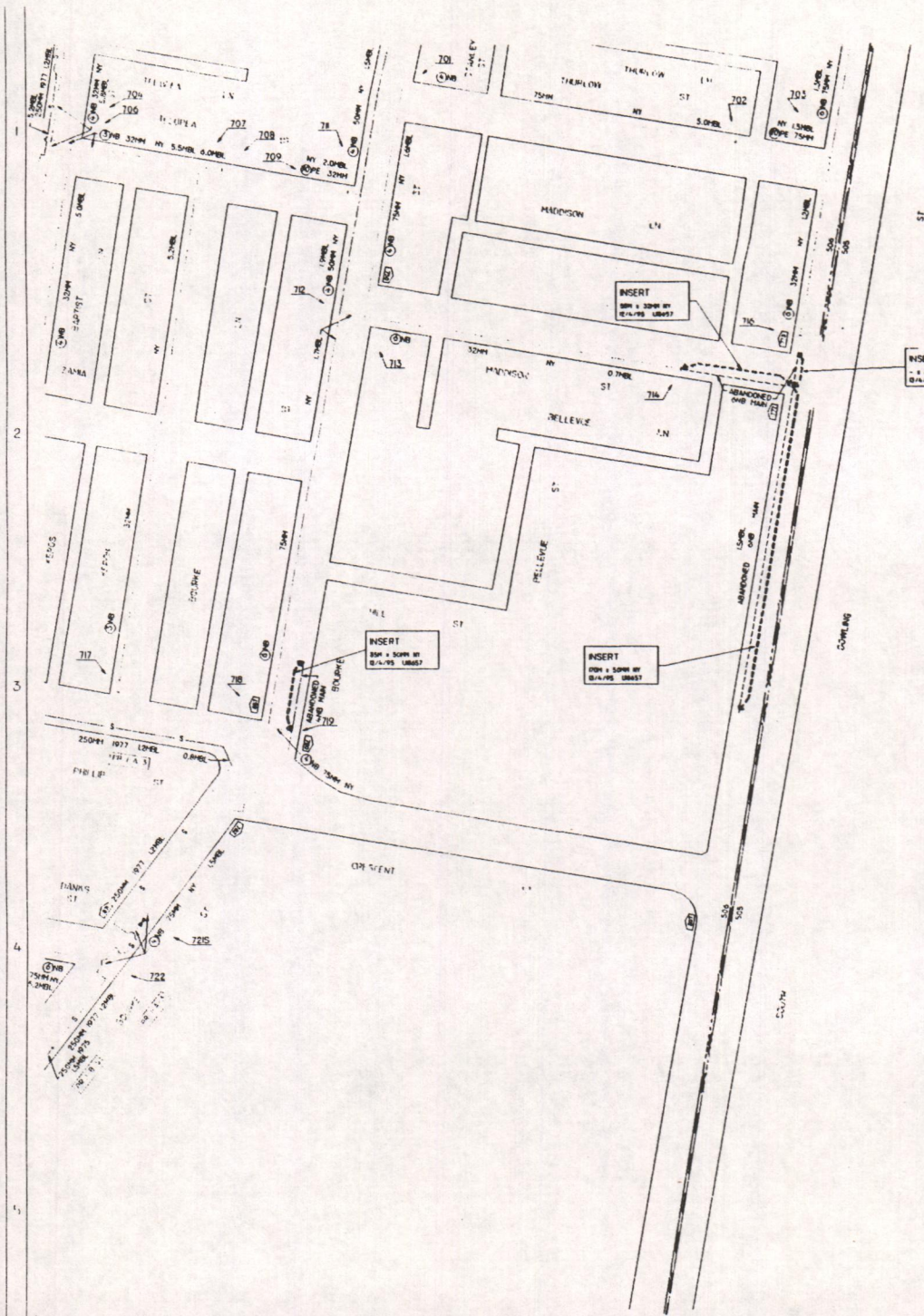


KEY

MAX ALLOWABLE OPERATING PRESSURE

T	TRUNK MAIN	7000 kPa
P	PRIMARY MAIN	3500 kPa
S	SECONDARY MAIN	1050 kPa
		500 kPa
		210 kPa
		7 kPa
		400 kPa
		100 kPa
		2 kPa

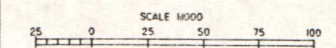
PROPOSED MAINS	
STEEL MAIN PROJECT NUMBER	
VALVE	
SYSTEM PRESSURE REGULATOR	
SIPHON	
NETWORK NODES	
ITEM DETAIL SKETCH AVAILABLE	
VALVE NUMBER (OLD NUMBERS)	
6 INCH CAST IRON MAIN	
150MM STEEL MAIN	
100MM PE/NY	100MM POLYETHYLENE/NYLON MAIN
150MM NY	150MM NYLON INSERTED INTO 6 INCH MAIN CAST IRON MAIN
12MBL	DISTANCE IN METRES OF MAIN FROM BUILDING LINE (TOLERANCE OF 0.4M)
1957	YEAR LAID
+	MUNICIPALITY BOUNDARY
-	NETWORK BOUNDARY
(H)	HOUSE NUMBER



1
2
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4
5



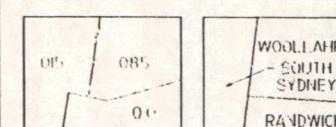
SYDNEY 7BA



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DATE ALTERED..... BY.....

S4D	S4DC	S4DD
S7AB	S7BA	S7BB
S7AD	S7BC	S7BD

ADJOINING MAPS



NETWORK AREA MUNICIPALITY AREA



KEY

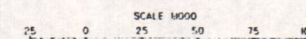
MAX. ALLOWABLE OPERATING PRESSURE

T	TRUNK MAIN	7000 kPa
P	PRIMARY MAIN	3500 kPa
S	SECONDARY MAIN	1050 kPa
		300 kPa
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		7 kPa
400		400 kPa
100		100 kPa
		2 kPa

- PROPOSED MAINS
- STEEL MAIN PROJECT NUMBER
- VALVE
- SYSTEM PRESSURE REGULATOR
- SIPHON
- NETWORK NODES
- ITEM DETAIL SKETCH AVAILABLE
- VALVE NUMBER (OLD NUMBERING)
- 6 INCH CAST IRON MAIN
- 150MM STEEL MAIN
- 100MM PE/NY
- 100MM POLYETHYLENE/NYLON MAIN
- 50MM NYLON INSERTED INTO 6NB MAIN CAST IRON MAIN
- DISTANCE IN METRES OF MAIN FROM BUILDING LINE (TOLERANCE OF 0.4M)
- 1957 YEAR LAID
- MUNICIPALITY BOUNDARY
- NETWORK BOUNDARY
- HOUSE NUMBER

SYDNEY 7BA

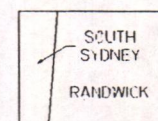
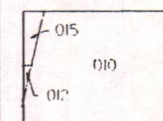
SYDNEY 7BC



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DATE ALTERED..... BY.....

S7AB	S7BA	S7BB
S7AD	S7BC	S7BD
S7BC	S7DA	S7DB

ADJOINING MAPS



NETWORK AREA

MUNICIPALITY AREA

KEY

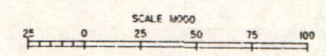
MAX ALLOWABLE OPERATING PRESSURE

T	TRUNK MAIN	7000 kPa
P	PRIMARY MAIN	3500 kPa
S	SECONDARY MAIN	1050 kPa
		500 kPa
		20 kPa
		7 kPa
400		400 kPa
100		100 kPa
		2 kPa

- PROPOSED MAINS
- STEEL MAIN PROJECT NUMBER
- VALVE
- SYSTEM PRESSURE REGULATOR
- SIPHON
- NETWORK NODES
- ITEM DETAIL SKETCH AVAILABLE
- VALVE NUMBER (OLD NUMBERING)
- 6NB 6 INCH CAST IRON MAIN
- 150MM 150MM STEEL MAIN
- 100MM PE/NY 100MM POLYETHYLENE/NYLON MAIN
- 50MM NY 50MM NYLON INSERTED INTO 6NB MAIN CAST IRON MAIN
- 12MBL DISTANCE IN METRES OF MAIN FROM BUILDING LINE (TOLERANCE OF 0.4M)
- 1957 YEAR LAID
- MUNICIPALITY BOUNDARY
- NETWORK BOUNDARY
- HOUSE NUMBER



SYDNEY 78A

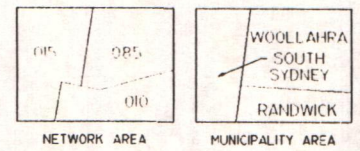


THIS MAP PLOTTED ON 27/07/96
COMPILED FROM L.I.C. MAP

DATE ALTERED: BY:

S4CD	S4D	S4DD
S7AB	S7BA	S7BB
S7AD	S7BC	S7BD

ADJOINING MAPS



KEY

MAX ALLOWABLE OPERATING PRESSURE

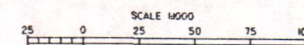
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P	PRIMARY MAIN	3500 kPa
S	SECONDARY MAIN	1050 kPa
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		210 kPa
		7 kPa
		2 kPa

- PROPOSED MAINS
- STEEL MAIN PROJECT NUMBER
- VALVE
- REGULATOR
- GOVERNOR
- SIPHON
- NETWORK NODES
- ITEM DETAIL SKETCH AVAILABLE
- VALVE NUMBER
- 6NB 6 INCH NOMINAL BORE MAIN
- 150MM STEEL MAIN
- 100MM PE/NY POLYETHYLENE/NYLON MAIN
- 50MM NYLON INSERTED INTO 6NB MAIN
- 1.2MBL DISTANCE IN METRES OF MAIN FROM BUILDING LINE
- 1957 YEAR LAID
- MUNICIPALITY BOUNDARY
- NETWORK BOUNDARY
- HOUSE NUMBER

SYDNEY 78A

PLOTTED
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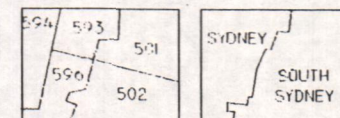
SYDNEY IDC



THIS MAP UPDATED ON 26/06/95
THIS PLAN IS DIAGRAMATIC ONLY. DISTANCES
SCALED FROM THIS PLAN MAY NOT BE ACCURATE.

SICB	SIDA	SIDB
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S4AB	S4BA	S4BB

ADJOINING MAPS



NETWORK AREA

MUNICIPALITY AREA

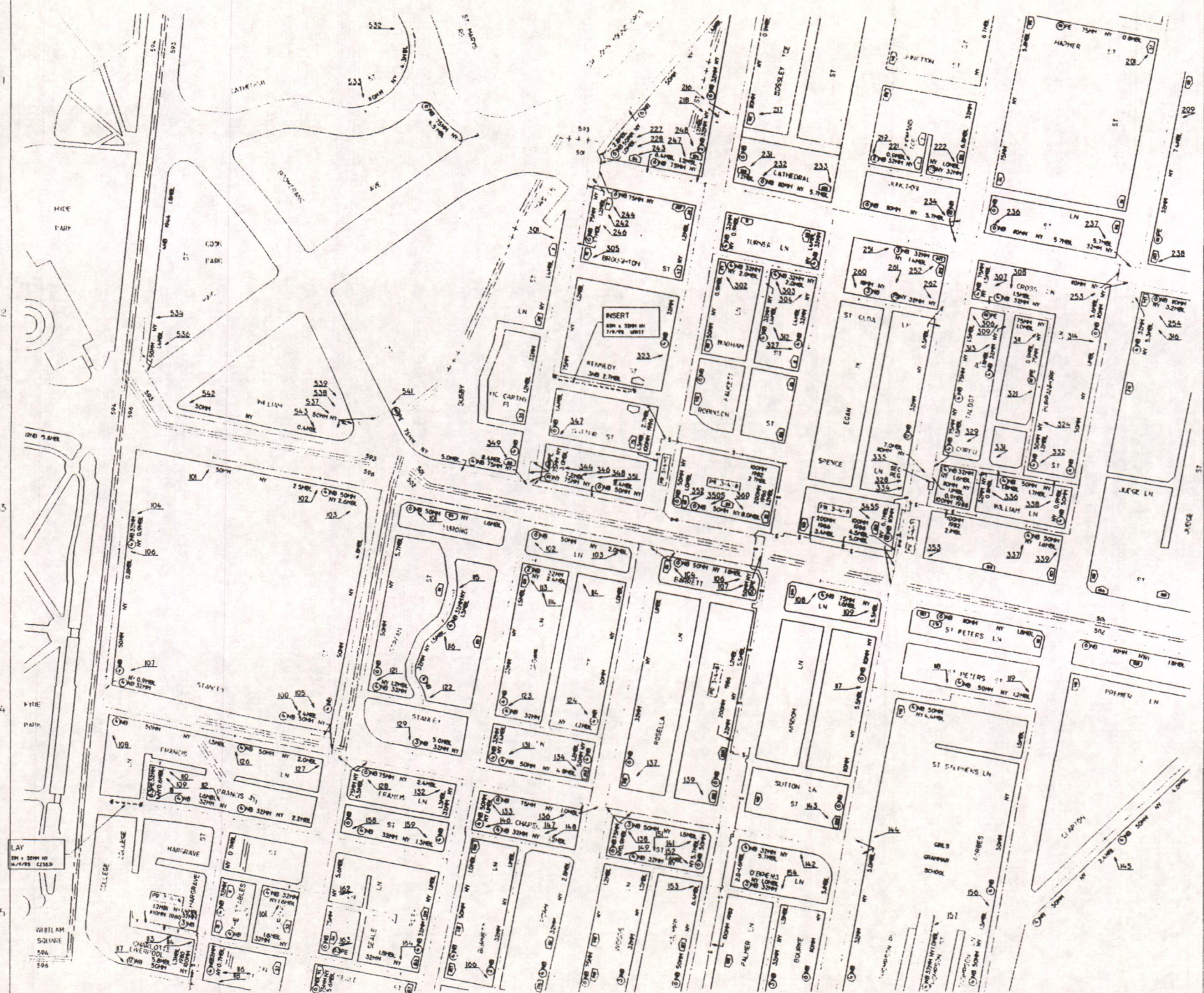


KEY

MAX. ALLOWABLE OPERATING PRESSURE

T	TRUNK MAIN	7000 kPa
P	PRIMARY MAIN	3500 kPa
S	SECONDARY MAIN	1050 kPa
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---		210 kPa
---		7 kPa
---		400 kPa
---		100 kPa
---		2 kPa

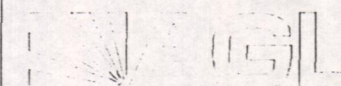
- PROPOSED MAINS
- STEEL MAIN PROJECT NUMBER
- VALVE
- SYSTEM PRESSURE REGULATOR
- SIPHON
- NETWORK NODES
- ITEM DETAIL SKETCH AVAILABLE
- VALVE NUMBER (OLD NUMBERING)
- 6 INCH CAST IRON MAIN
- 150MM STEEL MAIN
- 150MM PE/NT
- 150MM NYLON INJECTED INTO
- 400MM MAIN CAST IRON MAIN
- DISTANCE IN METRES OF MAIN FROM BUILDING LINE (TOLERANCE OF 0.4M)
- 1957
- YEAR LAID
- MUNICIPALITY BOUNDARY
- NETWORK BOUNDARY
- HOUSE NUMBER



Age Group	Percentage of Respondents
25	25%
0	0%
25	25%
50	50%
75	75%
100	100%

THIS MAP UPDATED ON 27/07/94
THIS PLAN IS DIAGRAMATIC ONLY. DISTANCES
SCALED FROM THIS PLAN MAY NOT BE ACCURATE
DATE ALTERED: BY:

ADJOINING MAPS



MAX ALLOWABLE OPERATING PRESSURE

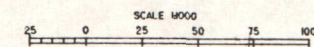
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---		500 kPa
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--- 400 ---		400 kPa
--- 100 ---		100 kPa
---		2 kPa

Diagram illustrating the components and labels for a water supply line:

- PROPOSED MAINS**
- STEEL MAIN PROJECT NUMBER**
- VALVE**
- SYSTEM PRESSURE REGULATOR**
- SIPHON**
- NETWORK NODES**
- ITEM DETAIL SKETCH AVAILABLE**
- VALVE NUMBER (OLD NUMBERING)**
- 6" INCH CAST IRON MAIN**
- 150MM STEEL MAIN**
- 100MM POLYETHYLENE/NYLON MAIN**
- 50MM NYLON INSTERT INTO**
- 6" INCH MAIN CAST IRON MAIN**
- DISTANCE IN METRES OF MAIN FROM BUILDING LINE (TOLERANCE OF 0.4M)**
- YEAR LAID**
- MUNICIPALITY BOUNDARY**
- NETWORK BOUNDARY**
- HOUSE NUMBER**

SYDNEY

SYDNEY IDD



THIS MAP PLOTTED ON 01/02/95
COMPILED FROM L.C. MAP

DATE ALTERED: BY:

SIDA	SIDB	S2CA
SIDC	SIDP	S2CC
S4BA	S4BB	S5AA

ADJOINING MAPS

501	505	SOUTH SYDNEY
502		

NETWORK AREA

MUNICIPALITY AREA

KEY

MAX ALLOWABLE OPERATING PRESSURE

T	TRUNK MAIN	7000 kPa
P	PRIMARY MAIN	3500 kPa
S	SECONDARY MAIN	1050 kPa
		400 kPa
		210 kPa
		7 kPa
		2 kPa

- PROPOSED MAINS
- STEEL MAIN PROJECT NUMBER
- VALVE
- REGULATOR
- GOVERNOR
- SIPHON
- NETWORK NODES
- ITEM DETAIL SKETCH AVAILABLE
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- 6NB 6 INCH NOMINAL BORE MAIN
- 150MM STEEL MAIN
- 100MM PE/NY POLYETHYLENE/NYLON MAIN
- 50MM NYLON INSERTED INTO 6NB MAIN
- 1.2MBL DISTANCE IN METRES OF MAIN FROM BUILDING LINE
- 1957 YEAR LAID
- MUNICIPALITY BOUNDARY
- NETWORK BOUNDARY
- HOUSE NUMBER

SYDNEY IDD

PLOTTED

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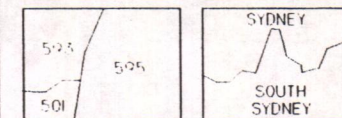
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THIS MAP PLOTTED ON 02/11/94
COMPILED FROM L.I.C. MAP

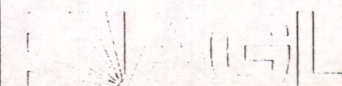
S1BC	S1BD	S2AC
S1DA	S1DB	S2CA
S1DC	S1DD	S2CC

ADJOINING MAPS



NETWORK AREA

MUNICIPALITY AREA



MAX ALLOWABLE OPERATING PRESSURE

T	TRUNK MAIN	7000 kPa
P	PRIMARY MAIN	3500 kPa
G	SECONDARY MAIN	1050 kPa
		400 kPa
		210 kPa
		7 kPa
		2 kPa

Diagram illustrating the components and labels for a proposed main:

- PROPOSED MAINS**
- STEEL MAIN PROJECT NUMBER**
- VALVE**
- REGULATOR**
- GOVERNOR**
- SIPHON**
- NETWORK NODES**
- ITEM DETAIL SKETCH AVAILABLE**
- VALVE NUMBER**
- 6NB**
- 6 INCH NOMINAL BORE MAIN**
- STEEL MAIN**
- 50MM PE/NY**
- POLYETHYLENE/NYLON MAIN**
- 50MM NYLON INSERTED INTO**
- 6NB MAIN**
- 1.2MBL**
- DISTANCE IN METRES OF MAIN**
- FROM BUILDING LINE**
- YEAR LAID**
- MUNICIPALITY BOUNDARY**
- NETWORK BOUNDARY**
- HOUSE NUMBER**

PLOTTED CHECKED

Sydney
WATER

14 December 1995

Fiona Court
Environmental Planner
Rust PPK Pty Ltd
P.O. Box 248,
CONCORD WEST, NSW 2138

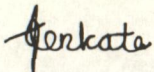
Dear Ms Court,

Ref: Eastern Distributor Project and Improvement of South Dowling Street Environmental Impact Statement

In reference to your letter dated 24 November 1995, Sydney Water would like to bring attention to a number of issues which we would like included in the EIS for the above mentioned project. Please find attached relevant issues on current and planned infrastructure within the study area for the Eastern Distributor EIS.

If you have any further enquires relating to this matter please contact Ms Jade Tenkate, Environment Unit Central, on ph. no: 5514 658.

Yours sincerely



Jade Tenkate
Environmental Officer
System Planning, Central Region

Central

564 Princes Highway, Rockdale, NSW 2216, Australia Phone (02) 551 4414 Fax (02) 599 4074 DX 25306 Rockdale

SYDNEY WATER CORPORATION LIMITED ACN 063 279 649

Water Assets

There are numerous watermains in the vicinity of the proposal which would be affected by the works. In particular several major trunkmains cross or are parallel to Dowling St. These trunkmains are the only supply to the Eastern Suburbs of Sydney. Their protection or planned deviation is essential.

Wastewater Assets

Any sewers that are affected by the proposed road works will be investigated when detailed plans are made available to Sydney Water. However, proponents of the roadway should be made aware of the following:

1. All works proposed within the study area must give consideration to the operation and long term viability of sewerage services. This includes:
 - Access to services during and after construction
 - Repair of any damage to services caused by works
 - Capacity of the system not to be compromised
 - Continuity of service to customers.
2. The condition of any sewers liable to be affected by the proposal are to be assessed prior to commencement of works at the developer's cost. This will include a CCTV inspection by an approved contractor with suitable qualifications in Australian Conduit Condition Evaluation. Assessment of sewers for renewal or amplification will be made upon receipt of condition reports.
3. Particular attention should be paid to the following areas in regard to planned future wastewater and stormwater infrastructure:
 - 3.1 Sewer and stormwater systems at the corner of Palmer and Plunkett Street Woolloomooloo. In particular the 225mm sewer pipe (Government Contract 142) downstream of the interception point on the 2.44 x 1.52 stone arch combined sewer (OCP 128). These systems are affected by separation proposals under Stream Street Separation - File No. 225508F9.
 - 3.2 The area surrounding the corner of Anzac Parade and Moore Park Road where a number of council stormwater gullies in Seymour Place, Josephson Street, Moore Park Road and Anzac Parade are currently connected to Sydney Water's sewers. Disconnection of these stormwater gullies should be done in conjunction with any new stormwater drainage planned for this area.

