

CORFU

WILLIAM

ST. PETERS

5

BOURKE ST

William St

enclose access ramp

WISDOM LA

Palmer St.

ST

SPENCE

LA

PL

4/78 Ocean Street
Woollahra NSW 2025

8 October 1996

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

Dear Ms Court

In addendum of my letter of 04 October 1996, I wish to elaborate a little more on the impact of the Eastern Distributor on Moore Park Road, Flinders Street and Bourke Street.

The opening of the Eastern Distributor will ease the bottleneck around Taylor Square and Drivers Triangle.

This in turn will allow regional traffic problems in Ocean Street, Paddington, Woollahra, Moore Park etc. to be addressed. Along with extra traffic generated by Fox Studios and main events in the area.

This will result in a large increase in traffic using Moore Park Road.

Because Moore Park Road, does not have its own entry portal into the Eastern Distributor tunnel, it is in conflict with Anzac Parade. There is one lane into the tunnel for both streets controlled by traffic lights.

There is also conflicting traffic from

Anzac Parade into
Flinders Street
Fitzroy St
Moore Park Road

Moore Park Road into
Flinders Street
Fitzroy Street
South Dowling Street

So we still have a bottleneck for traffic entering the tunnel.

However we do have the opportunity to allow non tolled traffic to proceed up Flinders Street, across Taylor Square into Bourke Street and so go to CBD, bridge tunnel. This would provide an 'easy' 6 lane highway from Syd Einfeld Drive, Moore Park Road, Flinders Street, Bourke Street with off ramps to Eastern Distributor, South Dowling, Flinders, Oxford Street and bridge/tunnel - this solves so many problems for the whole Eastern Suburbs.

It is also important to keep non tolled traffic from South Dowling Street separate from non tolled traffic from Moore Park Road/Anzac Parade. South Dowling Street has good access to tunnel, Syd Einfeld Drive traffic does not.

I would point out that O.S.N.O.F. (Ocean Street Not Ocean Freeway) has been one of the main lobby groups keeping the Eastern Distributor on the political agenda all these years. We have earned the right to be heard and have our problem addressed.

In conclusion:-

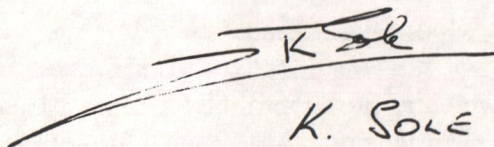
You must allow for a large increase in traffic at Moore Park Road.

You must allow at the design stage for future placement of tunnel and portals at Drivers Triangle.

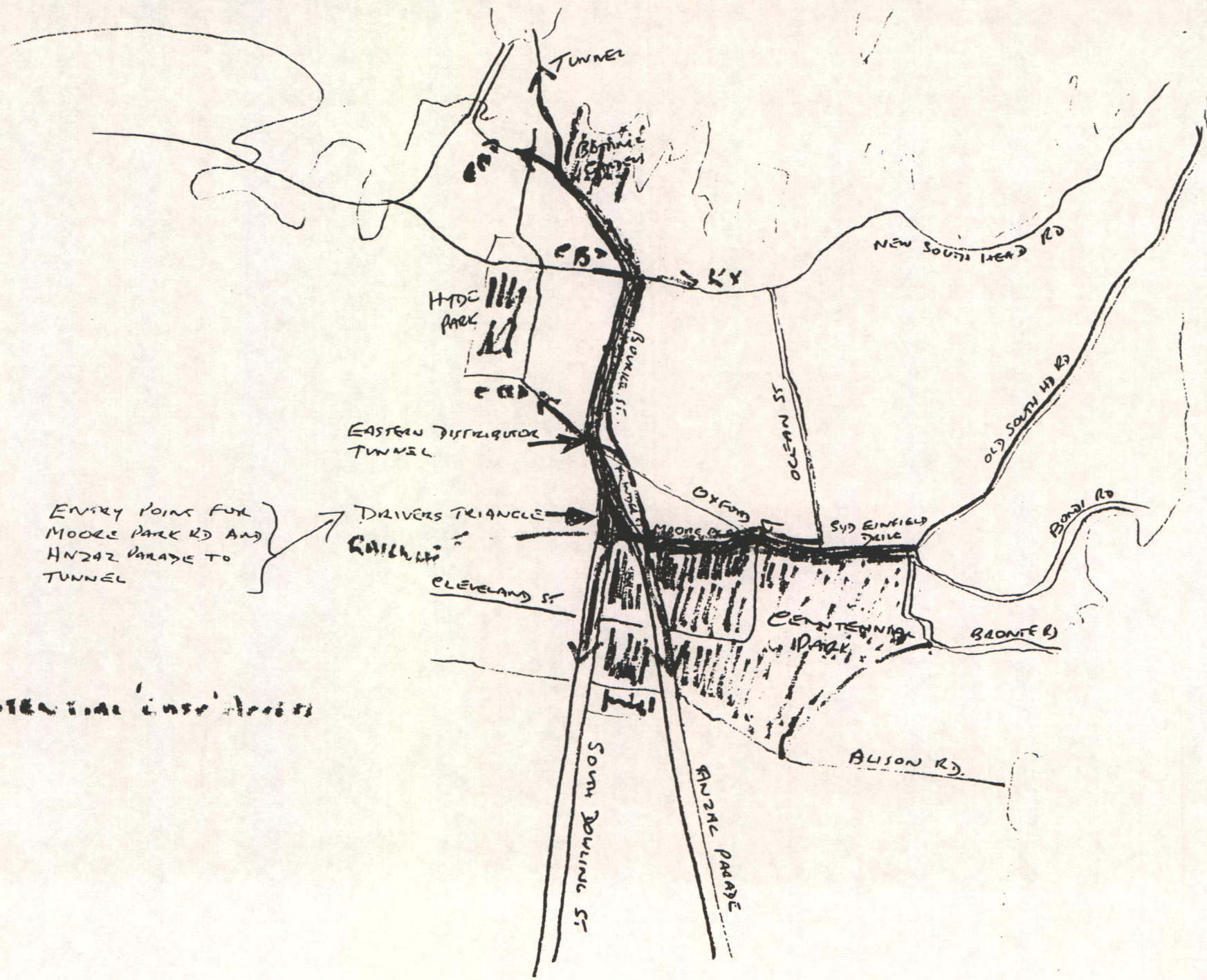
There must be a regional traffic plan prepared for the Eastern Distributor that takes into account the needs of North/South traffic as well as East/West traffic, which includes measures to divert regional traffic away from Ocean Street.

Lastly, prepare an EIS to assess impacts of all new traffic proposals associated with the distributor on major streets in Easter & Southern Suburbs.

Yours Sincerely



K. SOLE



ENTRY POINT FOR
MOORE PARK RD AND
HN242 PARADE TO
TUNNEL

DRIVERS TRIANGLE
RAILWAY

-> POTENTIAL 'CRASH' AREA

Moving
people
not cars

TAG
Transport Action Group
Against Motorway widening

PO Box 333
Bexley NSW 2207

TO: Victor Yeung, DUAP *w/zh*

FROM: Gavin Gatenby, TAG

DATE 1.9.96

TWO PAGES TOTAL

Eastern Distributor Environmental Impact Statement

It has come to our attention that a meeting was held last week involving DUAP, RTA and local government in relation to the above proposal. At the meeting we understand that DUAP called for stakeholder groups to raise any matters which they felt should be dealt with in the EIS.

I must vigorously protest that this meeting was called without notifying relevant interest groups such as Transport Action Group, Action for Public Transport, National Trust Total Environment Centre, etc.

I further understand that you agreed at this meeting that concerned groups have until Tuesday (3.9.96) to make submissions in this matter.

Transport Action Group makes the following submission in relation to matters which the proponents should be instructed by the DG DUAP to specifically discuss in the EIS:

1. Oil availability in the short to medium term and its economic impacts

Highly respected oil industry analysts are warning that the world is approaching the midpoint of oil depletion. The pessimistic prognosis (Petroconsultants, Novum Corp, Brian J. Fleay) is that midpoint will be reached around the year 2000. The optimistic forecast is that it will happen in 2010 (US Geological Survey). Nobody in the oil industry is forecasting a scenario more optimistic than the USGS prognosis.