Stormwater Assets.

NORTHERN (WOOLLOOMOOLOO) END (Drainage Area 30)

Drainage infrastructure generally in this area is in poor standard both from an asset condition and a performance point of view. The proposals of this previous organisation, (The Sydney Water Board) were for stormwater amplifications through parts of Woolloomooloo and East Sydney generally to be carried out together with sewerage separation schemes.

There is no programmed 'City Separation' works in the next five years. The sewer overflow licensing program, currently underway, may lead to further separation works, otherwise separation works are currently only considered as developer driven.

Sydney Water is now a Corporatised organisation with a commercial outlook and differing drivers from the old Water Board. The RTA (or its contractors) will be treated as normal developers, and all adjustments required will be developer funded.

The general design philosophy envisaged for stormwater amplifications in this area was to leave the existing pipes in Sir John Young Crescent to continue to carry their maximum capacity. Additionally an amplified Box system was to be constructed with the purpose of draining and intercepting flows around Palmer and Cathedral and then across to William St to intercept flows before they reach the sag in Stream St.

Previously a section of 1050 mm Pipe (WN 500036) was laid as advance construction in the original section of the ES Distributor (ESD) in Palmer St, between Cathedral St and William St. (C2.1) This is connected into a 450 mm Pipe downstream. This connection was made to allow for increased runoff from the ES Distributor and upstream, to be eventually delivered to the upgraded SW system (point B) in Bourke St, between Wilson and Plunkett. Sydney Water has no plans to upgrade this system downstream of C2.1. Any increased runoff from the ESD will need to be delivered to this point B. **Point B is the end of the amplified stormwater system and the only point capable of accepting deviated and concentrated flows from the catchment.**

The areas of **moderate to severe flooding (over 2 metres deep)** are all to the west of the ESD in Crown St near Cathedral St, and in Stream St at Yurong Lane. The ESD will/may sever or interrupt the opportunity to connect these areas to the system at point B.

Sydney Water has **not carried out** either a Catchment Management Study (CMS) or a flood study in this catchment. Sydney Water **recommends that the RTA or its contractors undertake, at the minimum, a Flood Study** to fully understand the impact of any proposal on the local area's recorded flooding problems.

There is considerable major stormwater infrastructure liable to be physically affected by the location of either cut or cover sections of the ESD including:

- a 750 mm trunk stormwater pipe across the Cahill Expressway behind the Art Gallery
- a 1125 mm trunk stormwater pipe in Sir John Young Crescent
- a 2440 mm x 1520 mm trunk stone arch stormwater drain in Palmer St at Plunkett St
- a 225 mm stormwater pipe and a 450 mm stormwater pipe in Palmer St.

Any ramps from Cowper Wharf Rd to the Cahill Expressway may also effect infrastructure as above.

'DRIVERS TRIANGLE' (Drainage Area 89)

This area falls within Drainage Area 89 - Sheas Ck - and is at the upper end of the catchment. Sydney Water has carried out a flood study on Sheas Ck but only at a broad level which does not get down to the detail of small pipe runs.

A considerable amount of the drainage infrastructure in this area is under the control of the Council. For example, there is a 300 mm stormwater pipe draining an area east of Flinders St through Josephson St then across Flinders, Moore Park Rd, and South Dowling St. This pipe also acts as a sewer overflow relieving the combined area upstream. The major drainage lines in this area are under the control of the local Council. The RTA should consider carrying out some form of flood study in this upper catchment to better understand the impact of any alteration to the drainage regime.

SOUTH DOWLING ST (Drainage Area 89)

The Council controls the major drainage line along South Dowling St (1320 mm x 910 mm Box) to the southern side of the Cleveland St intersection. At this intersection (19 m south) it connects into a 1050 mm Sydney Water stormwater system which runs south until it reaches Chelsea St. Both the Corporation's and the Council's systems in this area are grossly inadequate. Any improvement in the drainage system with a cut and cover road will accelerate delivery of flows to this area and is likely to **exacerbate the above ground flooding at Chelsea St.**

Further south, along South Dowling Street runs a 1.37 m x 1.06 m Brick Ovoid Stormwater Drain. It runs from the northern intersection of Thurlow St until it turns into Crescent St.

There are no further corporation stormwater assets on the proposed route along South Dowling St until near Epsom Rd where the existing RTA drainage system connects to the Corporation's Sheas Ck stormwater channel. The channel is adequate for existing flows from the RTA system provided no further catchment (runoff) is added.

Central

564 Princes Highway, Rockdale, NSW 2216, Australia Phone (02) 551 4414 Fax (02) 599 4074 DX 25306 Rockdale

SYDNEY WATER CORPORATION LIMITED ACN 063 279 649

Sydney **WATER**

The RTA and it's consultants should be made aware of the floodway problems in the area of South Dowling St between Lachlan St and O'Dea Ave and the contribution to downstream drainage problems in O'Dea Ave. This was originally a lake and used for the site of the old Hydraulic Lift Company. Any further concentration of flows in this area will increase drainage problems downstream.

For further detailed comments on Sydney Water Stormwater issues contact David Dunkerley on ph: 551-4525.

Central

564 Princes Highway, Rockdale, NSW 2216, Australia Phone (02) 551 4414 Fax (02) 599 4074 DX 25306 Rockdale

SYDNEY WATER CORPORATION LIMITED ACN 063 279 649

**TransGrid**

Park and Elizabeth Streets
PO Box A1000 Sydney South
New South Wales 2000 Australia
Facsimile (02) 284 3456
Telephone (02) 284 3000
DX1122 Sydney

Administration/Property

Telephone 284 3177

Our Reference : PS/2760 Adm/PE/[74293]:1392

Your Reference: 58G162A.844/FC/vcp

Rust PPK
PO Box 248
CONCORD WEST NSW 2138

Attention: Fiona Court

8th December 1995

Dear Ms Court

Preparation of Environmental Impact Statement (EIS) for the proposed Eastern Distributor Project and Improvement of South Dowling Street

I refer to your correspondence dated 24th November, 1995, concerning the above mentioned matter.

Following investigation, I wish to advise TransGrid does not have any existing transmission assets which would be affected by the proposal.

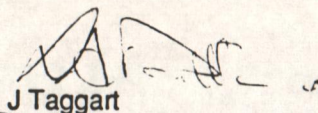
However, there are plans at the conceptual stage of development which involve the construction of a future high voltage connection between one of TransGrid's 330 kV Substation in the north, to a location close to Sydney C.B.D.

This development is uncertain in its timing and route selection at this stage. However, one option under consideration is a high voltage cable which will need to be buried for part of the route. The Eastern Distributor Tunnel may provide a suitable option for part of this route.

Therefore, it would be appreciated if TransGrid could be kept informed of this development as it progresses.

It is hoped that the above information will be of assistance to you. Should you require further information, please contact Ms Linda Paillard on (02) 284 3177.

Yours faithfully


J Taggart

Property Enquiries Manager



58G162D-001.565/FC/vcp

27 September 1996

960025

Fiona Court
Senior Environmental Planner
Rust PPK Pty Ltd
PPK House
9 Blaxland Road
Rhodes, NSW 2138

Dear Ms Court

***EASTERN DISTRIBUTOR TOLLROAD PROJECT AND IMPROVEMENT
OF SOUTH DOWLING STREET ENVIRONMENTAL IMPACT
STATEMENT***

Thank you for your letter dated 12 September requesting information on those impacts which the Centennial Park and Moore Park Trust sees as appropriate to be addressed in the EIS for the Eastern Distributor Tollroad Project.

The potential impacts upon the objectives and responsibilities of the Trust are numerous and of considerable significance. The accompanying document outlines those impacts which the Trust currently recognises and wishes to see fully addressed within the EIS. The Trust, however, reserves the right to raise additional issues as more detailed information becomes available.

We trust you find the attached information of assistance in the scoping and preparation of the EIS. Should you have any queries regarding the issues raised in our submission please do not hesitate to contact the undersigned. We would be pleased to meet with you if that would be helpful.

Yours sincerely

Dawn Thornton
Senior Environmental Planner
MANIDIS ROBERTS CONSULTANTS

**CONSULTANTS TO THE CENTENNIAL PARK AND MOORE PARK TRUST FOR
THE EASTERN DISTRIBUTOR TOLLWAY PROPOSAL**

CC DIRECTOR, CENTENNIAL PARK AND MOORE PARK TRUST

Preparation of an EIS for the Proposed Eastern Distributor Tollroad Project

Key Issues for Consideration in the EIS

Information Provision in the EIS

Detailed plans to be provided in the EIS (or to accompany the EIS) to show the final land take required for the tollway, including any land dedicated to services, pedestrian and cycle access routes.

Detailed plans to show the proposed land take during construction, for example for work compounds, temporary roads, materials and fuel stores, drainage structures, relocation of services etc.

Land Take from Moore Park

Moore Park is of high cultural, visual and recreational value and the impact of the proposed land take on these values is to be fully addressed.

Accurate calculation of the land take from Moore Park is required for each phase of the project as it moves from pre-construction through to construction and completion.

The Trusts' strong preference is for no incursion onto the lands for which the Trust is responsible. Therefore, the Trust wishes to see a detailed consideration of a "zero land take from Moore Park" alternative in the EIS, including analysis of the reasons for its rejection, if it is indeed to be rejected. The Trust is extremely concerned that the Airport Motorway consortium proposal encroaches excessively on Moore Park. The RTA Scheme 3 proposal would appear to have a lesser land take and for this reason is preferred by the Trust over the Airport Motorway proposal. A full evaluation of the relative impacts of these three options should be made in the EIS.

Economic Impacts on Centennial Park and Moore Park Trust

1. Moore Park Golf Course

The Moore Park Golf Course is one of the busiest Group 1 public golf courses in Australia and has been substantially upgraded in recent years. Indeed, continuing improvements to the course are planned up to the year 2000.

The Trust is reliant on revenue generated from the golf course for the development and maintenance of Moore Park. Acquisition of the golf course land and roadworks which would impact upon course layout, raise the following issues:

- potential reduction in course rating and loss of Group 1 status
- risk, safety and legal liability issues
- loss of revenue and/or withdrawal of services from Moore Park.

Any land take from the golf course will incur substantial costs in redesigning the course layout to retain the current course rating. Should this not be possible, a downgrading of the course will have permanent revenue implications for the Trust and, therefore, the Trusts ability to provide services to the rest of Moore Park. The Trust expects the EIS to fully assess the impacts of the tollway on the golf course design and revenue generating capacity.

The reduction in the width of the buffer zone between South Dowling Street and the golf course has safety and legal liability implications for the Trust associated with the close proximity of traffic to the golf course and the potential for errant golf balls. The EIS should address this issue and assess the likely risks to the Trust together with a description of the proposed safety features to be incorporated within the road design adjacent to the golf course.

2. Facility upgrades and maintenance

The Trust is experiencing recreation demand growth of between 2 % and 5 % per annum. With the expected loss of land associated with the construction of the Eastern Distributor there will be significant impacts upon the Trusts ability to meet recreational demand. The tollway will create a need for both temporary (during construction) and permanent facility upgrades and maintenance over and above that planned by the Trust.

The Trust considers that playing fields will need to be rearranged as a result of the construction of the tollway and that there will be a possible reduction in available areas and facilities. The toilet/change room facility on the "high-school" playing fields is directly affected by proposed roadworks. The EIS should identify the costs of the relocation of playing fields and associated facilities.

3. Relocation of the Frank Saywell Kindergarten

The tollway will require the acquisition of the land currently occupied by the Frank Saywell Kindergarten. This is a major concern of the Trust. This facility provides long day care services for some 60 children. The costs of the relocation of the facility in terms of land acquisition, building/refurbishment and disruption to the operation and management of the kindergarten must be fully identified in the EIS. The Trust considers that alternative sites should be evaluated as part of the environmental assessment process.

4. Moore Park leisure centre

The Moore Park Leisure Centre is located near the Drivers Avenue triangle and provides a range of leisure and youth services for the local community. The tollway will result in the loss of several outside courts. The EIS should address how the commercial viability and range of recreational opportunities offered by the centre will be affected by the tollway; in particular how noise impacts will be mitigated and how access is to be provided during construction and at the completion of the tollway.

5. Economic evaluation of impacts

The Trust considers that environmental economics evaluation methods should be used to generate an overall assessment of the economic impacts of the proposed tollway, for example to evaluate impacts on recreational opportunities and enjoyment, and loss of mature trees.

6. Economic effects associated with the construction phase

- Loss of revenue from playing fields rendered unuseable during construction
- Loss of revenue from golf course from disruption to the course during construction
- Loss of revenue due to disruption during construction at the Moore Park Leisure Centre
- Costs of temporary accommodation of playing fields
- Costs of temporary works to the golf course

Traffic and Parking Impacts on Centennial Park and Moore Park

The EIS must identify the implications for internal park traffic control, movements and parking associated with both the construction phase and completed tollway. This must include an assessment of traffic flows as a result of temporary roads during construction especially during events.

Moore Park is reliant on the existence of on-street parking for park users. The proposed tollway may result in the loss or reduction of such parking along the Park's western and northern perimeters. In the event of a loss of parking, the EIS should address alternative parking arrangements so that the Park can remain accessible to users both during construction and at completion.

Impacts on Event Management

Major events within the Moore Park precinct are a regular feature. During the construction phase of the project, significant disruption to traffic and parking is expected. Measures to ameliorate these impacts will be essential so that the recreational and economic viability of major events and community recreation is not adversely affected. The Trust requests close liaison between the SCG Trust, Fox Studio, and the construction team throughout the construction period so that each event can be planned and managed cooperatively. Measures such as the programming of disruptive works to avoid major events, public notifications and clear signage will be essential to ensure flows of event traffic.

The Trust requests that ongoing, regular meetings are held between the various venue managers within the precinct and the tollway project manager and construction manager to ensure that events and construction activities can be coordinated, planned and managed effectively to reduce congestion issues.

Effects on Park Users

There are a number of concerns regarding the impact of the tollway on park users:

- construction noise and dust
- increased levels of traffic noise once the tollway is completed as a result of increased traffic volumes on the arterial roads surrounding and dissecting the park
- the impact of these noise increases on park users enjoyment and recreational experience

- Costs associated with special arrangements for event management
- Costs associated with any necessary changes in park management (such as increased wardening services for safety reasons and additional park traffic management services)
- Costs of safety measures such as construction fencing along the length of South Dowling Street
- Costs associated with the displacement of event car parking; such costs could include the reinstatement of areas of the Park damaged by car parking on areas not normally used for this purpose; or where it is not possible to accommodate event parking in the Park, compensation for the operator of the parking licence.

Safety Implications and Access for Pedestrians and Cyclists

Various studies have revealed that the arterial roads surrounding Moore Park severely restrict pedestrian and bicycle access to the park and that traffic volumes on these roads are expected to increase. The EIS should consider not only how the negative effects will be mitigated but how any opportunities presented by the construction of the tollway will be taken to provide a net improvement in access for cyclists and pedestrians to Centennial and Moore Parks.

The EIS should identify the preferred access points and routes for local residents, the safety requirements at these points and the measures to be taken to provide such access without negatively impinging upon the legal liabilities and maintenance costs of the Trust.

The EIS should address the safety and liability issues associated with the close proximity between Moore Park and the proposed tollway, including a description of the proposed safety features to be incorporated within the road design. Specific issues are:

- the reduction in the width of the recreational buffer zones between Anzac Parade and South Dowling Street and the playing fields and golf course of Moore Park has safety and legal liability implications for the Trust
- risk management analysis of errant golf balls for South Dowling Street
- pedestrian safety, especially during events
- the implications of pedestrian bridges for safety and risk management.

The existing bollard protection measures used by the Trust along South Dowling Street for safety and security reasons should be replaced on completion of the road works in this vicinity. The park boundary along South Dowling Street needs to be redefined in a manner that is satisfactory to the Trust.

- safe access to the park by all users during construction and at completion
- disruption during events
- loss of recreational opportunities during construction
- parking restrictions during construction.

Pollution Sources and Control Measures

1. Air quality

The EIS should identify the likely sources of air quality effects and those control measures which will be adopted, including:

- dust generation during construction
- vehicular emissions and likely effects on Park users, staff and ecology
- the requirement for tunnel ventilation measures and how any venting mechanism would impact upon the air quality of Moore Park.

2. Noise

The EIS should identify the likely sources of noise and those control measures which will be adopted, including:

- noise generation from any tunnel ventilation measures and how this would impact upon the ambient noise levels in Moore Park
- noise generation from any water pumping from the tunnels
- noise generation during construction including expected hours and period of working and the expected impacts upon ambient noise levels in Moore Park and Centennial Park
- noise levels on completion of the tollway and a comparison with current ambient levels.

3. Water quality and stormwater management

The EIS should identify the likely impacts of the tollway on the water quality and quantity reaching Centennial Park and Moore Park and those control measures which will be adopted to prevent water pollution, including:

- need for and disposal system for water removal from tunnels, including methods for pumping out water, water treatment and disposal route
- road surface water run-off collection, treatment and disposal routes
- stormwater and flood flows, treatment and management
- hydrological impacts on groundwater and the effect on water quality in local aquifers, including the effect of tunnelling on the availability of local aquifer water for Park irrigation systems
- ground and surface water quality monitoring program.

The Trust is of the view that there be no negative impact (as measured through regular water quality monitoring) on the Kippax Lake and Centennial Park pond system during construction and operations. Where currently road run-off supplies water bodies in the Parks, the proposed tollway should provide control measures that would lead to an improved standard of road run-off and hence improved water quality in the Park ponds.

4. Contaminated land

Significant areas of the land in and around Moore Park are known to have been filled at some time in the past, for example fill was used to create land levels suitable for the development of playing fields in the 1930s. There is potential for land required for the construction of the tollway to be contaminated, therefore, the EIS should address:

- the identification of potential contaminated land
- assessment of risks to the Park's users, staff and ecology
- treatment and disposal of any contaminated materials
- air quality - generation of contaminated dust during construction and measures to prevent any contamination from occurring
- water quality - contamination of stormwater runoff and surface water drainage from exposed contaminated ground and potential for contamination of groundwater; measures to prevent such contamination and treatment and disposal methods for any contaminated waters.

Additional Comments on Construction Phase Impacts

The EIS should address the following issues:

- the methods to be employed to protect existing trees which are identified to be retained
- temporary storage and disposal of excavated materials on Trust lands
- materials storage and handling on Trust lands
- location and need for construction compounds, equipment and vehicle storage on Trust lands
- emergency response in the event of an incident
- the need for temporary roads or use of Park roads either for construction-related vehicles or for redirected traffic including bus lanes
- pollution sources and effects on air, noise and water
- temporary parking provisions (especially for events)
- traffic signs (for everyday use of the Park, users of the leisure centre, golf course and for events)
- waste minimisation and management
- stormwater and flood management
- effects on surface and ground water quality and quantity
- temporary landscaping
- the methods to be employed to protect historically significant Trust property such as memorials, stone columns, gates and fencing.

Environmental management plan for construction

The Trust requests that an Outline Environmental Management Plan (EMP) be prepared as part of (or accompanying) the EIS and that a detailed EMP be prepared prior to construction. The Outline EMP should describe the environmental management processes and control measures that will be adopted to address the environmental issues affecting the Trust lands.

Additional Comments on Operation Phase Impacts

The EIS should consider the following:

- emergency response procedures and how these could impinge upon Moore Park (e.g. need for service bays, connections to water supply etc)
- pollution sources and effects on air, noise, water
- need for and location of tunnel ventilation measures
- need for and disposal system for water removal from tunnels
- the relocation or reinstatement of historical Trust property
- landscape and urban design and maintenance including the period of maintenance for landscape areas and trees which have been retained and affected by the works
- stormwater and flood management and maintenance
- the redefinition of Park boundaries
- the reconstruction of toilet/change room facilities.

The EIS should address the issue of long term management of road verges, services corridors, Park access and traffic management infrastructure and so on.

Environmental management plan for operations

It is recommended that an environmental management plan be prepared for the on-going management and maintenance of the environmental control measures and landscape provisions implemented for the tollway.

Urban Design

South Dowling Street constitutes the major entry point to the city from the airport; it is the "gateway" to Sydney. The Olympics and the Centenary of Federation will bring large numbers of tourists to Sydney. It is essential that the design of the road fits the urban setting and make a powerful statement about Australian culture.

The Trust will expect a strong focus on design that responds to community expectations and projects an appropriate image for Moore Park, including a high degree of finishes.

Impact on Flora and Fauna

Schedule of trees to be lost

The removal and/or subsequent loss of mature trees and avenue plantings due to construction works will have a deleterious impact upon the cultural, visual, aesthetic and environmental values of Moore Park. The EIS should provide a full schedule of those trees which will be removed.

Identification of impacts on fauna

The EIS should address any effects of the proposal on the fauna of the Parks.

Proposals for mitigating the impacts of tree and significant vegetation loss

The EIS should demonstrate proposals for the protection of the landscape and flora and their reinstatement. Issues to be addressed include the following:

- replacement tree planting
- tree protection measures during construction to prevent incidental damage and compaction and disturbance to root zones
- tree moving (e.g. for *Ficus* species)
- revegetation of disturbed areas, including proposals for the use of native vegetation, where appropriate
- use of vegetation as a visual screen separating park users from traffic and in attenuating the effects of noise and dust on park users.

Effects on significant heritage areas and items

The EIS should address the effects of the proposal on the significant heritage areas and items of Moore Park. Proposals for their management, including removal and relocation should be outlined in the EIS. Reinstatement of sandstone walls will be required by the Trust and where any buildings or features are to be demolished, the Trust wishes to be part of the demolition survey team such that opportunities for reuse within the Parks can be identified.



REF 077

DEFENCE CENTRE SYDNEY

• Victoria Barracks • Oxford Street • Paddington • NSW • 2021 •

Telephone: 3393582

Facsimile : 3393538

Mobile : (018) 278043

Facilities and Property Services
Building 19

22 April 1996

File: 95/00536/DCS

FPS 409 / 96

Mr Garry Humphrey
Roads and Traffic Authority
PO Box 558
BLACKTOWN 2148

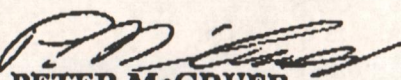
Dear Garry,

I refer to our telephone conversation on 22 January 1996 concerning the possible effects on the Defence property at Victoria Barracks by the proposed southbound Moore Park Road exit tunnel from the Eastern Distributor. I thank you for your letter dated 25 January 1996.

Large vehicles cannot enter Victoria Barracks from Oxford Street and the Moore Park Road gate is the only entry/exit to Victoria Barracks for emergency vehicles. Coupled with the Fox Showground proposal, we have some concerns over a number of traffic related issues and I would greatly appreciate information on points that were unclear in the EIS of August 1985:

- a. anticipated volume of traffic likely to use Moore Park Road on completion of the tunnel,
- b. implications for future on street car parking between Greens Road and Oatley Road, *and bridge*
- c. will westbound vehicles exiting Victoria Barracks still be able to U-turn at the Oatley Rd intersection. Defence would actually prefer a break in the median strip outside the Victoria Barracks back gate accompanied by traffic signals to facilitate safer pedestrian access across Moore Park Road to the Sydney Cricket Ground/Football Stadium/Showground complex as well as remove the danger to westbound vehicles forced to U-turn at Oatley Road.

Yours sincerely,


PETER McGRUER
Property Officer

RTA
Sydney Region
CF 96 / 26391
Date Received
29 / 4 / 96
Date Reply Due
27 / 5 / 96
Registered to
C. H.

EASTERN DISTRIBUTOR**Meeting with Edmond Capon, Director, Art Gallery****2 pm Wednesday, 9 October 1996**

Present: Edmond Capon, Anne Flannagan (Art Gallery),
Brian Watters, Garry Humphrey (RTA)

Issues of concern to the Gallery:

- The Gallery understood that the roadway level will be approximately one metre higher than existing. (RTA to provide advice on levels).
- The upper toll plaza is immediately below the open air Art Gallery cafe. Noise and air quality are perceived to be impacted by traffic accelerating away from the plaza.
- The alienation of Woolloomooloo from the Domain is considered to be exacerbated by the Eastern Distributor.
- A grassed roof over the toll plaza area should be considered.
- The proposed development of a restaurant, and improvement of the outdoor aboriginal area and cafe are considered to be affected by the Eastern Distributor.
- Advertising on the toll plaza would be strongly opposed by the Gallery.
- The architecture of the administration building and the toll plaza control tower is considered inappropriate.
- Construction impacts, particularly noise, vibration, and dust are of concern.
- It was suggested that a model should be constructed for the toll plaza area.
- The Gallery would like estimates of traffic volumes. (RTA to provide).



NATIONAL TRUST

Observatory Hill
Sydney NSW 2000

GPO Box 518
Sydney NSW 2001

Telephone (02) 258 0123
Fax (02) 251 1110

kb.eastern.distrib

2 October 1996

Martin Johnson
RUST PPK
PO Box 248
CONCORD WEST NSW 2138

Dear Mr Johnson

EASTERN DISTRIBUTOR ENVIRONMENTAL IMPACT STATEMENT

I refer to the Trust's letter dated 2 September 1996 in regard to the above. I also refer to a telephone conversation between Greg Milford of Rust PPK and myself on 26 September 1996.

I am concerned that all heritage items potentially affected by the Eastern Distributor be considered in the EIS.

One item which has come to the Trust's attention which was not considered by Rust PPK until recently was Kidman's Place Terrace. This is a row of early workers cottages c.1840 in a mews setting. As these cottages back onto RTA owned land facing Palmer Street, they will be potentially extremely adversely affected by the Eastern Distributor passing behind them. The Trust believes that the increase in traffic and the size of the road will have an impact on their heritage significance. Not only will these terraces become uninhabitable, their setting as part of the streets of Woolloomooloo will be destroyed as they will be situated upon a motorway.

I will be attending the second community consultation meeting between the residences of these terraces and Rust PPK which I understand will be held on Thursday 10 October 1996 at 6.30 pm. I look forward to meeting your representatives at that meeting.

Yours sincerely

Katherine Brooks
Conservation Officer



NATIONAL TRUST

Observatory Hill
Sydney NSW 2000

GPO Box 518
Sydney NSW 2001

Telephone (02) 258 0123
Fax (02) 251 1110

sw.eastdist

2nd September 1996

Martin Johnson
RUST PPK
PO Box 248
CONCORD WEST NSW 2138

Dear Mr Johnson,

RE: EASTERN DISTRIBUTOR ENVIRONMENTAL IMPACT STATEMENT

Thank you for inviting the National Trust to the Planning Focus Meeting held on 30th August 1996. The Trust was represented by Katherine Brooks (Conservation Officer) and Stewart Watters (Conservation Division Assistant). The Trust appreciates the opportunity to comment on environmental issues and matters affecting the heritage values of places it regards as significant.

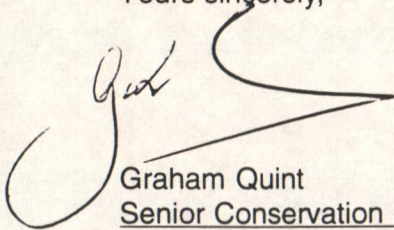
The Trust wishes to make the following comments:

1. The Eastern Distributor passes through South Sydney LGA, which contains some of the oldest suburbs in Australia. Due recognition must be given to heritage considerations, including impact on urban conservation areas and individual heritage items, identified by the Trust and South Sydney City Council. A list of National Trust Classified items is available for \$25.00 and copies of classification cards for \$10.00 each.
2. A chapter of the EIS should concentrate on heritage issues and the mitigation of impacts on heritage items and conservation areas. Your advice of the name of the heritage consultant appointed for this EIS would be appreciated.
3. The Trust is particularly concerned about the concept of the raised section of free-way behind the Art Gallery because of impacts on the Art Gallery, the Domain and Botanic Gardens and Woolloomooloo.
4. The proposal should have regard to the principles of ecologically sustainable development and should be integrated into existing public transport and the future New Southern Railway.

The Trust wishes to be kept closely informed on the progress of the EIS and will comment on the final draft.

Should you wish to discuss this matter further, please contact Katherine Brooks or Stewart Watters at the above address.

Yours sincerely,

A handwritten signature in dark ink, appearing to read 'G Quint', with a long, sweeping horizontal stroke extending to the right.

Graham Quint
Senior Conservation Officer

cc. Department of Urban Affairs and Planning



30 September 1996

0001 100 6

NRMA Limited
A.C.N. 000 010 506

Level 8
151 Clarence Street
Sydney NSW 2000
Australia

Telephone: (02) 9292 9633
Facsimile: (02) 9292 8485

Ms Fiona Court
Environmental Planner
Rust PPK Pty Ltd
PO Box 248
Concord West NSW 2138

Dear Ms Court

**Eastern Distributor Tollroad Project and Improvement of South Dowling
Street Environmental Impact Statement**

Thank you for the opportunity to provide pre-environmental impact statement (EIS) comments for the above mentioned projects.

Following are our comments:

Incident Management System

NRMA supports the implementation of advanced traffic management systems on the Eastern Distributor. In view of the likely traffic flow conditions, NRMA considers that optimal benefits to the community would be provided by a system that actively manages traffic at all times, particularly during periods of recurrent congestion. A traffic smoothing function aimed at creating stable traffic conditions, could reduce the frequency of primary crashes during congested peaks, providing additional benefits over a management system that only acts once a primary crash or other incident occurs. Traffic smoothing may also improve capacity and reduce delays.

Further benefits could also be realised from a scheme that continuously manages traffic. Variable speed limits that can be increased or decreased according to the prevailing traffic conditions could enhance community acceptance of management scheme.

Waste Management

Management of waste during construction and operation of the above mentioned project should also be outlined in *Part L - Outline of an Environmental Management*

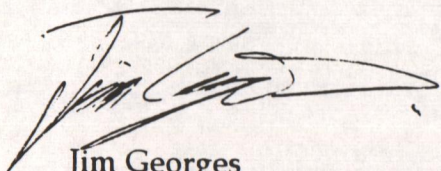
Australian
Quality
Awards
Winner 1992



Plan. Opportunities for the minimisation, reuse, recycle and disposal of waste material should be investigated and implemented where appropriate. Additional, opportunities for reuse of off-site construction material should also be investigated.

We look forward to further working with you on the above mentioned project.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Jim Georges', with a stylized flourish at the end.

Jim Georges
Manager, Roads & Environment

Appendix F

Pre EIS Public Submission

REF: 058

THE PROJECT MANAGER
EASTERN DISTRIBUTOR ENVIRONMENTAL IMPACT STATEMENT
COMMUNITY ACCESS CENTRE, P.O. BOX 397 SURRY HILLS 2010

SUBMISSION FOR THE ENVIRONMENTAL IMPACT STATEMENT FOR THE
EASTERN DISTRIBUTOR

INTRODUCTION

As a student preparing a dissertation to qualify for a Master of Economics degree at the University of New England I have made an analysis of statistics of traffic trends following the construction of the Sydney Harbour Tunnel (SHT) and the Gore Hill Freeway (GHF). The results of this analysis are relevant to considerations of the need to construct the Eastern Distributor.

Summary information only is provided here but I would be happy to substantiate the claims made here with more details if requested.

The Sydney Harbour Tunnel and Gore Hill Freeway were completed at about the same time in August 1992. It is argued here that the effects of induced traffic, which reduced to insignificance the benefits of these roads, will also nullify any benefits which may arise from the Eastern Distributor. The effects of toll increases on the level of traffic investigated below are certainly applicable to the Eastern Distributor.

EFFECT ON RAIL PATRONAGE OF THE SHT AND GHF

I have obtained time series statistics on rail patronage in the northwestern sector of the Sydney area from the SRA. For the response of northwest sector train patronage to the SHT and GHT I have found that the most likely effect of these roadworks has been to reduce train patronage by 22,141 passengers per day. (95% confidence interval between 12,764 and 31,518). An analysis of the State Transit Authority bus patronage shows that these trips were not taken up by buses.

ESTIMATE OF TOTAL INDUCED TRAFFIC

To assess whether these trips which have disappeared from public transport could have been taken up by additional private car trips an analysis of traffic data from the RTA for the Sydney Harbour Bridge, the SHT and the Gladesville Bridge (GB) shows that the most likely effect of the SHT and GHF was to increase the number of vehicles using the above three harbour crossings by 12,290 (95% confidence interval between 7,550 and 17,038). This represents a statistically significant estimate of the increase in vehicular traffic which followed the opening of the SHT and GHF. It should be noted that, although the data for the above two regression analyses are independent of each other, the figures for the increase

in vehicular traffic are of the same order of magnitude. This suggests that there is a high probability that the SHT and GHF encouraged people to change their mode of transport from public transport to private vehicle. Please note that there was actually a reduction in traffic on the GB after the opening of the SHT and GHF.

RESPONSE OF VEHICULAR TRAFFIC TO TOLL INCREASES

I have attempted to estimate the effects of toll increases on SHB and SHT traffic. I have found that the most likely estimate of the increase in traffic using the SHB and SHT after completion of the SHT all other things being equal, is 26,124 vehicles per day (95% confidence interval between 23,922 and 28,325 vehicles). The response of daily traffic to a \$1 increase in toll is estimated to be a reduction of 8,724 vehicles per day (95% confidence interval between 5,828 and 11,619 vehicles). These responses in traffic levels are directly applicable to the Eastern Distributor.

RELATIVE COSTS AND BENEFITS OF THE INDUCED TRAFFIC ENCOURAGED BY THE SHT AND GHF

From the response of traffic to past toll increases, the "consumer surplus" which measures the total benefits enjoyed by users of the SHT and GHF, is estimated to be \$31,205 in 1989/90 dollars per day (95% confidence interval \$17,570 to \$60,021). The net effects of the SHT and GHF on petrol consumption, pollution, noise and accident costs, taking into account the induced traffic are too small to have any statistical significance. The cost of loss of train patronage, at an average fare of \$1.18, is estimated to be \$23,000 (95% confidence interval \$13,258 to \$32,739), while the congestion costs of induced traffic on approaches to the harbour crossings, are estimated to be \$5,564 (95% confidence interval \$3,419 to \$7,708), making a total most likely estimate of \$28,564 per day, in 1989/90 dollars. Within the range of statistical uncertainty of these figures, it cannot be said that there is any social benefit from the SHT or the GHF, even without taking into account the considerable costs of construction.

While the above analysis applies to the SHT and GHF, I believe that the Eastern Distributor is a comparable project in that it will bring about an increase in traffic which will nullify any social benefits which will be cited as justifying the project.

The Average Annual Daily Traffic in 1991 was 181,880 and in 1995 was 224,460. This represents an increase of 23.4%, or 42,580 vehicles per day. From the model I have estimated, part of this increase is due to an increase in economic activity and part (61%) is due to provision of the SHT and GHF. From the model, an increase of toll to \$6.50 will bring traffic back to the levels that existed before these roads were completed. The proposed toll

increase mentioned in the newspapers of an additional \$2 for northbound vehicles should, with the model used here, reduce traffic by 7.5% from 1995 levels, not counting the effects of increased economic activity or of induced traffic from the provision of the Eastern Distributor, which should swamp any effect of the toll increase.

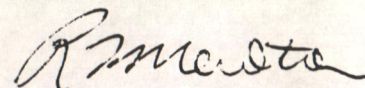
CONCLUSION

As an indicator of the probable effects of the Eastern Distributor, I have found that the induced additional traffic encouraged onto the roads by the provision of the SHT and GHF has made insignificant any social benefits that may have been provided by these new roads if traffic had remained constant. The loss of public transport patronage represents the largest identifiable external cost of these roads.

I have also found that the SHB and SHT traffic, and therefore traffic which would use the Eastern Distributor, is responsive to the level of the toll. A toll increase to \$6.50 would bring traffic back to pre-tunnel levels and achieve the sought-after goals of reduction in traffic congestion, improvement in neighbourhood amenity, encouragement of public transport usage and reduction in pollution, fuel consumption and greenhouse gas emissions.

The Eastern Distributor is a comparable project to the SHT and GHF and has only become a priority because of the additional traffic encouraged onto the road by these previous roadworks. I therefore submit that a toll increase to roughly \$6.50, or to \$3.50 in each direction of the harbour crossings, will be a much more effective and environmentally responsible means of alleviating traffic problems than the construction of the Eastern Distributor.

I would be grateful if the above points were taken into consideration in the Environmental Impact Statement.



ROSS T. MEWTON
69 HASTINGS PDE.,
BONDI, NSW 3026
PH.(H) 9130 5842
(W) 9224 4717

4 OCT 96

21 September 1996

A Ward
8 Admiralty Gardens
16-24 McElhone Street
Woolloomooloo
NSW 2011

Eastern Distributor
Environmental Impact Statement
PO Box 397
Surry Hills
NSW 2010

Dear Sir/Madam,

I have recently seen the RTA/Eastern Distributor newsletter dated September 1996 and I am horrified.

As a resident of Woolloomooloo I do not understand how you can propose to have the road above ground through most of Woolloomooloo. And, beyond any sane comprehension, have the road widened to allow for toll booths!

The disadvantages of your proposal are as follows:

- Woolloomooloo, which has one of the highest concentration of children in the inner east, will have the number of days when it does not meet World Health Organisation air quality standards increased. This is because the emissions from cars will be increased through the encouragement of the use of cars on this route, because of the requirement to stop and accelerate at toll booths and because cars will be at a higher level than the general residential area of Woolloomooloo which is in a geographic basin that is ideal to trap air pollution.
- Resident access from Woolloomooloo to the city will be restricted either to one pedestrian bridge (requiring residents to climb steps and take circuitous routes) or to a very unpleasant looking underground tunnel designed as a haven for the large population of derelicts in the area.
- The perception of access to Woolloomooloo Bay will be reduced for anyone on the western side of this planned barrier.
- You have missed the opportunity to return the Domain and Royal Botanic Gardens to the peaceful unified amenity that it once was before the misguided construction of the Cahill Expressway.

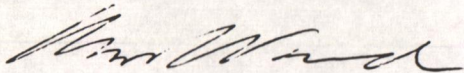
It is clear from an environmental, planning and residential aspect that the Eastern Distributor must be underground all of its length and that should include placing the Cahill Expressway underground. From a motorist's point of view tunnels are safer (no distractions, wet weather skidding etc). From a resident's point of view, a tunnel is the only way to ensure a reasonable quality of life.

It is also very clear that toll gates should not be constructed at Woolloomooloo. They increase pollution and, I believe, will turn Cowper Wharf Roadway (as the only alternative to the Tollway going south) into a major traffic artery. It is also sheer nonsense to have tollgates on both sides of the Harbour Bridge and Harbour Tunnel. This forces drivers to stop twice. The use of Harbour Tunnel and Harbour Bridge toll gates would seem to be a logical answer.

I understand that this EIS is already preempted in that the road will go ahead and it will be a toll road. However, there is nothing that would prevent proper consideration of the needs of the residents of Woolloomooloo and the future users of the Royal Botanic Gardens and the Domain.

Please keep me informed of progress on the Eastern Distributor.

Yours Sincerely,

A handwritten signature in dark ink, appearing to read "Alan Ward". The signature is fluid and cursive, with a long horizontal stroke at the end.

50 Lenthall Street
Kensington
NSW 2033
27.9.96

The Project Manager
Eastern Distributor Env. Impact Statement
Community Access Centre
PO Box 397
Surrey Hills
NSW 2010

Dear Sir,

As the volume of traffic Lenthall Street carries is greatly affected by Southern Cross Drive we are grateful for the opportunity to communicate with you.

Commuters travelling from the south to the Randwick area, which contains both the hospital and the university, use our street as a short cut. The left turn slip road onto Link Road offers such an easy exit it encourages drivers to avoid the right turn lights at Todman or Dacey Avenues. In consequence, Lenthall Street now carries approximately 10 000 vehicles daily, as does Todman Avenue. However, Lenthall Street has two lanes to Todman Avenue's four, is a local, 100% residential street with a pronounced camber, poor drainage, a 70 bend and a blind spot at the Virginia Street intersection caused by a crest in the road. We feel that our street is being used as a sub-arterial road when, in both character and design it is unsuitable.

Additional traffic created by the change in focus from industrial to residential in our neighbour South Sydney Council threatens to add significantly to our problems. The truth of this is evident in the huge Meriton housing complex on Dalmeny Avenue which is to have a single access road on to Epsom Road (an extension of Lenthall Street). South Sydney Council have avoided additional traffic in their streets by directing it along ours. The residents of Lenthall Street had been negotiating with Randwick Council for a solution to our traffic burden for a number of years when we learned of this. In response Randwick Council passed a resolution on 6th Feb. '96 that Lenthall Street be partially closed at the western end allowing a free flow of traffic to the west but denying entry to those travelling east. This was to take place at the same time as the partial road closures for neighbouring streets opening on to Southern Cross Drive. The decision was re-affirmed on 4th June '96 and the proposal went before the Roads and Traffic Authority Regional Tribunal on 19th Sept. '96. Unfortunately, "in the absence of a suitable traffic study to provide data on the effects of the proposal" the committee could not find in our favour. This was especially frustrating as we have made frequent requests for a comprehensive study of the West Kensington area, but the council has been content to refer back to a study made over 10 years ago. The committee did suggest to Randwick Council that it undertake a study on the impacts of the closure within the local area and hold a stakeholder workshop of interested parties to reach the best overall solution.

So much of the traffic we suffer is as a result of the slip road off Southern Cross Drive onto Link Road that any deterrent to traffic using this would be very much in our interests. If the existence of this "escape route" gives the opportunity for toll avoidance then I anticipate a marked worsening in our situation.

Thank you for the opportunity to express our concerns .

Yours faithfully,

G A Greenaway
G A Greenaway

11 Tessa Street
Chatswood
NSW 2067

September 27, 1995

The Project Manager
Eastern Distributor Environmental Impact Statement
Community Access Centre
PO Box 397
SURRY HILLS NSW 2010

Dear Sir,

THE NEW TUNNEL HEADS IN THE WRONG DIRECTION !

The planned 1.5 kilometres **tunnel from South Dowling Street** is a costly enterprise which would return far more value if it connected to the southern end of the **WESTERN DISTRIBUTOR** instead of to the Cahill Expressway. The tunnel length from South Dowling Street to Day & Liverpool Streets is also about 1.5 Km..

In addition to a Harbour Bridge connection to the north, this tunnel would also provide :-

- A link from the east & south to the north west, via the Glebe Island & Gladesville bridges.
- A link from the east & south to the west, via Glebe Island Bridge & Lilyfield to the M4 & Olympic Site. This would make the tunnel a true "Olympic Games Project".
- An arterial standard level-separated connection between the east & west of the city
- Direct connection of major entertainment venues at Darling Harbour/ Festival Centre, & the Cricket Ground / Showground, with the Airport & City west side hotels
- Potential for a mass transit optional second storey in the tunnel replacing ineffective shuttle buses to the big events, with potential to connect at Belmore Park with Central Station mass transport hub.
- Relief of traffic on the Cahill Expressway, freeing it for "beautification" & pedestrian tourist access .

It is not too late to make this change of plan. The tunnel length & rock structure for the two routes are much the same. Remember how the Harbour tunnel was changed twice; first from connecting to Millers Point at Hickson Rd. to connecting to the Botanic Gardens Tunnel; then, at a late stage, (after the contract was signed), deleting one (safety) lane each way, & changing the structural material from steel to concrete - that was a far bigger change !

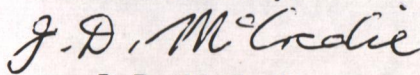
The present plan for the Eastern Distributor Tunnel connection confines the benefits, & the tolls to recover costs, to North Shore residents. By adopting this suggested connection to the Western Distributor, the benefits & toll repayments can be shared with a diversity of other road users. The present preliminary concept will excessively delay the date of final repayment, & the abolition of the toll. (Toll abolition on toll roads has been a most sensitive issue for this Government!)

Almost all the traffic carried on this northern tunnel section of the So-called "Eastern Distributor" is headed for the northern suburbs, & receives no benefit from entering the Botanic & Harbour Tunnels. In fact, the proportion of claustrophobic drivers who presently avoid the Harbour Tunnel by using the Cahill Expressway are not likely to travel through the succession of tunnels, but will revert to the city street bypass route which will be signposted for oversize vehicles.

The Eastern Suburbs would obtain most of the advantage of elimination of traffic congestion from north-south cross traffic by diversion of the cross traffic to the Western Distributor. The traffic light cycles could be adjusted to increase capacity in William & Oxford Streets & Sir John Young Crescent. Further substantial destruction of the densely populated Woolloomooloo area for toll plazas, ventilation plant, & foul air exhausts would not be needed. These structures would be less intrusive in the "spaghetti junction" environment adjoining Darling Harbour

Please consider having this proposal reviewed by the new group of tunnel strategy advisors.

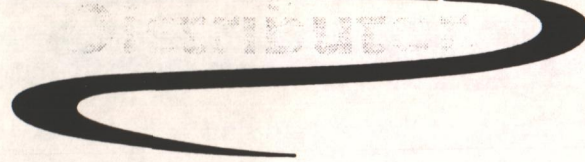
Yours Sincerely,

A handwritten signature in dark ink, appearing to read "J. D. McCredie". The signature is fluid and cursive, with the first letters of each word being capitalized and prominent.

J. D. McCredie

9419 4579

Eastern



Environmental Impact Statement

My suggestions or concerns regarding the concepts on display are:

1. NORTH-BOUND KERBSIDE LANES

IN THE APPROVED 1986 STATEMENT THE SYDNEY CITY COUNCIL EMPHASISED THE NEED TO PROVIDE FOR RESIDENTS OF BOTH DOWLING STREET A TRAFFIC PLAN THAT WOULD ALLEVIATE THEIR EVERYDAY PROBLEMS AND RECOMMENDED THAT TWO LANES (KERBSIDE) BE PROVIDED AS A BUFFER TO THE MOTORWAY. THIS WOULD ENABLE ROADWAY ACCESS AND ^{UNRESTRICTED} PARKING FOR RESIDENTS.

THIS PROVISION IS NOT INDICATED ON THE ILLUSTRATIONS OR WRITTEN INFORMATION PROVIDED. WITHOUT THIS PROVISION THE QUALITY OF LIFE WOULD NOT IMPROVE AND POSSIBLY DETERIORATE. THE ADDITIONAL TWO LANES, AS CURRENTLY SHOWN, ONLY INDICATE ADDITIONAL LANES FOR TRAFFIC AND NOT AS A RESIDENTS SERVICE ROAD AS PREVIOUSLY APPROVED.

2. MOTORWAY NOISE SUPPRESSION BARRIER (COINCIDENT TO ITEM 1 ABOVE)

IN THE PREVIOUS (1986) EIS PROVISION WAS TO BE MADE FOR A MEDIA STRIP BARRIER BETWEEN THE ADDED NORTH-BOUND INNER LANES AND THE MOTORWAY. IT WAS TO BE MOUNDED TO A HEIGHT MINIMUM OF 1METER AND THE PLANTING OF 5' TREES AND SHRUBS WERE PROPOSED AS A NOISE SUPPRESSION MEDIUM.

THIS PROVISION IS NOT INDICATED. THE EXHIBITION ILLUSTRATIONS NOR IN WRITTEN INFORMATION PROVIDED.

3. HEAVY VEHICLE TRAFFIC

OVER THE PAST 10 YEARS THERE HAS BEEN AN EVER INCREASING

Date: 25 SEPT 1996

The supply of your details is optional. If you do record your name and address, we can send you more information as it comes to hand.

Name: EDWARD JYKES

Address: 733 SOUTH DOWLING STREET
REDFERN

Postcode: 2016

Environmental Impact Statement

My suggestions or concerns regarding the concepts on display are:

3 (CONT) NUMBER OF HEAVY VEHICLES TRAVELLING ON SOUTH DOWLING STREET, INCLUDING, LONG LOAD SEMIS, CONTAINER CARRIERS, GRAVEL AND COAL TRUCKS, CHEMICAL AND PETROL TANKERS, AND SIX AXLE VEHICLES (HIGH SIDED) CARRYING BUILDING SITE DEMOLITION MATERIALS AND SCRAP METAL. THERE ARE ALSO DOUBLE-TRAILER VEHICLES CARRYING CONSIDERABLE TONNAGES OF MATERIALS. THE MAJORITY OF THESE VEHICLES WERE RESTRICTED IN THE EARLY DAYS OF THE SOUTHERN CROSS EXPRESSWAY BUT THE FLOW OF THESE VEHICLES HAS INCREASED DRAMATICALLY IN THE PAST FEW YEARS, AND IT IS STILL INCREASING.

THE ENVIRONMENTAL PROBLEMS FOR RESIDENTS HAVE INCREASED SO MUCH WHAT WITH THE DUST, DEBRIS, NOXIOUS EXHAUST FUMES AND NOISE IMPACT THAT THE PROBLEM BECOMES IMPOSSIBLE TO LIVE WITH, PARTICULARLY AS THE STATE GOVERNMENT AND COUNCIL AGENCIES HAVE DONE NOTHING FOR THE RESIDENTS — THEY ARE TOO INVOLVED IN THE YUPPY AND NIMBY ISSUES. JUST WALK AROUND REAFERN AND SURRY HILLS AND VIEW THE PROTECTED ENCLAVES WITH THEIR STREET CLOSURES, RESTRICTED ACCESS ENTRIES, VEHICLE WEIGHT RESTRICTIONS AND SPEED BUMPS AND SPEED LIMITS.

IT IS APPRECIATED THAT ON THE MOTORWAY THERE CAN BE NO EXCLUSION FOR THESE VEHICLES BUT IN THE LANCES FRONTING RESIDENCES THERE SHOULD BE RESTRICTIONS IN THE INTERESTS OF HEALTH AND SAFETY.

Date:

25 SEPT 1996

The supply of your details is optional. If you do record your name and address, we can send you more information as it comes to hand.

Name:

EDWARD SYKES

Address:

733 SOUTH DOWLING STREET

REAFERN

Postcode: 2016

Environmental Impact Statement

My suggestions or concerns regarding the concepts on display are:

FURTHER TO MY SUBMISSION OF 25 SEPTEMBER 1996

- ① SINCE MAKING MY SUBMISSION I HAVE ATTENDED A MEETING ORGANISED BY RUST P&K (2 OCT, 1996) AND HAVE FULLY EXAMINED REPORTS ON TRAFFIC FLOWS AND ENVIRONMENTAL PROBLEMS ASSOCIATED WITH THE PROPOSED INCREASE IN TRAFFIC. I ALSO READ THE EIS PREVIOUSLY SUBMITTED (8/86), THE RECOMMENDATIONS PROPOSED AND THE OPTIONS APPROVED BY THE THEN SYDNEY CITY COUNCIL OF MAJOR SIGNIFICANCE, WITH RESPECT TO THE QUESTION OF PROPOSED MODIFICATIONS IN SOUTH DOWLING STREET, MOORE PARK, THE SLC RESOLVED THAT OPTION 2 OF THE REPORT OF THE CITY ENGINEER DATED 13 AUG 1986 BE IMPLEMENTED AND THAT THE DMR BE REQUESTED TO CARRY OUT SUCH MODIFICATIONS BLOCK BY BLOCK AS APPROPRIATE, IN CONSULTATION WITH COUNCIL'S OFFICERS.

ANY PLANNING, WITH REGARD TO THE CONSTRUCTION OF THE EASTERN DISTRIBUTOR, MUST TAKE INTO ACCOUNT THE CONCERNS EXPRESSED AT THAT TIME AND THE PROPOSALS APPROVED AT THAT TIME TO AMELIORATE AS FAR AS POSSIBLE THE IMPACT OF HEAVY TRAFFIC ON THE RESIDENTS OF SOUTH DOWLING STREET.

THE PROPOSAL, AS EXHIBITED FOR SOUTH DOWLING STREET BY AIRPORT MOTORWAY, DOES NOT, IN ANY WAY, SHOW THE CONCERNS PREVIOUSLY EXPRESSED OF THE IMPACT OF THE CONSTRUCTION ON THE RESIDENTS OF SOUTH DOWLING STREET. THE PLAN DOES NOT SHOW ANY REGARD FOR THE RESIDENTS AND IF IMPLEMENTED WILL WORSEN AN ALREADY INTOLERABLE ENVIRONMENT.

Date: 8 OCTOBER 1996

The supply of your details is optional. If you do record your name and address, we can send you more information as it comes to hand.

Name: E. SYKES
Address: 733 SOUTH DOWLING STREET
REDFERN
Postcode: 2016

Eastern

Page 2 of 2

Environmental Impact Statement

My suggestions or concerns regarding the concepts on display are:

⑤ THE ENVIRONMENTAL IMPACT STATEMENT (1986) RECOMMENDED THAT A POSITIVE MOVE MUST BE TAKEN TO PROVIDE APPROPRIATE MEASURES TO AMELIORATE THE ENVIRONMENTAL IMPACT OF SIGNIFICANT RISES IN AIR AND NOISE POLLUTION IN AREAS ADVERSELY AFFECTED BY THE CONSTRUCTION OF THE EASTERN DISTRIBUTOR AND THE CONTINUING OPERATION AS THE MAJOR TRAFFIC CARRIER. NO SUCH "RESIDENT FRIENDLY" CONSIDERATIONS ARE MENTIONED IN THE AIRPORT MOTORWAY PROPOSAL.

③ IT WAS ALSO PROPOSED IN THE 1986 EIS THAT PROPERTY OWNERS AND BUSINESS' ADVERSELY AFFECTED WOULD BE PROVIDED APPROPRIATE COMPENSATION.

AGAIN THERE IS NO INDICATION THAT ANY SUCH COMPENSATION HAS BEEN CONSIDERED.

HOWEVER, BEARING IN MIND THE COMPENSATION PAID TO RESIDENTS ON THE NORTH SHORE FOR NOISE IMPACT AND OTHER ENVIRONMENTAL PROBLEMS CAUSED BY THE CONSTRUCTION OF THE HARBOUR TUNNEL AND THE CONSTRUCTION OF MOTORWAYS, ADEQUATE COMPENSATION MUST ALSO BE PAID TO THOSE WHO WILL BE FURTHER ADVERSELY AFFECTED BY THE EASTERN DISTRIBUTOR

Date:

8/10/96

The supply of your details is optional. If you do record your name and address, we can send you more information as it comes to hand.

Name:

E. Sykes

Address:

733 SOUTH DOWLING STREET
REDFERN

Postcode:

2016



Action for Public Transport (N.S.W.)

PO Box K606 Haymarket NSW 2000

23 September 1996

easdist1.doc

Project Manager
Eastern Distributor Environmental Impact Statement
Community Access Centre
535 Crown St
Surry Hills 2010 (Fax 9699 4107)

Dear Sir/Madam,

URGENT

BIAS IN EXHIBITION OF PRELIMINARY CONCEPT PLANS

May we suggest that your current displays and brochures do not adequately inform the public about the negative aspects of this proposed motorway. Detailed reasoning is also required to adequately explain some of the assumptions and conclusions contained in the brochure.

We acknowledge that the EIS is only now in preparation. Nevertheless, a lot of data is already available which could provide the necessary balance. Would you please arrange for the following information to be made available at each of the display locations as a matter of urgency;

1. An acknowledgment that the Eastern Distributor (ED) will **generate additional journeys**, **because** it will make motoring more attractive.
2. How the ED will thus **create** traffic congestion problems in other parts of Sydney while it "addresses significant traffic congestion problems in inner eastern and south eastern suburbs" (p1 of brochure).
3. An acknowledgment that the ED will detract from the financial viability of the parallel New Southern (Airport) Railway.
4. An explanation as to why Sydney needs **two** major transport infrastructure projects in the **same corridor** at the **same time**.
5. An acknowledgment of the Roads and Traffic Authority's conflict of interest, in being both the proponent of the Sydney Orbital Road Network, of which the ED is a part, and the "determination" authority for this portion of it.
6. Explain the connection between this motorway, which will have a life of at least 100 years, and the Sydney Olympics, an event which will last just 16 days (p2 of brochure).
7. An apology for using the word "improvements" when referring to existing roads (p1 of brochure), when "widening" or other descriptive words would be just as informative but less emotive.
8. An estimation of both the gross and net area of parkland to be consumed by the new road in the Domain area, at Moore Park, and elsewhere.
9. A qualification of the statement "at no cost to the government" (p2 of brochure). There must be some costs, not only directly to the Government, but more importantly, to the community.
10. An estimation of the road's preliminary Benefit/Cost Ratio, and an explanation as to why other roadworks with greater benefits are not being built first.
11. An acknowledgment that the building of the ED will be used as a "reason" for having to build the M5-East motorway, just as the harbour tunnel is being used by the RTA to justify the ED (p2 of brochure).

We look forward to your early provision of this information as a gesture of genuineness in providing balanced information to the public about this project.

Yours sincerely,

Kevin Eadie
Convenor. (ph. 843 9015)



Roads and Traffic
Authority
Sydney Region

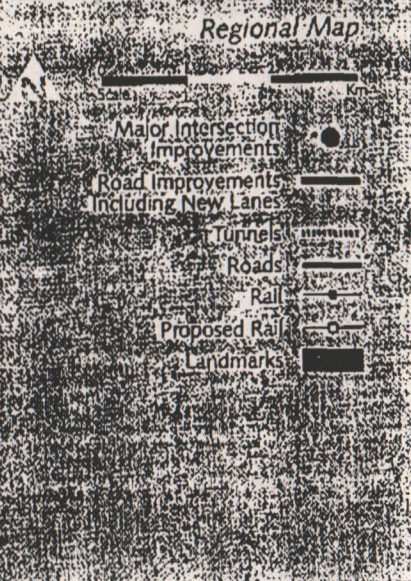
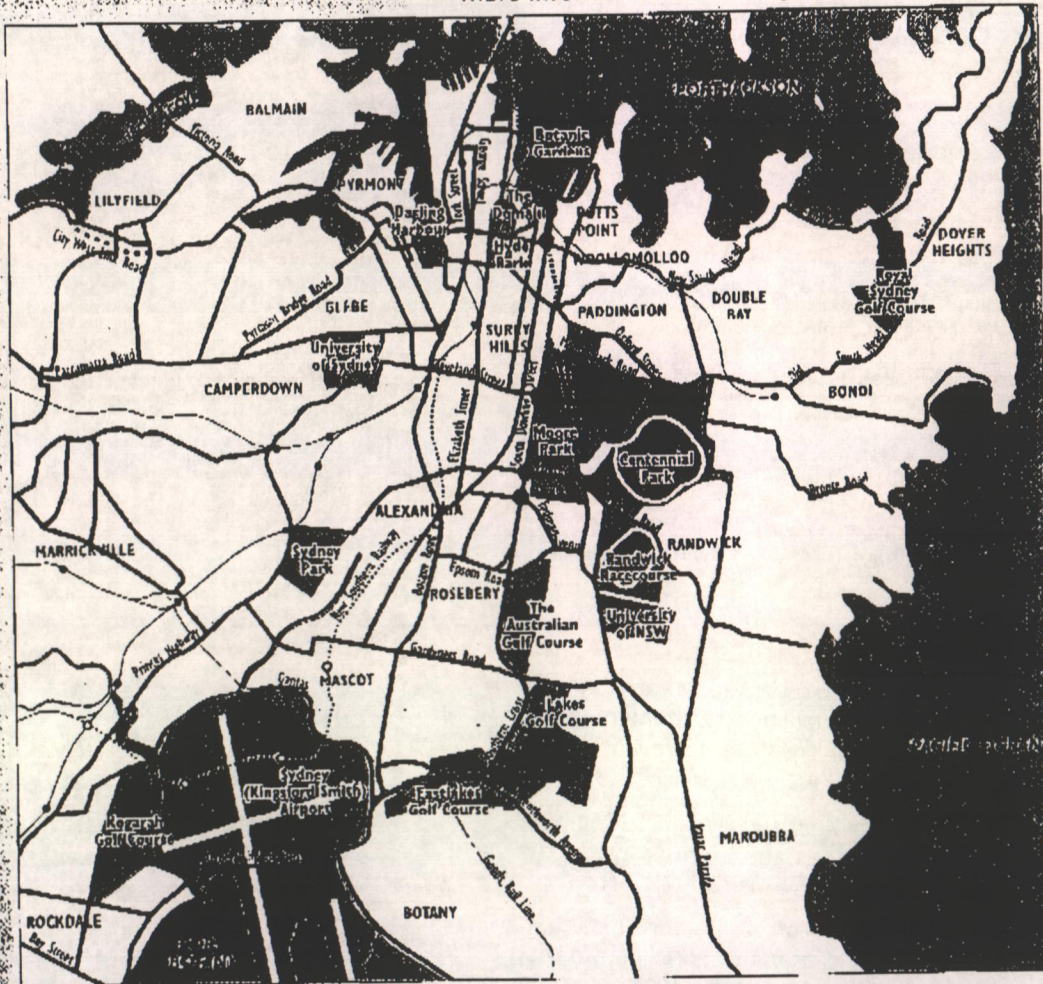
Eastern Distributor

September 1996

Eastern Distributor

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.



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 Woollahra 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.

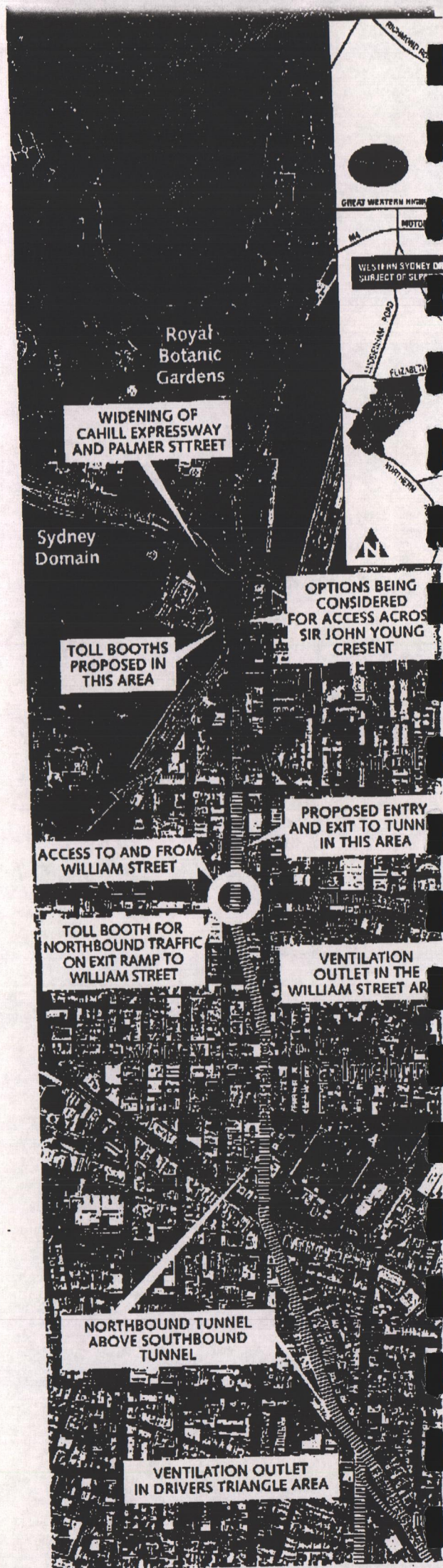
Previous Investigations

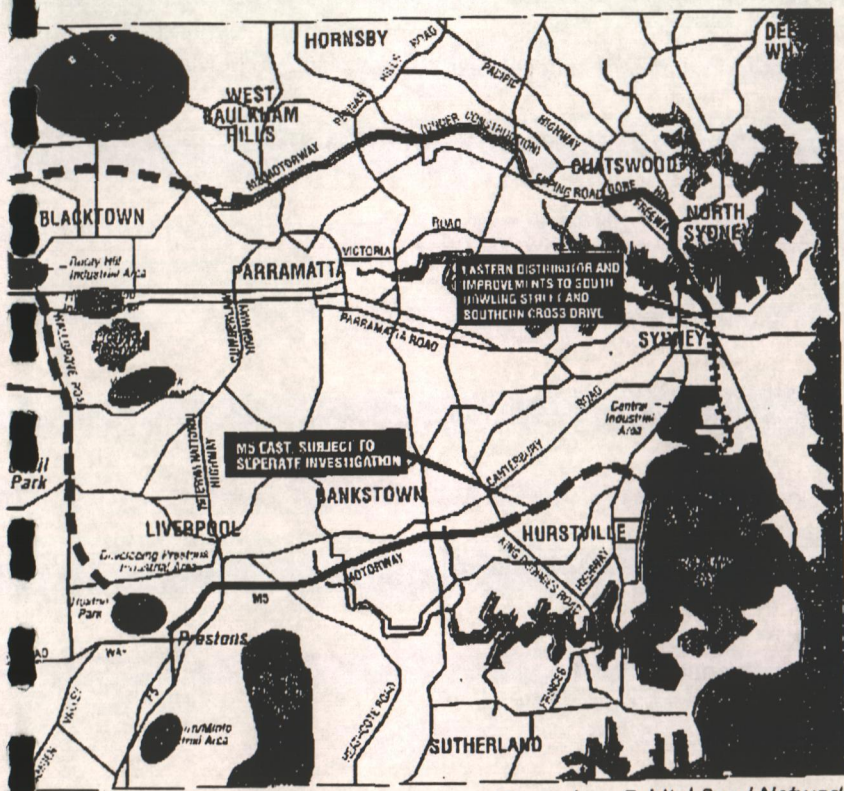
The Eastern Distributor has been the subject of intense road planning since the early 1980s. An Environmental Impact Statement (EIS) was prepared and determined in 1985. The William Street underpass was completed in 1987, as the first stage of the project.

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.

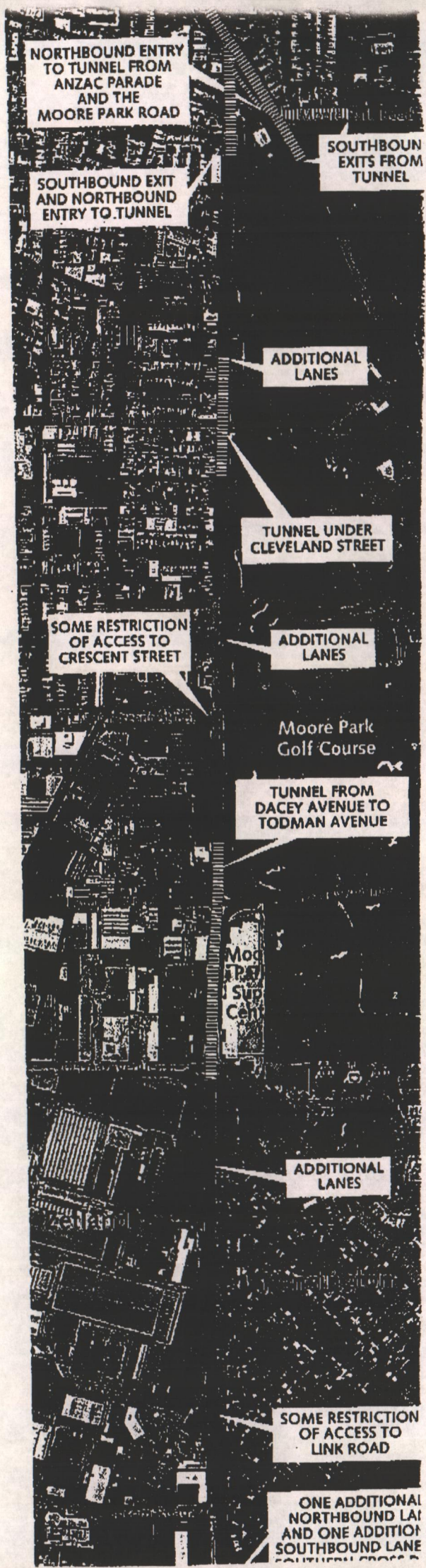
At the same time as the preparation of the EIS, community input will be requested into ways to take advantage of opportunities created by the Eastern Distributor. Study programs will include:

- 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.



August 1996

Preparation of preliminary concept plan and
provision of detailed information

August 1996

EIS investigations and options
assessment

September 1996

Preliminary exhibition
of concept plan and
options assessment

Community Access Centre
to the Community Access Centre
and other locations

October 1996

Completion of the EIS

November

December 1996

Submission of the EIS

A final decision on the project will be made
by the Minister for Transport, Planning and
Infrastructure

EIS and concept plan will be made
available to the public and all
interested parties will be invited to
comment

Submission of the EIS and concept plan
to the Minister for Transport, Planning and
Infrastructure

Submission of the EIS and concept plan
to the Minister for Transport, Planning and
Infrastructure

Submission of the EIS and concept plan
to the Minister for Transport, Planning and
Infrastructure

Printed on Recycled Paper

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
156 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

from:

11 Oct 96

Link Van Ummersen *Link Van Ummersen*
1 Junction Lane, Woolloomooloo 2011
ph 9358-5295

[Abbreviations: ED = Eastern Distributor; enclave: 117-125 Bourke: 1-3 Junction; 1-7 Kidman Terrace, all once Charles Kidman's second wife's trust lands. Loo: Woolloomooloo; SJYC: Sir John Young Crescent]

- **Overview:** • a community resisted 1970 vision for Loo is now being achieved without area planning, piecemeal and by sleuth; so all that community effort is being compromised • As a toll way is now proposed, cost is shifted to the user • none of the Loo 1994 issues prepared by the then consultants has been respected/incorporated into this proposal • indeed, Loo's interests are further compromised since 1994's proposal • present traffic volume worse since Harbour Tunnel opened • Projected traffic volume has not been presented; over time traffic volume will clearly increase, in part attracted by the development, yet future environmental impact has not been addressed • toll aspect forces volume onto local alternative routes; toll escalation clauses could aggravate leakage, causing ED usage to fall • preservation of fig trees and Moore Park golf lands are assured while noise/pollution/vibration issues of Kidman ignored
 - So now a toll road is proposed: what are the consequences to Kidman? No improvement: Cathedral St not opened; so level pedestrian crossing lost and community still fragmented; crime-prone footway proposed; heritage compromised; a 1994 alternative of 4 underground lanes behind Kidman not chosen, instead 10 lanes behind versus 4 now; 7 not 6 toll booths, still in two sites but say 300 m closer to us [I suspect owing to Art Gallery pressure] • consequences: serious diminished capital value of our homes and serious threats to our amenity
 - This is a bandaid project • New ethic needed: abuser pays
 - project has been left too late by successive governments • it is very much at risk of non-completion by Olympics (labour relations, geological surprises, or planning/design difficulties) --- especially if community groups are successful in upgrading the proposal to meet environmental expectations/issues, calling for design time, more complicated engineering work and construction time • if ED not built by Olympics, Sydney is a laughing stock and traffic chaos reigns • if accomplished, especially with environmental expectations met, political coup for post-Olympic elections
- **Benefits to Loo:** • No inventory of potential benefits to Loo been

conducted. To my assessment there are very few to this small neighbourhood:

- ready access to ED but, look at the cost we're expected to contribute!
- Junction Lane to be closed off; result: local youth, who cause trouble (eg firebombed vehicles, pre-burglary inspecting) will not be passing through
- ramp access to proposed pedestrian footway fortunately not via the Lane which would have aggravated the above local youth problem
- RTA parking lot at Lane's city end will go. That means cars will no longer be passing up and down the lane to get into the lot --- sex workers included, depositing syringes and condoms.

Such benefits are far outstripped by serious and numerous disadvantages.

- **Priorities, in lieu of the Options A or B:**

- Underground tunnel from Art Gallery to Driver's Triangle
- Electronic toll collection within the tunnel
- Reunification of Loo community
- Share the traffic burden outside the Loo community

- **Suggestions:**

- Put the tunnel underground from Art Gallery Rd to Drivers' Triangle, if not further south as well to General Holmes Drive: that would probably shut this community up and maybe Dowling St too. That would only leave Moore Park Rd residents with grave complaints.
- then Open up Cathedral St to reunify the fragmented community and preserve the level crossing so local community's needs not compromised by those passing through to/from Eastern Suburbs
- Resume objecting resident properties: a viable consideration. If RTA indeed precluded, Minister of Planning empowered. In this area, some 10 properties are involved: 1-7 Kidman, 1-3 Junction, 11 Harmer, 5 of which are owner occupied
 - loss of property value (1994 issue): local realtor Liz Grygiel estimates fall from \$300,000 to \$150,000 for each dwelling, total say \$1.15 million; the fall will cause drop in owner occupied houses, difficulties in leasing, lower returns, leading to deterioration in maintenance and undermine neighbourhood as fringe element moves in. Completely invalidates whole of last 15 years of upgrading of this enclave.
 - resumption option: • at cost of say \$3 million would surely be cheaper than putting ED underground from Art Gallery Rd • removes main objections to proposal and risk of suits for compensation • rectification expenditure of say \$700,000 saved • RTA could post-ED on-sell the properties. • Saves RTA image, compensation claims, litigation, and abatement costs. Granted, it opens a hornets' nest of similar rights to claim along whole route. Doubt National Trust has

clout to counter.

- Park St Tunnel at Aust Museum: resuscitate this tunnel proposal to take traffic from Eastern Suburbs 1) to beyond Pyrmont and 2) to/from Harbour Bridge by side tunnel to exit Clarence and enter from York. Result: improves William St flow by stopping need for right turn into Loo; flow thru Loo falls and 4 lanes could be dropped from Kidman area. If portals moved to preferably Art Gallery Rd (or at least to 1994 P 10 position) Cathedral could then be reopened with level crossing, no footway, to reunite the community.

- Traffic flow:

- block rat run to Cahill from Kings Cross via Cath, route taken: west off Brougham Lane, right McElhone, left Reid, right at Dowling, left to Cathedral, right into Bourke to Cowper.

- fully close off Forbes at William as drivers

- turn there to go around block, then south via Bourke

- illegally turn left to William to escape Bourke St lights.

- William St, to free up its east-west flow and reduce cross traffic:

- ED southbound:

- focus on left hand turn needs at William only, using existing RTA land holdings; force those wanting to go right to exit instead via Macquarie, Cowper or York.

- dedicate RTA land south side of William to southbound tunnel access (eg at Stained Glass property corner Bourke/William or dedicate a single lane of westbound William St to underground tunnel access) to prevent need for proposed Spence Lane ramp vehicles interrupting William St flow by right turn at Bourke

- Toll booths: Collection booths at the southern end was a 1994 option which has been abandoned in 1996 in favour of locating instead two at the Loo and one awkwardly at William St exit.

Also in 1994, two Loo bays were considered, one for each direction. Now in 1996, although tolls are only to apply for northbound, two Loo bays are still proposed whereas one sufficed before.

Whereas no administration centre was required in 1994 it has been invasively and visually provided in 1996 on alienated undeveloped public land.

It's the usual story: dump on the Loo just to speed up collection process.

So, 1) shift electronic toll collection back to the southern end within the tunnel. Let the abuser pay by breathing his own pollution and the tunnel assume responsibility for processing that pollution, without burdening a local community by on-surface collection. Then William St booth could be dropped, reducing visual impact, simplifying administration and reducing costs.

If this is hopelessly unworkable, as a last resort relocate one only toll plaza to under Art Gallery Road Bridge or, less preferred, back to where it was proposed to be in 1994 plans, thereby lessening the impact on Loo of fumes. Art Gallery is likely to object but they can

mask with plantings the visual consequences.

2) Only being needed for 35 years, relocate the administration centre on surplus RTA land at Stanley St where the ventilation stack is proposed. The stack is the RTA's idea, let the toll collecting body suffer it and their building mask it. Saves alienation of undeveloped Loo land, reduces visual impact on Loo; abuser pays, aids RTA image.

- Community newsletters: if this ever happens again, make two distributions by two opposing local persons to ensure that it gets mail dropped; or post one. Make less glossy to cover extra costs.
- Traffic load limit: 1994 proposal: a 3 tonne load limit for Crown and Bourke Sts. Speaking re Bourke St, this limit is most important as I stir each night when fuel/garbage compactus trucks rumble up Bourke between 2 and 5 am. [Note: that limit imposed in C'down in late 94 on applic of residents, SSC AR 94-5 46]. Bourke's residential needs call for the street to be clear of trucks, including dangerous loads, and buses, be they government or tourist.
- Get the project right or leave it as it is: To the toll proposal add fresh RTA funds, even if it take mega bucks, to resolve the east/west and north/south issues. If nothing is done until after the Olympics, the greater community carries the cost.
- If there is a next time, elevate the community process beyond lip service/'being seen to ...'
- **Inadequacies of present proposal:**
- Scope, \$450 million more than 1994's cost of \$180 million gives:
 - 6 tunnel lanes proposed versus only 4 in 1994: implies significant increase in projected usage
 - allows for 3 out of every 10 vehicles not using the Distributor northbound, instead toll-free alternative routes. Toll-free southbound will attract greater volume than if tolled.
- Impact to Kidman: frightening traffic volume: 7544 trucks, cars, government and private buses an hour (based on 1994 morning peak rate, latest made available); say 110,000 daily --- bumper to bumper, enough cars to stretch almost two thirds of the distance to Melbourne! That volume is double Palmer's 1994 volume, with 2/3rds of the increase coming from Riley the rest from Crown. No wonder people in those streets aren't angry. We're taking their traffic.
- This is a hastily conceived, stale bandaid solution. It does not address the east/west movement issues
- Olympic cosmetics are its primary motivation: its real focus is Airport to City, costing the say extra \$450 million; north/south focus and its consequences in Loo basin cop a second fiddle.
- no firm contracts signed: the 'preferred tenderer' could withdraw at any time, causing whole project to collapse with more wasted resources and deferments

- as so much crucial information has not been disclosed, community assessment is seriously frustrated. A common briefing response to specific questions: 'Oh, ... that depends on if the community wants it or not.' There simply has been no single, firm proposal made. The tactic: 'let's test the water'
- temporary resolutions have been dumped on Loo since 1987; the consequences have been aggravated these last 4 years since the Harbour Tunnel has opened: road surfaces/base are inadequate, thereby dumping on the local community the resulting consequences of vibration, noise, stress and structural damage
- virtually all of 1985 and 1994 Loo community process issues ignored by this proposal's design. What an extraordinary waste of resources and an insult to the community.
- once environmental issues admitted, the proposal reasonably resolves north-south needs but leaves east-west movement still unresolved along the whole route.
- who represents Loo on Public Transport Taskforce?
- current timing particularly stresses the Loo: Loo just now also faces the Finger Wharf DA application, Federal housing proposals, Phillip/Cook Park redevelopment issues and road closures, Boy Charlton Pool closure and the ED all at same time. Effective community involvement is defocused. Is this by political design?
- conflicts of Ministerial interests: Knight is both Minister for Roads and the Olympics; Knowles is both Minister for Housing and RTA
- political tradeoffs: 1) the consequences of inviting Woollahra Council's participation in the traffic management issues seem clear to me: abandonment of a level Cathedral St crossing! They wouldn't want to be held up with a crossing there! 2) what tradeoffs induced South Syd Council to remove its 'Don't Blame Us' sign in Jun: RTA contributions to local traffic capital needs and that council/Clover Moore reneging on their original no-toll view?
- ED toll being proposed while toll roads in Sydney's west seem not to be working as a political/constituency reality
- **Inadequacies of EIS process: Result**: Loo community disrespected, causing insult and community abuse:
 - shortness of consultation time frame for community at large of such a crucial and complicated proposal
 - divergent competing more powerful community interests override smaller interests (eg I suspect, Art Gallery lobbying has had consequences to Loo's interests; more powerful/have more clout
 - community consultation At who's direction have following occurred? Rust's choice, RTA brief to Rust or at Ministerial level --- or pure misfortune/mismanagement?
- newsletters not distributed; as at 27 Sep, none of the 13 residents at our meeting had 'received' one, the most affected Loo sector. (Whoever distributed them would not have known one had otherwise been received through Rust contact.) Since, I have found

no one in Loo who has received one from door drop. Has Rust followed up why? I've offered to write a complaint letter but have not been provided with address details of the Loo's distributor. I'm told another meeting in Bourke St or Redfern was also informed that newsletters were not distributed in their area. Was this intentional strategy by RTA/Rust or community sabotage by distributors serving motorist interests?

- Newsletters not having been distributed have had a most adverse impact on RTA/Rust image and community participation and have forced this neighbourhood group to assume responsibility of outreach by other means. I personally distributed in the area Robinson/Bourke/Plunkett/Palmer and beyond to compensate, some 80-90 households and community networks.

- Community fragmentation: I suspect the following were employed to contain community at large's response, so that the 1994 response was not reexperienced.

- divide and conquer strategy: by small group meetings
- prioritised/selected contact to those most affected; suspected objective: 'See if we can get away with rushing this through'. Loo community at large addressed on matter very late in process, not at onset
- key affected areas were not blanket notified at the same time; generated alarm, anger, local discord (eg 5 shelter households in our area whose residents need protection were not Rust notified; likewise 27-51 Palmer St's new owners.)
- lockout from meetings: I and others have had sense of not being wanted at community meetings outside our Kidman group and a need to gag us, which I hold contrary to a valid community process.
- RTA tenants often 1) did not attend meetings 2) withhold from contributing if they did attend.

Conclusion: fear of reprisals.

- prioritising issues: emotive and subjective with insufficient evaluation of comparative merit; no cost/benefit evaluation involved

- RTA needs set before community's, repeatedly evident; sure that's who's paying Rust fees but that's not what the process is about; the consultancy should hold a neutral stance. 'Only following orders' ethic is not sufficient:

- 'no Eastern Distributor' option was not discussed at any of 8 meetings I attended. Smarts of stifled discussion.
- community recourse options presented 10 Oct by Lorraine were deficient and did not include other options provided under Environmental Planning and Assessment Act. To me not speaking to it constitutes serious misinformation. Will community environmental needs only be forthcoming from such recourse?

- deficiencies of information: implies project was hastily conceived and mustered

- information not supplied, despite repeated requests forcing community respondents to seek make unrealistic guesstimates or seek required information via FOI applications within too brief a time frame:

- traffic volume flows: existing and projected
- elevation plans for Palmer St not provided
- traffic diversion intentions during construction period and removal route of extracted material most likely via Spence Lane ramp (guess)
- construction infrastructure impact; ensure off street worker parking
- pollution test results, if ever conducted, particularly emissions and vibrations

- withheld information: most serious, particularly options C, D and E. How many other options are there, as yet, undisclosed? How many of those were withheld pending 'a test of the water' of community's present attitudes?

- often detailed questions of proposal could not be answered by RTA/Rust staff

- repeated contrary and incorrect information at different briefing meetings or between that given at meetings versus that on display causing distrust

- displays/handouts often did not include legends or legends not known to RTA/Rust

- ambiguous information making it difficult to assess the proposals

- inadequate information: 'fact sheets': of most limited value yet pretty documents; mere window dressing

- withdrawn information: early in the process plans were presented and being inappropriate later withdrawn from exhibition causing community to be mislead and wary

- critical gaps in information: overheads do not adequately show aerially the section from SJYC to William St sufficient to alert Kidman residents of impact of proposals

- vetting request to Rust of my best guess summary on impact on Kidman resulted in no corrections, most likely perpetrating the dissimulation of incorrect information

- RTA land holdings in Loo basin would be helpful if fully disclosed (eg to recommend relocation of admin block and alternative solutions to traffic design)

- ISSUES

:

- **Financial:** 1994 issue: where was money allocated for ED in 1987 since been spent rather than held in reserves? How will \$32 million put aside for ED since 1994 be allocated now that a toll is proposed?
- **Portals location:**
 - First preference: portals to be at Art Gallery Rd; second preference: Dwg P10 alternative: southbound: just north of Junct St and northbound: just north of Kidman's north border.

Either preference would put tunnel's 6 lanes underground by Kidman, trapping most of the sound/visual pollution. Kidman's visual pollution would be then less than that experienced at present. I suspect the cost of doing either has been elsewhere allocated. As P 10's alternative is now proposed, portals are to be further south fragmenting the community, requiring a Cathedral St pedestrian footway, calling for 10 lanes behind Kidman with serious pollution repercussions.

Why was P 10 not selected? I assume 1) clearly wanting to keep traffic moving but 2) maybe also dropped in favour of non-toll paying Eastern Suburbs interests being deemed more important than Loo interests.

 - Where do portal entry lanes join/leave existing grade? How far below ground is the road surface over the length of Kidman? My guess: 3-4 m, which doesn't sound too bad as to visual and noise issues but lanes bordering on Kidman rear wall is still harrowing.
- **Social aspects:**
 - demographic (1994 issue): ED threatens/puts at risk disadvantaged locals: the aged, children, street people/Matthew Talbot residents/sheltered household residents in 5 dwellings Cathedral/St Kilda Lane, some of whom on continual medication)
 - level of intoxication in community not addressed
 - Community divided now by a 10 lane barrier (1994 issue):
 - community not reunited; dislocation by making cut off of Loo west of Palmer now worse (including those of Crown Gardens and any future developments) from Loo's only one stop shopping centre/newsagent/chemist
 - forces residents to travel by foot to city for lack of any Cathedral St transport
 - eviction notices: one 20 year RTA tenant already given 2 mos notice; enquiries suggest this is only case; why her? When will her house be demolished? Soon after vacated I fear to prevent squatting. Will this justify more notices pre EIS approval and early/unwarranted demolitions (refer demolitions)?
- **Environmental aspects**
- **Overview:**
 - contrary community standards on environmental issues prevail

- prevailing ethic: take from the economically disadvantaged as they lack power

- community environmental expectations resolved differently as to timing, political realities, economic power and government involved (eg: those affected by airport noise have gotten a preferred treatment owing to their more powerful lobbying, political sway and it being a Federal matter; Gore Hill got sound walls whereas they're only a 'maybe' in Loo; and Penrith getting benefits owing to a by-election)

Surely resolving environmental issues should be common to different communities irrespective of government involved or political process

- this is now the third community consultation: • at what cost to public with what to show since 1947? • Cost to communities in servicing assessment process: we're not paid for our consultancy contribution! • RTA/government already had one go to do the job yet now we're facing another 3 years of abusive treatment and dislocation and left with worse environmental consequences

- concentration of burden in the Loo and within the Loo: • notice how quiet Riley and Crown St residents are? Because we are being asked to take their traffic problems; and maybe owing to the sway of Crown Gardens' residents

- if carve off of west of Palmer St not addressed, this proposal further:

- undermines this fragmented community

- stratifies the community environmentally and aggravates the economic fragmentation recently seen since completion of Crown Gardens/Domain Apartments

- demolitions: if they proceed before EIS finalised or Ministerial decision reached, it would lead to 1) proliferation of vacant sites endured for say 4 or more years if doesn't proceed, causing on-going blight of community 2) and aggravated noise over that period as no buildings will then block noise 3) loss of housing stock 4) dislocation of community 5) disturbed vermin. Case study: demolition of 3 terraces and two dwellings, western end of Junction Lane, ca 1985, an RTA sublet car park/sex worker location since.

- **Environmental issues:**

- Historical relevance of enclave:

- burial of an Aboriginal 'king' ca 1829 in Loo (fully documented; based on my private Mitchell library research; details available. Potential local Koori impact.)

- 117 Bourke St: birthplace of Premier's wife, Lady See

- 117-121 Bourke St: designed by James Hume: main work: architect of Sydney's first synagogue (York St), Presbyterian Church (Wollongong) and initial architect pre-Edmund Blacket of St Andrews Cathedral; supervised 'St Mary's

2
Towers'/'Parkhall' (Douglas Park) and Burdekin House (Macquarie St); surveyed Lindesay (Darling Point); Fitzroy Terrace (Redfern) and Greenknowe (Darling Point) attributed to him.

- 117-125 Bourke/1-3 Junction Lane and Kidman Terrace once owned by Charles Kidman, great grandfather of Nicole Kidman; Kidman Terrace built by him

- Visual/land usage

- alienated/takenover public lands (eg: 1) the small rest area outside the former Merryfield Hotel, north end of Palmer and 2) the portion of Drivers' Triangle park devoted to the northern portal entry at Flinders. Also Moore Park lands.
- Loo is again expected to give: providing vacant land space for an administration building when the RTA has Loo or William St surplus land which could instead be used with electronic/camera connection (also refer to earlier mention of this building). We're compromised by the tenderer's needs! There was no provision in 94 plans for such a building. Relocate it instead outside Loo, like to the south on one of the RTA's vacant sites (refer to earlier suggestion of the Stanley St site).

Conversely: • use RTA surplus BMW site's Bourke frontage • put it underground before Cahill exit ramp or • under SJYC booth moved slightly north with tunnel/stair access to it and 2nd booth • or within Domain Parking station or on shared site with the Eastern Suburbs railway service yards.

Most of these alternatives would improve its security needs with little compromise to access --- and save money.

Also, what justifies the building's size doubling in Opt A vs Opt B? I still very seriously fear that this is a proposed but undisclosed ambulance centre, repositioned from Palmer St as one display you briefly had at the Centre showed a special lane in red designated 'emergency lane'! Further indication; the surplus shoulder provisions in the William St exit lane: adequate for an ambulance to speed along, past Kidman's rear wall!

- Serious visual pollution in SJYC area: two toll plazas, admin building and elevations, ped footways
- On surface visual intrusion in Palmer of 10 lanes.
- Air space in Feb 94, redevelopment from Cath to William by RTA was intended; if tunnel entrances moved north of proposed site, this risk was higher.

That suggests the RTA values air space development as with Kings Cross Tunnel, which means air space over the lanes between Cathedral and William is at risk. If such air space was to be developed, it would surely result in more traffic congestion, wind problems, visual intrusion, greater density, channelled noise and eventually strained pumping capacity of sewerage out of basin.

- Stanley St ventilation stack: If ventilation resolved by chimney

shafts, what noise will their fan units make? How noxious will be their discharges be? Treated fumes would blow north under prevailing southerly, with probable particle fallout; any new high rises will trap in this basin such exhaust. If RTA's surplus Stanley St stack site is not developed stack will stick there like a sore thumb for years; it is hardly a positive sale point for the site!

- **Dust/debris:** during construction period from excavation and transporting. How many cubic metres of material is to be removed? What land fill will be taken up with such a vast quantity, insulting council sponsored/resident supported recycling efforts? Will it be removed from Loo or Dowling end of bore? Both I suspect.
- **Local bird life:** include currawongs, bulbuls, butcher birds, honey eaters, wrens and new unknown night birds arrived over last 6 months
- **including those specifically relating to pollution**
 - What are projected vehicle flow numbers over time for ED? Have testing results, based on present vehicle count been adjusted for projections? What are the environmental consequences of such test results adjusted for projections? Car registrations are not likely to fall.
 - What base line pollution studies have been conducted re noise, vibration, air, especially at portals and booth locations (1994 issue), including lead poisoning of children?
 - Air/fumes (1994 issue): fumes will be exacerbated by toll collection; cars could well back up to Kidman from SJYC unless electronic; projected volume of traffic flow will worsen conditions.
 - Noise (1994)
 - Construction period: what noise are we to be burdened with? Where will the construction yards be located? On the land south of Cathedral St?
 - Palmer St sound test results provided: nomenclature not consistent to Aust Standards: what does the abbreviation 'leq' mean? Nor do testing methods conform. Would these have been released without our persistence? What were results from other locations tested? Further to these adverse test results, what will be done to mitigate noise?
 - when Joan Bower building (56-64 Palmer) is demolished, sound will enter from parkland under viaduct, reflecting off its undercarriage, bounce off 117-121 Bourke, then get trapped by Kidman and 1-3 Junction.
 - position was shielded from railway noise by existing buildings; when they are demolished, results will surely worsen
 - no full weekend day shown
 - why no internal tests conducted?

- these results are beyond the Standards Appendix B category classifications, and exceed category R6 'areas...with extremely dense transportation' yet sound walls are only a 'maybe' for Kidman

So, sound barriers desperately needed and of say 10 ft height, or at least equivalent to that in Gore Hill freeway and cupped inward at top to trap sound.

- Vibration: a present problem and highly likely to worsen with proposal (raised ca Mar 90 with Cnclr Whitaker).

Comments to RTA's cross section diagram: where this cross section is struck is not indicated per an overhead map; clearly not at the portal entrance as its superstructure not shown; seems (based on depth of southbound pavement) to be north of Kidman but where, assuming mid-block portal between Junction Lane/Cathedral St is only option? Impact of schematic:

- Structural risks to Kidman: excavation called for immediately at the rear of Kidman to provide easternmost footing
- why is William exit lane below existing ground level?
- residents measuring it out find there is not the say 1 m gap before the Kidman wall (Mark's advice 27/9)
- container trucks' high exhaust will spill over Kidman wall
- jumbo tourist buses will likely violate Kidman privacy
- showing a tree is laughable as I doubt very many trees will be planted so close to building frontages. Window dressing.

- Uncompacted soil/underground seepage: of 10 lanes in Palmer, 5 will be traversing over soil previously under houses, hence not compacted. We can anticipate aggravated vibration and broken/stressed road surfaces over time as that ground compacts, let alone risk from underground seepage undermining the surface which has been an on-going problem in Palmer and Bourke (nb: Palmer resurfaced Jan 93; Bourke about 9 Mar 96).

- Civil defense issues:

- overconcentration of essential networks in one area

- Natural disaster risks:

1) earthquakes: impact on alluvial/fill lands of this area:

- risk of impact of liquification or 'mud' being created owing to rise of stressed water table causing it to rise and undermining foundations/road surfaces/rail pylons and flooding approaches/road surfaces calling for specialised engineering considerations (refer: SBS: The Cutting Edge 'Cracks in the Crust' re LA quake by BBC, ref p17 of 12 Mar; also a more important documentary on liquification about the same time (haven't yet

found the program details), focusing on Tokyo liquefaction risk
- risk of railway pylon undermined causing viaduct collapse as in LA and Oakland blocking an ED major arterial connection and immobilising Harbour Tunnel; are pylons on fill or bedrock? Has any geological survey work/drilling been conducted?

2) flood prone:

- there's a history of flooding in downpours in this lowlying area
- will aggravate stress on road surfaces unless addressed

3) underground water streams:

- consistently have caused undermining of road surfaces; calls for specialised engineering considerations

4) Greenhouse:

- would lift local water table as mean high water mark rises
- risk of flooding surfaces in low lying ED spots

- **Amenity**

- parking: residential Bourke St parking loss for say 3 yrs if traffic rerouted or on-site construction worker parking not provided
- heritage: 2 Palmer, 2 Harmer and 4 Cathedral St heritage buildings to be demolished; remaining heritage buildings and streetscape compromised --- 1848-50 buildings, among the Loo's earliest surviving.

- Landscaping/sound barriers: I was told by the RTA, in 1985 when I bought my house, that sound barriers would be 4-5 m in height and in 1987? I believe, landscaped earth banks, trees plus sound barriers would be provided to lessen noise. Trees were also shown in Feb 94 plan and say a 20 m gap between Kidman's rear wall and Will St ramp (re closure: City Eng spoke of post ED Junction Lane would be shortened from 60m to 40m). There are no such firm provisions in current plans because of course an extra 2 tunnel lanes are provided; if sound walls to be provided of what material, what height, how designed? If not to be provided, why? More broken promises.

- Kidman impact:

- vibrations (1994 issue)
- loss of privacy to residents (1994 issue)
- compensation (1994 issue): for 1) physical (emissions) and emotional stress (noise/delay) to residents of prolonged inaction 2) disruption to valuation of property in area now until 2001 as well as since gazetted 20 Aug 1982 2) property structural damage over period due to vibrations

- rectification: alter affected properties for damage to property/amenity by environmental consequences. RTA has only suggested to date: ground floor double glazing and structural pre/post testing. Nothing about insulation or the like. We'll have a challenge there.

Problem

Solution, yet further issues as consequence

- 1) dust/fumes Airconditioning? Yet burden of operating cost
_____/noise: and maintenance/replacement falls on owner; loss of natural ventilation (nb: I haven't been able to sleep with my lane-side second storey window open since the Harbour Tunnel went in, as the morning's peak-hour traffic start up wakes me up!)
- 2) noise: Double glazing? Yet inadequate as Gene says RTA only provides it to ground floor windows; replacement cost falls on me if broken and heritage casements/features compromised.
- 3) noise:
 - Close off my ventilation ducts? Yet wouldn't that constitute a contravention of building codes?
 - Insulate my walls and ceilings? Would need guarantee that the work would be to Aust Standards, not the Tempe experience
- 4) vibration: Cement render my exterior walls to stop soft mortar falling out and my bricks from continuing to slip? But will my mortar damaged, now ill-fitting window frames and door jambs be replaced? What will RTA do if my brick walls/foundations are so damaged that the floor joists collapse?
- 5) structural damage: House inspection for damage during construction period. Is this at RTA/contractor cost? Who compensates beyond construction period?

- Pending other current local projects: Phillip Park usage change; Finger Wharf: if Wharf plans approved, its considerable resident/visitor traffic will join some of Potts Point's up Bourke if wanting to go south on ED --- especially tourist and government buses.

- **Dangerous loads**

- as there are no designated Dangerous load routes, heavy weighted trucks/airport or government buses are highly likely to be routed up Bourke St. Its roadbase cannot at present carry such loads. Weight limits need to be imposed for Bourke St to return the area to tolerable residential conditions.

College/Oxford was proposed in 1994 as a designated route and is still preferred for such southbound vehicles but that likelihood is presently uncertain further to City Council's intentions to close Haig and Boomerang Sts. Bourke appears most likely to be chosen by such vehicles unless restricted owing to its favourable grade; if so:

- we cop noise/pollution then from two sides: Bourke and Palmer
- residential peace and demographic needs are compromised
- underground water will continue to undermine road surface, as has been case over the last few years.

In 1994 Bourke was to be closed at Taylor Sq, yet Rust briefings have not indicated a closure at Taylor Square is a firm intention. Bourke 3 tonne load limit as proposed 1994 is required.

Little chance of Riley being used (due to closures/grade) or Crown (due to grade, excepting if northbound).

- Pedestrian traffic

- pedestrian surveys needed badly
- if Cathedral level crossing retained:
 - risk to pedestrians as vehicles brake/squealing tires with tail enders as they decelerate (causing noise) from freeway conditions --- a further justification for underground from Art Gallery Rd
- pedestrian footway at Cathedral (1994 issue):
 - will be a strain for the aged/infirm of the suburb
 - yet again another intrusion: the car wins; local pedestrians have to climb 1 1/2 or 2 storeys and travel nearly an extra block to get across what now is a level crossing
 - risk of assault/robbery/rape/murder: all it takes is two thugs at each end of ramp and you between them
 - weather exposure
 - most likely disinclination to use
 - must be lit and distracting anti-signage/graffiti
 - mars the heritage streetscape by passing across frontages
- likelihood of pedestrians jumping barriers at northern end of Palmer to cross to Art Gallery area unless of say 3 m height

- Bike rider interests:

- denied access to tunnel; their needs again ignored
- assuming the Bke/Cath bike way remains, it causes risk to pedestrians also using the footway

- Design ambiguities:

- Opt A: what is intended in the north east section of the intersection of Lincoln and Cowper which is not shown on Opt B?
- Opt B: there appears to be no ped crossing over Lincoln for those descending from Art Gallery Road on the north side of the Cahill exit, unless they are expected to walk back towards the city to a dangerous crossing [if that is what that hatching means] on the middle of that descending blind curve leading to Cowper.
[nb: I have not chosen to further comment on either Option A or B, endorsing instead tunnels from Art Gallery Rd]

- Traffic direction/turns

- Leakage: likely to William-Palmer lanes as it appears that Tunnel southbound traffic cannot exit to Macquarie; heavy demand
- William St: proposal calls for cutting flow of traffic to/from Eastern Suburbs. Those going:
 - south: need to turn right at Bourke, then left to Spence Lane ramp. [nb: it is used for those travelling south but as the southbound portal is north of Cathedral that suggests it joins up with the southbound tunnel underground.]
 - west: slowed by right turn into Palmer replacing that now is

served by Riley yet still not adequate; conditions worsened by and William tunnel exit left/right (latter a new interruption). Proposal leads to no resolution of need to clear William St's west flow. It will still be a mess of cross traffic, despite some relief at Crown.

- Palmer St western side between Cath and SJYC:

- 27-51 Palmer: how is access to be provided to the buildings fronting this stretch? No elevations have been provided to clarify this issue. Access will be most difficult owing to the volume of that stretch of Palmer coming northbound from William St
- left turn to SJYC: diagrams first on display indicated to be at two locations: under viaduct (later removed from exhibition!) and at former Merryfield Hotel corner, involving alienation of rest area
- sidewalks: I assume pedestrian path east side between probably Harmer and Cathedral Streets will be lost; likewise for those on western side. An amenity issue.
- cut and cover/tunnel up Palmer: why was this suggestion 1994 abandoned? It has been ignored and in fact stepped away from, by decision to abandon P 10 alternative portal entrances north of Kidman. **Comment:** this is the second most viable alternative to environmental issues being faced by Kidman. I concede the risk of flooding, cost, and earthquake-mud issues but sale/utilisation of air space could mitigate cost issues, provided sensitively planned and designed.

- Bourke St:

- as discussed, is it proposed to be closed, as there has been no clear indication to date? If so where, Taylor Square only?
- it has been claimed there is no intention to reroute traffic up Bourke St during 3 years construction period. If not honoured it will be disastrous, based on the William St underpass construction experience: 24 hours a day using all of the street's four lanes, meaning community dislocation, disrespect and loss of resident parking? We've already gone through all that when the underpass was being built --- and it was hell just to get to the local shop. [I'll only believe Mark's view that it will not require closure after the fact.]
- Loo/Potts Point cars going south enter Spence Lane ramp by a right turn off Bourke Result: 1) heavy traffic up Bourke to south, mainly being Potts Point traffic seeking to save access via William St. 2) if Kings Cross rat run traffic not stopped (route described above), they'll try to use back streets to save William St mess: close off forcing them on to William St or via Potts Pt.

Eastern

Distribution

REF: 041

Environmental Impact Statement

My suggestions or concerns regarding the concepts on display are:

TRAFFIC HAZARD CAUSED BY CONTAINER TRUCKS TURNING LEFT INTO
CLEVELAND ST FROM SOUTH DOWLING ST - CHECK NO WITH POLICE
ACCIDENT. N SOUTH SYDNEY COUNCIL W RTA

JOHN J. ROSE

LICENSEE W OWNERS

BAT N BALL HOTEL

Lane widths improved over outside lane, some
turning improvements.

Date:

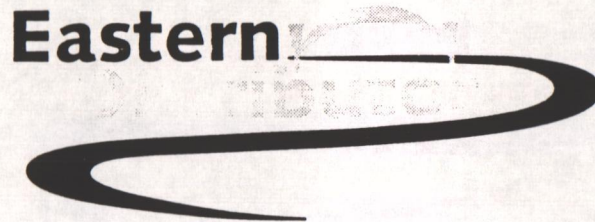
The supply of your details is optional. If you do record your name and address, we can send you more information as it comes to hand.

Name: J. J. ROSE BAT N BALL HOTEL

Address: 111 CLEVELAND N SOUTH DOWLING STS

REDFERN

Postcode: 2016



Environmental Impact Statement

My suggestions or concerns regarding the concepts on display are:

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ACCIDENT N SOUTH SYDNEY COUNCIL W/ RTA

JOHN J. ROSE

LICENSEE W OWNERS

BAT N BANK HOTEL

responded to 30/9/16

Date:

The supply of your details is optional. If you do record your name and address, we can send you more information as it comes to hand.

Name: J. J. ROSE BAT N BANK HOTEL

Address: 111 CLEVELAND N SOUTH DOWLING STS

REDFERN

Postcode: 2016

REF: 036

GARY BROUWER =====

439 LIVERPOOL ST. • DARLINGHURST 2010. • Telephone 015 901 921 • Fax (02) 9326 9237

Dear Sir/Madam,

27/09/96

In relation to the EIS being undertaken by the RTA in relation to the Eastern Distributor project, I request that the following matters be considered.

1. I, and other residents have been concerned about the increased traffic in Liverpool St. (between Womerah Ave. and Boundary St.) for some years. (please refer to enclosed replies from Councillors and Members). The problem was exacerbated by

(i) The opening of the Harbour Tunnel .

(ii) The restriction of traffic in Victoria St. near St. Vincents.

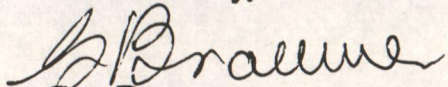
2. This section of road has a dangerous bend and also narrows at this point. This has led to numerous accidents near Womerah Ave. and near Barcom Ave. (Police records will confirm those actually reported).

3. Darlinghurst Primary School has its boundary along this section of road. This is dangerous due to speeding vehicles and possibly vehicle emissions.

4. Liverpool St. may be used as a short cut to evade paying the toll or to avoid other traffic problems that may be created on peripheral streets.

In view of this, we as residents will be campaigning strongly to have this section of Liverpool St. closed to through traffic.

Yours sincerely,


Gary Brouwer.

Office of the Mayor of South Sydney
Councillor Vic Smith

23 September 1994

Mr Gary Brouwer
439 Liverpool Street
DARLINGHURST NSW 2010

Dear Mr Brouwer,

Thank you for your letter of 1 September 1994 concerning the increase in traffic volume using Liverpool Street, Darlinghurst, between Boundary and Victoria Streets.

Council's Director of Public Works and Services has advised that Council's staff will be arranging for traffic counts and speed surveys to be carried out in October, along Liverpool Street, between Victoria and Boundary Streets and also along Boundary Street in the vicinity of Liverpool Street.

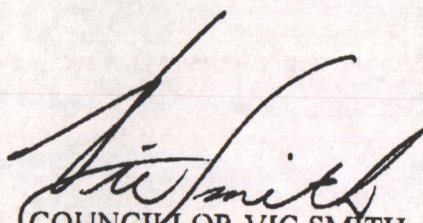
Once this information is available, Council's staff will compare the existing traffic flows with those recorded by the Hospital's consultant prior to the commencement of the alterations in Victoria Street outside St Vincent's Hospital.

The matter will then be referred to the South Sydney Traffic Committee at its meeting to be held on 16 November 1994, for consideration of the necessity of providing traffic calming measures in the streets in question.

I trust that this information is of assistance.

If you require further assistance in relation to this matter please contact Mr Joseph Gomes on 313-0105.

Yours sincerely,



COUNCILLOR VIC SMITH
MAYOR

ALDERMEN'S ROOM

ERSKINEVILLE TOWN HALL

104 ERSKINEVILLE ROAD

ERSKINEVILLE. 2042

Gary Brouwer
439 Liverpool Street
Darlinghurst
NSW 2010

1 October 1994

Dear Mr Brouwer,

Thank you for your letter about increased traffic in Liverpool Street.

Your letter was tabled for mention at our last Traffic Committee meeting and I believe you will have received a reply from Council's traffic engineers.

It is difficult to judge at this stage what will be the final outcome to changes on Victoria Road, but we are certainly alerted to the fact that residential streets such as Liverpool Street may need some protection from extra traffic in the future.

Yours sincerely,



Cr Chris Harcourt
Chair, Traffic Committee .



PARLIAMENT OF NEW SOUTH WALES
LEGISLATIVE ASSEMBLY

MEMBER FOR BLIGH

OFFICE: 58 Oxford Street
Paddington, NSW 2021

PHONE: (02) 360 3053

FACSIMILE: (02) 331 6963

MAIL: 58 Oxford Street
PADDINGTON, NSW 2021

30 September 1994

Mr Gary Brouwer
439 Liverpool Street
Darlinghurst 2010

Dear Mr Brouwer

Ms Moore is away and has asked me to respond to your letter about traffic in Liverpool Street.

You might be interested in attending a meeting that Ms Moore is holding next Thursday, 6 October, about some of the issues that you raised. Representatives of the Roads and Traffic Authority and Woollahra Council will attend to discuss the proposed Barcom Avenue changes.

I enclose a leaflet about the meeting for your information. If you are unable to attend, please contact this office for more information about the outcome of the meeting.

Yours sincerely

Helen Durham
Electorate Officer

COMMUNITY INDEPENDENTS
PO BOX 868
DARLINGHURST NSW 2010
TEL/FAX: 361 4260

23 November 1994

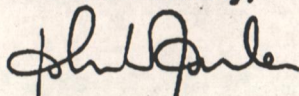
Gary Brouwer
439 Liverpool Street
DARLINGHURST NSW 2010

Dear Mr Brouwer

Recently you wrote to me regarding your concerns with the increased traffic flow along Liverpool Street. In response to your concerns I asked Council, by way of a Minute dated 2 November 1994, to investigate the situation. The response given by Council has been included.

Please contact this office should you require any further assistance with this matter or any other Council matter.

Yours Faithfully,



John Fowler
Councillor
South Sydney City Council



OFFICIAL COMMUNICATIONS SHOULD BE ADDRESSED TO
GENERAL MANAGER, SOUTH SYDNEY CITY COUNCIL
P.O. Box 103, BEACONSFIELD, N.S.W. 2014

THE COUNCIL OF THE CITY OF SOUTH SYDNEY

ADMINISTRATIVE OFFICES:
140 JOYNTON AVENUE, ZETLAND 2017

TELEPHONE: (02) 313 0111
FACSIMILE: (02) 662 6965

Mr Gary Brouwer
439 Liverpool Street
DARLINGHURST NSW 2010

26 May 1994
REFERENCE

T52-00108
JG/fp
WPTRAFIC.1087

Dear Sir

I refer to your letter concerning the use of Liverpool Street, Darlinghurst, between West Street and Boundary Street, by "through" traffic.

Presently Council does not have the resources to carry out any Traffic Management work in Liverpool Street. However, your comments have been noted and the issue of proposed traffic measures for this section of Liverpool Street will be listed for further detailed investigation in the context of Council's five year Rolling Works Programme.

Yours faithfully

J.W. Bourke
JW Bourke
General Manager

11/21 24-4

Public Works and Services Department

MINUTE PAPER

IDT/RM

NETRAFFIC.1726

File No. T52-00108

Subject: **TRAFFIC - LIVERPOOL STREET, DARLINGHURST - REPORTED INCREASE IN TRAFFIC VOLUMES - ENQUIRY BY COUNCILLOR JOHN FOWLER**

Date: 9 NOVEMBER 1994

THE GENERAL MANAGER

In a memorandum dated 2 November 1994 (reference AJF 244), Councillor John Fowler enquired about possible measures to restrict traffic flow along Liverpool Street, Darlinghurst.

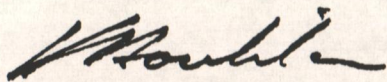
Following similar enquiries received from local residents, Council staff are carrying out traffic counts in that neighbourhood at present. The results will be compared with volumes recorded before roadwork in Victoria Street at St Vincent's Hospital started. These results will not be truly representative of permanent conditions in Liverpool Street, because of the side effects of current works in Victoria Street.

In a separate report dated 8 November 1994 (Council papers 2003642), I have forwarded a copy of a letter dated 27 October 1994 from Mr J Donnellan, Project Manager, GHD. That letter advises that the contract completion date for the work in Victoria Street has been fixed at 30 November 1994.

It would be appropriate to do further traffic counts in Liverpool Street during the 3 months' trial period after that date, while traffic conditions near St Vincent's Hospital are settling down and being monitored. It is anticipated that the completed work will allow traffic flow in Victoria Street to return to normal, with reductions in volumes in streets like Liverpool Street and Burton Street.

The question of any need for Council to pursue traffic management measures in Liverpool Street would be best addressed when all those results for the neighbourhood are available.

This report might be forwarded for the information of Councillor Fowler.



DIRECTOR OF PUBLIC WORKS AND SERVICES

NOTED


GENERAL MANAGER

27/63 Crown Street, Woolloomooloo, 2011
9331 6021

Eastern Distributor
Environmental Impact Statement
P.O. Box 397
Surry Hills NSW 2010

8 October 1996

Dear Sir,

I am writing with comments on the material that is presently on exhibition at the Community Access Centre. I understand that the draft Environmental Impact Statement is nearing finalisation for anticipated exhibition for public comment later this year. I also assume that the object of the present public exhibition is to seek input into the draft Environmental Impact Statement.

I have two main concerns; one relates to the specific implications of the proposal on my own home, the other to the effect of the proposal on the suburb of Woolloomooloo.

My own home is part of a larger development with a Crown Street address; however, my living room and main bedroom both face directly onto the section of Riley Street which runs between William Street and Sir John Young Crescent. It is a two-level home with the ground floor only some 2 metres above the level of the street.

This section of Riley Street carries virtually all of the traffic from the Eastern Suburbs which is travelling north over the Harbour Bridge or through the Harbour Tunnel. This traffic has a significant adverse impact on the amenity of my home. I was, clearly, aware of this when I purchased my home last year. However, I was also aware that the use of this section of Riley Street as a major traffic link to the Bridge and Tunnel was only ever intended to be temporary, pending the completion of the Eastern Distributor (see page 17, point 10, Eastern Distributor Environmental Impact Assessment Report, November 1985 which itself refers to page 19 of the Environmental Impact Statement).

I note that the material on exhibition at the Community Access Centre, in particular, the various plans, do not depict the way in which traffic movements will occur in Riley Street after the completion of the Eastern Distributor. In contrast, such information is provided for other streets in the locality. In my opinion, it is essential for such information to be included in the draft Environmental Impact Statement. I say this not only because of the expectations flowing from the 1985 documents I referred to above, but also because such information is an essential component of the environmental evaluation process.

It is difficult to see how the requirements of the legislation under which the draft Statement is being prepared could possibly be met unless firm proposals for the treatment of existing traffic flows on the streets which presently carry the traffic that will be carried by the Eastern Distributor are comprehensively assessed. To leave this component of the project, which has to be considered as an integral part of the

proposal, to Local Area Traffic Management schemes designed and implemented, by the local council does seem to me to be an abrogation of the proponent's responsibilities.

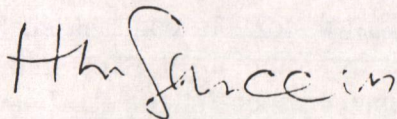
I would ask therefore, that the draft Environmental Impact Statement contains specific proposals for the treatment of traffic flows in the section of Riley Street to which I have referred. Consistent with the pronouncement of the Government in 1985 and present community expectations, this section of Riley Street should revert to its previous function as a local access road carrying two-way traffic, possibly even being blocked off at either William Street or Sir John Young Crescent. Such expectations would be of even greater relevance with the completion of the residential development in which my own home is located which comprises some 146 residential units situated between Riley and Crown Streets.

My other concern relates to the effect of the proposal on Woolloomooloo. In this respect it appears that the suburb will be bisected by a multi-lane motorway at grade for the greater part of its length between the northern tunnel portals and the southern end of the Cahill Expressway. In accordance with the provisions of the legislation that require proper consideration of alternatives, the draft Environmental Impact Statement should contain an explicit indication of the costs of placing this section of the proposal underground. By locating this section of the proposal underground the significant adverse impacts on the amenity of the suburb would be ameliorated, as, indeed, would the adverse effects on the Art Gallery of New South Wales and other areas of heritage significance. The cost of such impacts should be addressed as should the financial benefit that would flow from the disposal of the extensive areas of land that would be released for development were the road to be located underground.

Whilst I appreciate that one of the reasons for the resurrection of the proposal is the Sydney Olympics, it should not be overlooked that the results of the project, in particular its adverse impacts, will be with us for many decades after the 14 days in September 2000.

I look forward to any comments you may have on the above and to the exhibition of the draft Environmental Impact Statement.

Yours faithfully,

A handwritten signature in dark ink, appearing to read 'H.M. Sanders', written in a cursive style.

H.M.Sanders

REF N° 032

164 The Grand Parade
Monterey 2217
3 October 1996.

The Project Manager,
Eastern Distributor Environmental Impact Statement
Community Access Centre
PO Box 397
Surry Hills NSW 2010.

Dear Sir/Madam,

At this early stage, the Exhibition of Preliminary Concept Design raised concerns which are perhaps a little ancillary.

1) Traffic through General Holmes tunnel

When work was done for the third runway the lanes were narrowed. I saw some rather frightening near misses between large vehicles. A "touch" could have caused a terrible accident.

It would appear desirable NOT to narrow the lanes and to ensure some relief by expressway conditions from Southern Cross Drive to Qantas Drive.

2) Traffic south of Endeavour Bridge

Problems are increasing in this area. Solution would appear to depend on the Expressway to Beverly Hills. If this is at present too expensive perhaps the Southern Expressway could be costed as an alternative incorporating an extension for the High Level Woronora River Bridge and upgrading Heathcote Road.

As a lower cost temporary measure perhaps a loop road for south bound traffic could be built under the southern end of the Endeavour Bridge.

2

Traffic could travel by a road, near the river, west of the bridge and join existing roads or a new road near the Kyeemagh Canal.

3.) The Domain

Possibility exists to lower the west bound traffic lanes of the Cahill Expressway through The Domain. This would permit a sound shell to be built over them for concerts etc in The Domain.

I have written to the Minister for the Arts regarding this suggestion.

Yours faithfully,

W L Chapman

WILLIAM L. CHAPMAN

Telephone 02/9587.5801.

CC: Gene Farrugia
Bar Haynes

REF: 028

4/78 Ocean Street
Woollahra 2025

04 October 1996

Eastern Distributor
Environmental Impact Statement
PO Box 397
Surry Hills NSW 2010

Dear Ms Court

I am writing to you as a matter of urgency in response to the community workshop held on Tuesday 01 October.

The OSNOF Committee will be making a formal submission in reaction to the E.I.S. along the same lines as this letter.

Our main concerns are centred: -

- around easy access to/from the Eastern Distributor at Moore Park Road . This access/exit is going to generate considerable traffic. Drivers Triangle is a major intersection, you have not recognised this.
- Anything that prevents Oxford Street and Moore Park Road being opened as "easy", non tolled roads to CBD and the bridge/tunnel.
- Future expansion of tunnel entry/exit in Moore Park Road
- Failure to recognise potential benefits to traffic management in the whole Eastern Suburbs by not building an entry portal to the tunnel in Moore Park Road.

We consider it vital

- that a Regional Traffic Plan be prepared for the Eastern Distributor which takes into account the needs of north/south traffic as well as east/west traffic, which includes measures to divert regional traffic away from Ocean Street.
- Prepare a regional E.I.S. to assess impacts of all new traffic proposals associated with the Eastern Distributor on major streets in eastern and southern suburbs.

You are bound by the E.I.S. on the Eastern Distributor to document all potential impacts of the project both adverse and beneficial

I will document some of the problems that affect the Eastern Distributor directly at the Moore Park Road intersection.

Firstly some of the benefits:

- Tunnels will be 3 lane
- Tunnels under O'Dea Ave, Dacey Ave & Cleveland St.
- Fitzroy St will remain open
- Crown St will remain open
- Exit portal in Moore Park Rd moved east
- Exit/entry at William St & Woolloomooloo
- One way toll
- Eastern Distributor at last being built.

Regional Traffic Problems that Impact on Drivers Triangle

Regional traffic drawn from the area bounded by Alison Road in the south and New South Head Road in the north have two "effective, used and easy" routes into the CBD and access to the bridge/tunnel:

- Anzac Parade
- New South Head Road

Other Streets that could be used are: underutilised because of bottlenecks or street closures

- Glenmore Road, Paddington
- Oxford Street
- Moore Park Road

This causes traffic problems further back

- streets around Centennial Park
- through Paddington, Woollahra
- Ocean Street
- Surry Hills

Over time it has become obvious that building the Eastern Distributor has the potential to solve all of these problems. In 1993 PPK doing research for the Eastern Distributor pointed out local community concerns and suggested potential benefits of a regional traffic management E.I.S.

Plans were drawn up by different lobby groups to Council back in 1993 and presented. It is for you to find those submissions and find out the expectations that were built up.

Particular Problems for Ocean Street. Woollahra

Volume of Traffic

- We now have 40,000 vehicle movements a day, 20,000 more than R.T.A. recommends for a residential street.
- Ocean Street is not a sub arterial regional road which by de facto it has become

- Oxford Street carries 34,000 vehicle movements per day
- Moore Park Road has 3 lanes each way and is virtually empty.

The volume of traffic is caused by regional traffic funnelling into Syd Einfield Drive and York Rd using Ocean Street to access New South Head Road as an "easy" route to the CBD & bridge/tunnel.

Oxford Street & Moore Park Road are under utilised due to bottleneck & street closures - particularly off Oxford Street.

Ocean Street is the only "practical" north/south crossroad between Old South Head Road - Oxford Street and New South Head Road.

How do we Divert Regional Traffic from Ocean Street ?

- Close one right hand turn lane from Oxford St into Ocean St westbound
- Change the sequence of lights at Oxford/Ocean St and Ocean/Queen St to limit number of vehicles entering Ocean, and stop free flow of traffic.
- Close York Rds access to Ocean St and divert it down Oxford St
- Permit access to Syd Einfield Drive from Oxford St/York Rd corner, eastbound so traffic can go around Bondi Junction.
- Consider diverting buses into Moncur St with two aims
 1. Limiting access to Ocean from Oxford, no buses entering; no therefore need for long traffic light times
 2. Limiting the 60 non scheduled buses using Ocean St as short cut to depot at Bondi Junction
- Provide access out of Edgecliff Rd into New South Head - city bound
- Stage 2 of the calming measures for Ocean Street
- Provide more measures to deter through traffic using Ocean St and slow it down

Ocean Street Residential Expectations from Eastern Distributor

Our expectation is that the day the Eastern Distributor is opened, Ocean St will be closed to regional traffic. Traffic will divert along Oxford St and then have the option of using:-

Moore Park Road to access and visa versa

- the tolled tunnel to bridge/tunnel with limited use to CBD
- non tolled road to south CBD, Railway, South Dowling St
- non tolled road for bridge access to/from Flinders St if tunnel entry in Moore Park Rd is not provided.

Oxford St to access and visa versa

- non tolled road to CBD
- non tolled road to bridge/tunnel
- right turns at Bourke & Crown St to provide north/south access
- right turns along Oxford St at Jersey Road, Moncur St, Darlinghurst Rd, Glenmore Rd etc for local traffic

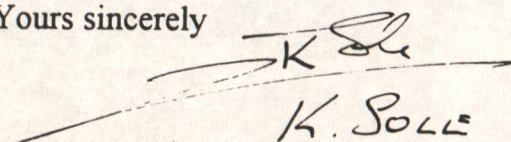
Conclusion

- Access to/from tunnel at Moore Park Road is inadequate to cope with the traffic to use this access.
- Planning for the future, it is inevitable that double entry & exits will be required from Moore Park Road and separately Anzac Parade. They should be planned for **NOW !**
- If tunnel access is inadequate provide alternative "easy" route to CBD, bridge/tunnel.

Overall traffic management schemes for the Eastern suburbs are dependent on the access to the Eastern Distributor. The Eastern Distributor opens opportunities to relieve the traffic problems over a wide area.

Please recognise this in your report in the strongest possible terms. I am at your disposal for any further information

Yours sincerely


K. Sole

3 October 1996

FOR THE ATTENTION OF:

- The Roads and Traffic Authority (NSW)
- Office of the Eastern Distributor E.I.S.
- Minister for Urban Affairs & Planning

COPIES TO:

- Ms Clover Moore M.P.
 - South Sydney Council (Planning & Building Dept)
-

To Whom It May Concern

I am writing in regard to my concerns about the impact of the proposed Eastern Distributor on many Surry Hills and Moore Park residents. I refer, in particular to the proposed surface level sections:

- a) The northern part of South Dowling Street before Cleveland (Surry Hills)
- b) The part running south beyond Cleveland Street (Moore Park residential area only).

I find it difficult to believe that those residential areas bordering the project are being given such little consideration, environmentally.

Whilst many living in the vicinity of both Crown and Bourke Street will benefit greatly from reduced noise and pollution levels, others living closer to the freeway certainly will not and in fact will surely be worse off because of the following reasons:

1. Further alienation from Moore Park because of extra lanes combined with faster and higher volumes of traffic.
2. As well as higher pollution levels, many of the beautiful trees which have been growing undisturbed for many years on Moore Park side of South Dowling Street will be lost.
3. The freeway rated area will not be directly accessible by residents from any of the side streets anyway so what's the point of keeping it at surface level?

In my worldwide travels with work, I find that nowhere else are city freeways being created out of surface roads right beside residential neighbourhoods.

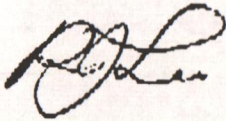
Environmentally minded authorities are tunnelling underground where possible in built up areas. Unsightly above-ground structures are being constructed only because usually it is too late to make a choice. Fortunately, we still have a choice.

Instead of providing a roller coaster section of underpasses, isn't it worth the cost of an extra few hundred metres underground?

We have but one chance to get this right before the year 2000. The roadway is part of our main thoroughfare from the airport to the city and beyond. Therefore I would hope that our future traffic management is enhanced by correct decision making on this important matter now before it is too late.

The eyes of the world will be on us soon.

Yours sincerely

A handwritten signature in dark ink, appearing to read 'Rodney J Lee', with a stylized, cursive script.

RODNEY J LEE
(Concerned Resident)

REF: 021

APT. 21 ADMIRALTY GARDENS

16-24 McELHONE ST.,

WOOLLOOMOOLOO

14. 10. 96

Dear Sir/Madam,

EASTERN DISTRIBUTOR

I have been prompted to write to express the views of my wife & myself & also those living in Admiralty Gardens. The preliminary plans of the "distributor" was viewed at Sydney Town Hall.

NOISE

It was noted that the roadway may be elevated running behind the art gallery. Should this be so then the decibel level will increase. No doubt this will adversely affect -

the art gallery,

the domain,

the botanical gardens,

the residents of Woolloomooloo.

Please note that Woolloomooloo Bay can be likened to a amphitheatre. Sounds now reverberate across the bay. Noise is a problem now. The aim is to have traffic by-pass Woolloomooloo thereby reducing noise.

VISUAL APPEARANCE

If possible it would be advantageous for the distributor to be built below ground level.

Mr. Bob Carr, Premier has already gone on record saying that he hoped that one day the Domain & Botanical Gardens may again be linked by "putting a roof on the road" now segregating the two recreational areas.

It is believed that Concrete overpasses & underpasses do nothing to enhance the appearance of the city & therefore it would be best if the distribution "could be hidden". The second benefit would be noise reduction.

ACCESS

We believe it to be paramount that NO ACCESS be provided to Woolloomooloo. Overturns have already been made to Council to reduce traffic flow through Woolloomooloo. Residents were pleased to hear that the distribution, when built, would materially reduce traffic in Woolloomooloo. No access being available eastward beyond William St. You might be good enough to bear this in mind.

TOURISTS

An increasingly number of tourist now walk from King Cross / Port Bent hotels to the tourist attractions e.g. Art gallery, Gardens, Cinema, etc. We must keep this in mind so as to improve the environment to keep attracting, in particular overseas visitors.

Yours faithfully
R. J. J. J.

50 Lenthall Street
Kensington
NSW 2033
10.10.96

The Project Manager
Eastern Distributor Environmental Impact Statement
Community Access Centre
PO Box 397
Surrey Hills
NSW 2010

Dear Sir,

Following the meeting held at Crown Street on last Sunday afternoon it struck me that Lenthall Street is in a very vulnerable position. We carry in excess of 10 000 vehicles daily largely as a result of commuters using our street as a short cut to gain access to Southern Cross. If the proposals go ahead as now planned, traffic wishing to travel to the north from the Randwick area will, by using Lenthall Street, save themselves at least two sets of lights. If they use Todman Avenue, which is presumably the intended route as it is designated as a sub arterial road, they will have to wait at lights to turn right onto the existing South Dowling Street, and then wait at the lights at O'Dea / Dacey before finally joining the freeway. Experience has shown that the speedsters who use our street will not chose this option.

I am at a loss to know what our position is. Randwick Council, in recognition of the way our street is abused, carrying more than twice the volume of traffic prescribed for local streets, has passed a resolution and then re affirmed the decision to partially close the street. This would halve the traffic and bring it back in line with the upper limit for local streets. However, for reasons best known to themselves, a powerful faction, albeit a minority, of Randwick councillors do not favour any reduction in the volume of traffic using Lenthall Street. I had the impression last Sunday afternoon that the gentleman running the meeting, having spoken to an unspecified councillor, dismissed all possibility of Lenthall Street's load being lightened by partial closure. This certainly is the impression one member of Randwick Council has continually sort to portray despite the irrefutable fact that the majority of the council supported the move on two occasions. The finding of the Traffic Authority Regional Tribunal on 19th Sept. 96 was not that the partial closure should not go ahead, but that a full traffic study of the local impact should be implemented first. We have repeatedly requested such a study so we are extremely frustrated to be told that this lack was the reason for our failure and angry that the representative from the council failed to attend that important meeting. Also, apparently, at the time of the hearing no one had any knowledge of the Eastern Distributor although a matter of days later the first public exhibition of the plans were advertised. This surely has relevance to our plight and should have been taken into consideration.

This ambiguous attitude by Randwick Council could well mean that if we do not fall within your immediate brief we are going to be sacrificed. As our excessive traffic is a direct result of Southern Cross Drive it could be claimed that you have

a moral obligation to try to protect us. Possible solutions could be to extend the tunnel entrance further south so that it would not be possible to access it from Link Road, or, at least, by the less costly option of creating low cement road dividers, prevent cars crossing two or three lanes of fast moving traffic in what, anyway, would have to be in a potentially dangerous manner. Alternatively, roundabouts replacing the lights at Todman and Dacey would, I suspect, be less of an interruption to the progress of impatient commuters. A third solution would be to do what should have been done initially and create slip roads at the intersection of Southern Cross Drive and Gardners Road. The absence of these has funnelled traffic, which would otherwise have exited earlier, into West Kensington .

Our street is designated as a local street. It was not designed to carry heavy traffic and it is simply neglect by our council which has permitted the traffic to increase to its present distressing level. You can alleviate the impact on streets which directly connect with Southern Cross, please do not ignore us because we are a few metres removed. Our situation is as a direct result of our proximity to Southern Cross and your power in determining our future is paramount.

Thank you for the trouble you have taken with the meetings to inform people of the possible effects of the Eastern Distributor. The small group format allowed everyone to express their concerns. Regrettably, I have to admit it did little to reassure me that we would not be caught in the political mangle!

Yours faithfully,

G A Greenaway
G A Greenaway

REF: 019

Eastern
Distributor

Environmental Impact Statement

My suggestions or concerns regarding the concepts on display are:

SEE ATTACHED STATEMENT

Date:

The supply of your details is optional. If you do record your name and address, we can send you more information as it comes to hand.

Name: DAVID AND SUSAN CHESSELL

Address: 69 DOMINION CRT

DEALIN

4CT

Postcode: 2600

69 Dominion Cirt
Deakin. ACT 2600
11 October 96

Eastern Distributor
Environmental Impact Statement

We have just made the mistake of buying an apartment in the Domain apartment block on Sir John Young Crescent. Shortly after, we saw the notice of the Exhibition of Preliminary Concept Design of the Eastern Distributor in the SMH (28/9/96).

The info-line number given (9699 4106) is not answered. Both my husband and I spent a morning ringing it. It is the only number given in both the newspaper advertisement and in the Eastern Distributor brochure. We both had to ring around the RTA and be directed through numerous people to get any information. I think this phoney number is rather worrying and can only believe it is deliberate policy to cut down enquiries.

This is also the number for finding out about local discussion groups. Would you send me information about any Woolloomooloo residents groups, please?

After examining the plans, including Woolloomooloo Options A and B, it seems obvious that there has been no attempt by the planners to consider the impact of the proposed development on the residents of the Woolloomooloo area. The whole ugly freeway system is directed down what is now an average sized suburban street (Palmer Street) and the plans indicate two toll stations in front of our apartment building. This will cause a huge increase in noise as traffic screams to a halt to pay tolls and roars off after leaving the residents to inhale the fumes that are left behind.

Given the deleterious effects on residents' amenity and health, the proposal to erect tolls in a residential area is extraordinary. It necessitates a widening of the freeway and will lead to a huge increase in noise. By positioning the tolls as proposed, it means the consequent build-up in traffic and pollution will be in our residential area. The amount of fumes will increase considerably raising concerns for the health of the unfortunate residents of this area. Is there no non-residential area where the tolls could be collected? Why add to the fumes that are already a problem in the inner city? Have any studies been undertaken on the health aspects of the proposed development?

As to the aesthetics of the proposed development, the cheap and nasty solution of a freeway will be an eye sore that will be regretted in the future. It cuts what is now an historic area in half and people will have to contend with a huge freeway rushing past their homes. It denies any pedestrian access around the area.

Option A: Tell me I am wrong, please, but it looks like an elevated freeway which has been so discredited overseas in both Asia and the United States. The only use for such areas are as scenes for murders and drug deals in movies and, regrettably, in real life. Do we seriously want to introduce areas like this into Sydney? Woolloomooloo residents currently have easy access to the City, the Cross and the waterfront. This access would be severely curtailed.

Option B: Not much better.

No consideration seems to have been made for the unlucky local residents. I am sorry that you have a traffic problem but does it all have to be "solved" outside my window? Have you considered putting this development underground or in a tunnel in residential areas?

By the way, I notice a big increase in homes for sale in Woolloomooloo in the SMH (12/10/96). The well-heeled are on the move and what sort of society will be left? Have you considered that you will be creating a ghetto on the edge of the city? This plan may seem like a quick fix for the 2000 Olympics but what will the real social cost be?

Yours sincerely

S. N. Chessell

Susan Chessell

I am sending a copy of this statement to the:
NSW Minister for Transport, Brian Langton
Federal Member, Peter Baldwin
State Member, Clover Moore
South Sydney City Council
Sydney City Council, Frank Sator

15 October, 1996

The Project Manager
Eastern Distributor Environmental Impact Statement
Community Access Centre
PO Box 397
SURRY HILLS NSW 2010

Peter Egan
71 Hopetoun Avenue
Vaucluse 2030
Ph 015 896 603
9337 1237

OBJECTION TO PARTS OF THE PROJECT

I strongly object to certain aspects of the Eastern Distributor proposals.

The proposals for Sir John Young Crescent intersection (see figures 1 & 2 attached) are an environmental disaster of the first order. The three storey (9m high) overpass will totally alienate Woolloomooloo from the Domain and vice versa. The area will be so pedestrian unfriendly it will effectively become a no go area.

Figures 1 & 2 are virtual twins and suggest lip service was paid to a serious analysis of the options. An underpass is quite feasible and should have been one of the options on public display. I have marked a possible grade for an underpass on figure 3. The underpass should be designed such that it can be covered over when electronic toll systems make toll gates redundant. Victoria will introduce such a system for its City Link project. The toll gates may be redundant before they are completed.

Any services that are in the way of an underpass should also be relocated away from an overpass as they would be inaccessible and are unlikely to have been designed for an extra nine metres of fill over them. Services are thus not a real consideration in the choice between under and over passes.

An underpass by not creating enclosed spaces for pedestrians will be infinitely more people friendly. Compare the Warringah Freeway at North Sydney with the M4 overpass at Silverwater Road for the difference between under and over passes.

The underpass should extend to William Street and be enclosed as a matter of priority so Palmer Street can be restored to a fairly normal city street and the RTA can earn money from the sale or lease of land..

The underpass should also extend to the Cahill Expressway tunnel and be enclosed, as part of the current works, from Art Gallery Road to the tunnel. Entry/Exit ramps, although undesirable, can still be provided to link with Macquarie Street. The new ramps can be considerably steeper than the current ramps. The rows of large trees on the Freeway median strip should not be disturbed. The aim should be to restore the land profile of the Domain to that which existed before the Cahill Expressway was built. This project represents an historic opportunity to achieve this goal.

The William Street intersection (see figure 4) as currently proposed uses way too much land even if it is owned by the RTA. More attention needs to be paid to the local environment and to the revenue from the sale or lease of the land and air-rights once the road works are complete. Other options are possible (see figure 5).

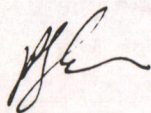
As there is currently no southbound access to the existing underpass at William Street the proposal for access at William Street should be reviewed. The toll is to applied only to the north bound lanes so the provision of southbound access provides no revenue unless electronic tolls are introduced. Provision of access will attract traffic to William Street that currently finds another way to its destination.

Manual and machine methods of toll collecting are very inefficient, requiring huge capital investment and ongoing labour costs. The toll collection points are severely restricted by land requirements and the need to stop all vehicles where a toll is collected.

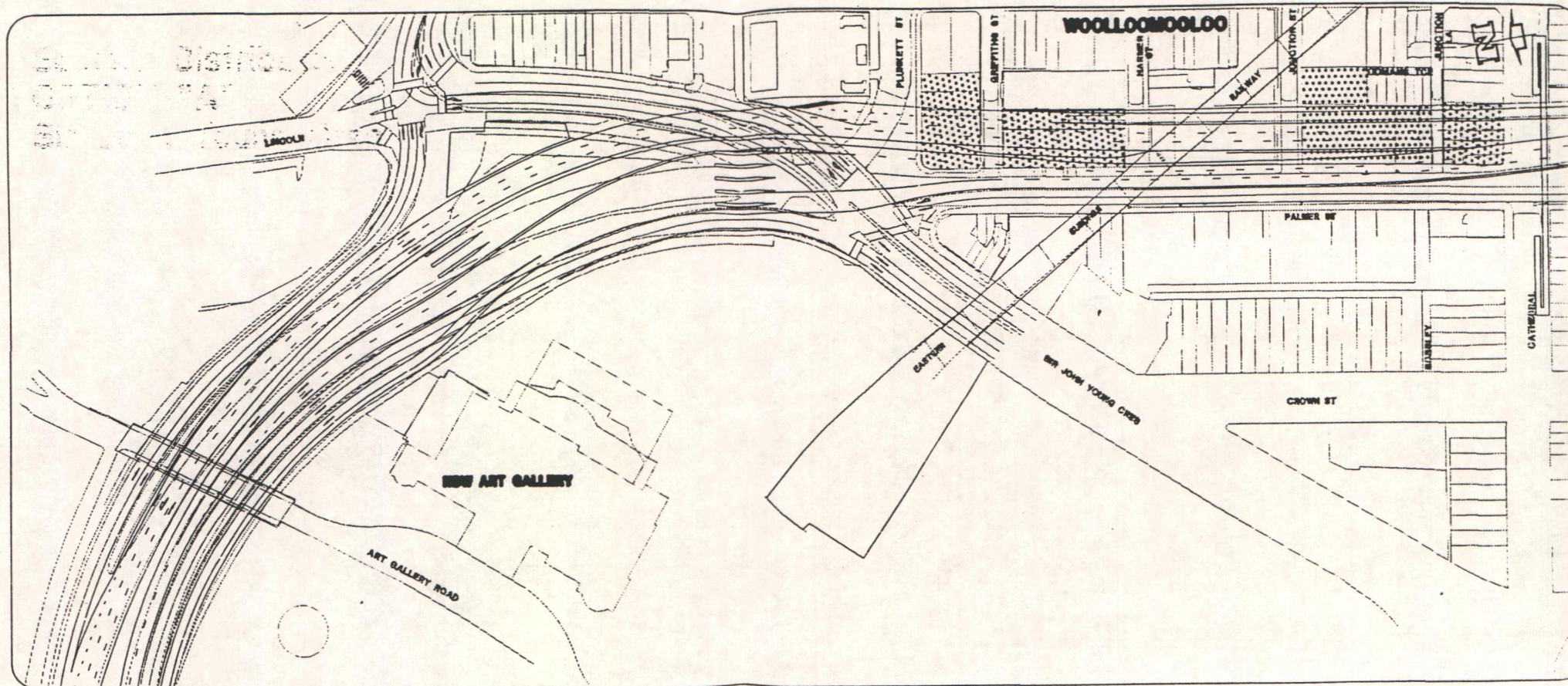
From a revenue perspective tolls should be collected for the portion of a toll road travelled by every vehicle. Traffic exiting the northbound tunnel at William street will not pay a toll which will encourage more vehicles than otherwise to exit there. The savings made by not providing for manual and machine methods of toll collection can be shared with drivers as an incentive to fit the appropriate devices. A surcharge can be applied to drivers who do not fit the devices which, as a last resort, can be collected from vehicle owners when they register their vehicles.

As there is still a few years before the City-Link project and the Eastern Distributor are completed, a common electronic toll system should be developed for Australia. Devices to collect tolls could be installed by vehicle manufacturers. Thus the Government could apply tolls to many more roads to fund their construction or discourage their use. The in-vehicle device should receive information from the system so the driver knows a toll is being collected and how much.

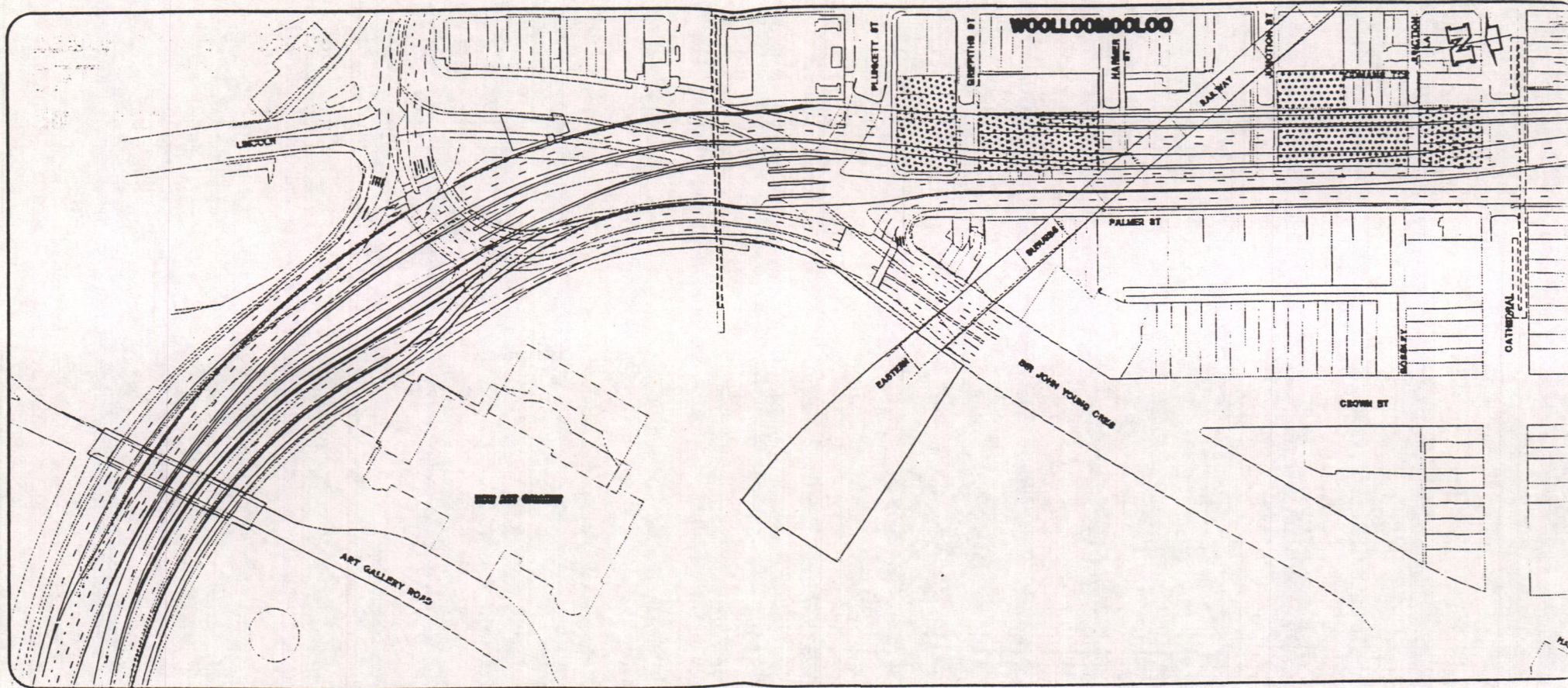
Yours faithfully,

A handwritten signature in black ink, appearing to be 'Peter Egan', written in a cursive style.

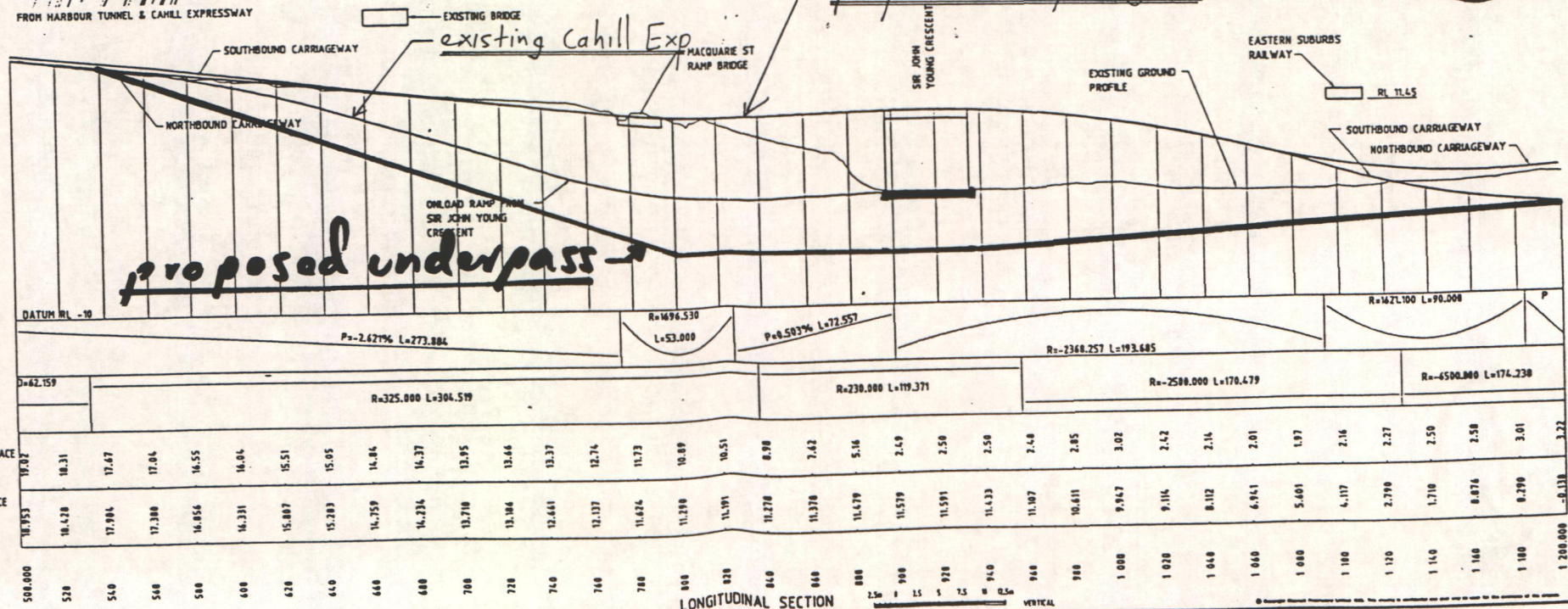
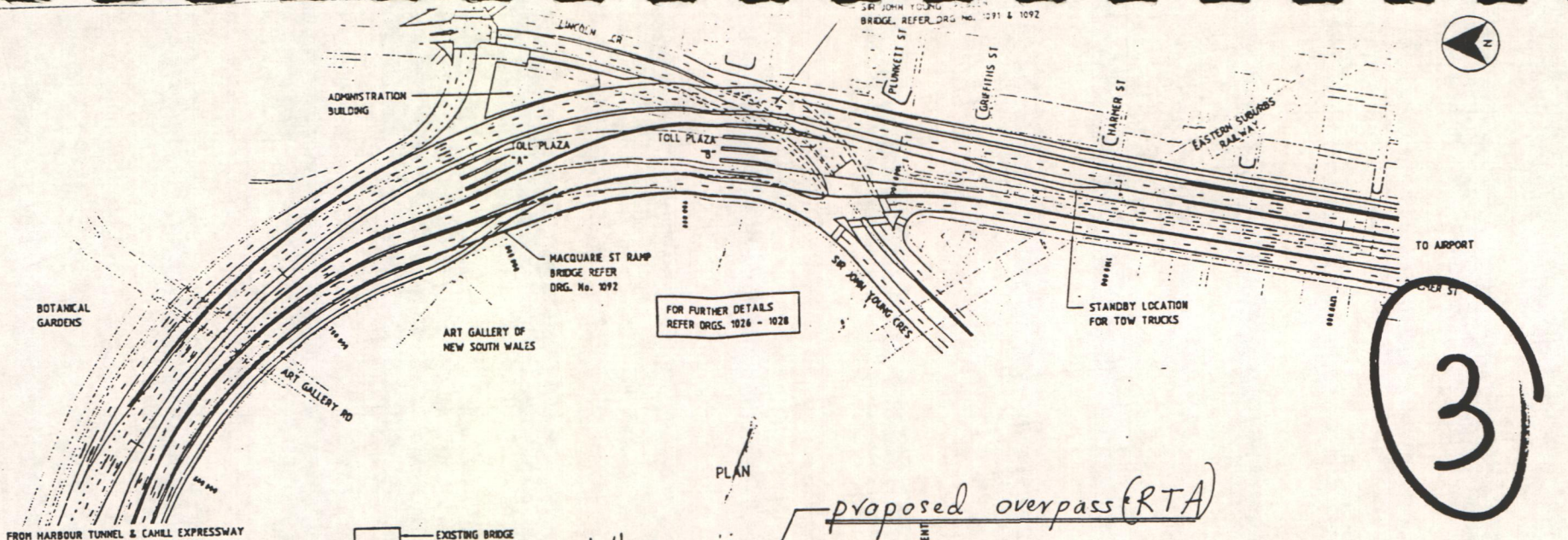
Peter Egan



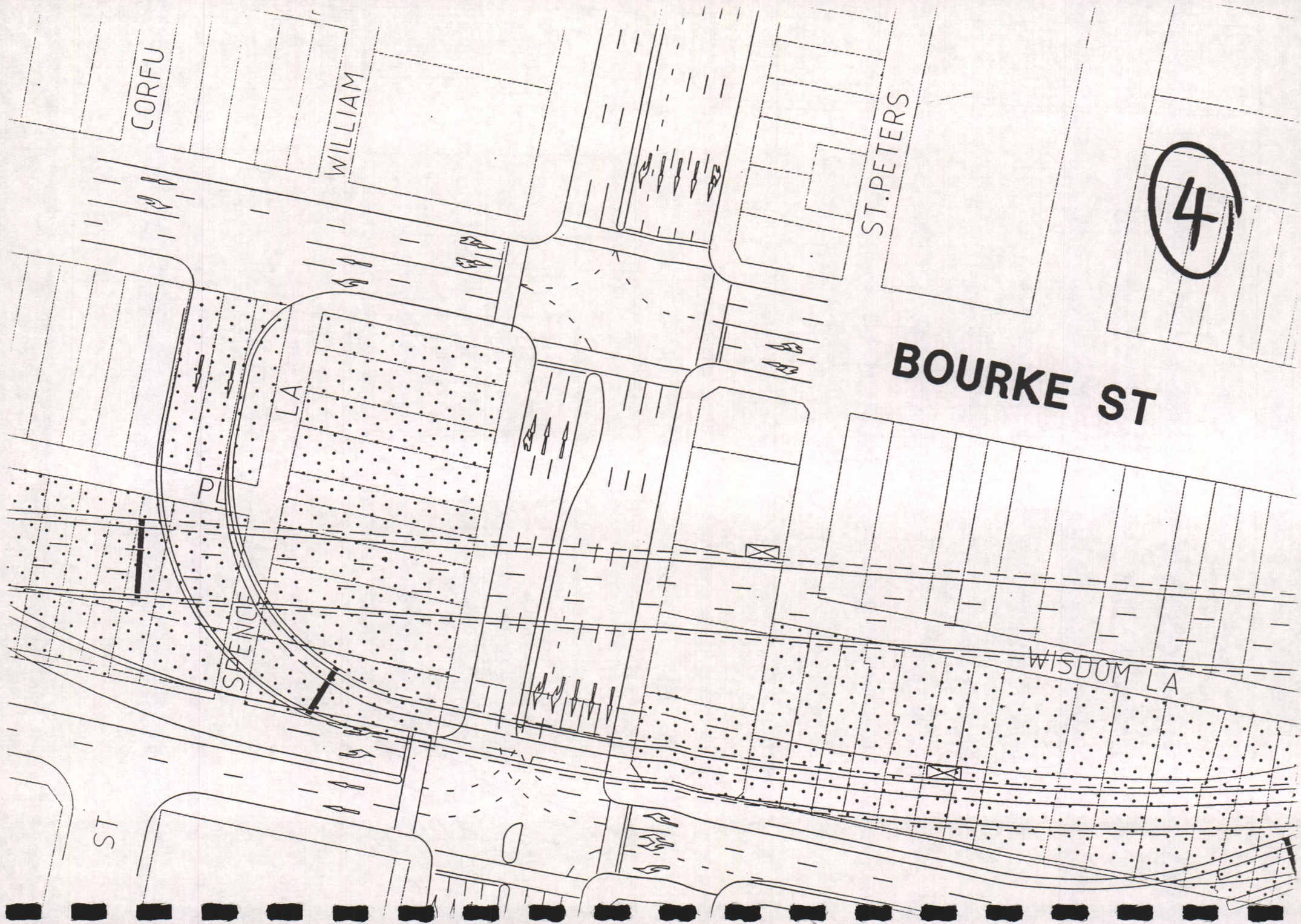
1



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MAUNSELL PROPRIETARY LIMITED A.C.N. 601 810 884		EASTERN DISTRIBUTOR NEW SOUTH WALES CAMILL EXPRESSWAY TO SOUTHERN CROSS DRIVE		LOCATION: EASTERN DISTRIBUTOR DRG. TITLE: PLAN & PROFILE NORTH & SOUTH ALIGNMENT CH. 600 - 1200 DRG. No.: NS93/1006/00 REV A	
STATUS: CONCEPT COMPLETE		Leighton Contractors Pty Limited Level 10, 12 Help Street Chatswood NSW 2067 Australia			



CORFU

WILLIAM

ST. PETERS

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BOURKE ST

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