From midpoint, supplies will decay exponentially until conventional oil will be totally depleted in 2050 (or about 2055 in the optimistic case). Australia is particularly vulnerable to the decline in oil because our domestic fields are drying up rapidly and only very small and difficult to exploit fields are expected to be found in the next few years.

Obviously the economic and social effects of this will be colossal because there is simply no known fuel which can replace, in quantity or quality, the cheap conventional oil fuels which currently support our economy, particularly in the transport sector. Assuming that the project was constructed by 2000, the probable effects of oil depletion within the

first decade after construction include:

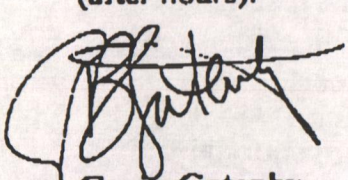
- A doubling of current petrol, diesel and Jet-A1 prices in real terms
- Heavy fuel and car taxes and other government measures to discourage road vehicle use
- A sharp decline in private motor vehicle travel
- A steep decline in passenger air travel and air freight.

Excellent, highly detailed and credible material on this question is now available. Of special note is Petroconsultants' study *The World's Oil Supply. 1930-2050* by CJ Campbell and JH Laherrere. I will post you selected key extracts from this report on Monday. You should also refer to *Decline of the Age of Oil* by Brian J Fleay, Pluto Press. Sydney 1995. which provides considerable detail on the Australian context. Brian Fleay can be contacted on 09 328 7065.

2. Competition between the tollway and New Southern Railway

There is now considerable evidence to support the view that new motorways, (or other road capacity increases) draw patronage away from public transport and that this is an economically destructive form of competition (pers comm Michelle Zcibots, UTS). It should be noted that the proposal is in direct competition with NSR for patronage. The effects of this should be fully discussed.

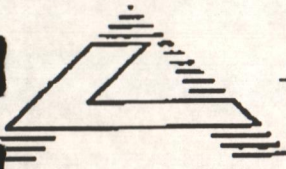
Please confirm receipt of this submission by phone on 02 9567 8502 (after hours).



Gavin Gatenby

Transport Action Group.

Copies to: APT, National Trust, TEC.



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

P.O. Box K606, Haymarket N.S.W. 2000, Australia

2nd September 1996

The Director,
Department of Urban Affairs & Planning
attention: Mr Victor Yeung
fax 9391-2151

Dear Sir,

Eastern Distributor EIS Guidelines

I understand that your Department has met with the RTA and local government in order to prepare guidelines for the proposed Eastern Distributor Stage 3 toll road. I understand that it was decided to exclude community groups from the process. I would like to present some matters which I suggest should be included as EIS heads of consideration and/or as special requirements.

The economic assessment should take account of the extra traffic which will be generated by the proposed tollway and show the costs due to such traffic. This induced traffic is referred to in, for instance, *Travel Demand Management Guidelines* (Austroads AP117) and *Trunk Roads and the Generation of Traffic* (U.K. Dept. of Tspt). Both of these should be readily available within your Department and the RTA. Note that Booz-Allen in *Road Transport - Future Directions*, advised the RTA that the RTA's practice of building roads in urban areas in order to "cure" congestion was ill-advised, and that time lost due to peak congestion stands to increase 600% by 2011 if current roadbuilding policies continue.

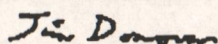
The economic assessment should address the need for re-negotiating the contract for the New Southern Railway if a competing road project, such as the proposed tollway, is built. This feature of the NSR contract was reported in the *Herald* on 23rd October last year.

The EIS should also discuss the issue of the dwindling reserves of cheaply-recoverable crude oil, which may lead to major price rises of oil-based fuels and thence of long-distance air fares. Such price rises could well discourage both domestic and international air travel, and therefore affect the number of passengers using Sydney Airport. If the EIS predicts continued growth in airport usage, it should explain why it expects this growth to occur despite possible sharp rises in air fares.

The EIS should also address the effect of the proposed expressway on the income, and therefore the ease of sale or privatisation, of the Federal Airports Corporation. We understand that this Corporation is dependent on car parking charges for 45% of its income, which has a direct bearing on its ability to fund its capital works and other budgets. We are concerned that any bias on the behalf of the Corporation to encourage access to Sydney Airport by car may not be in the public interest. We think that traffic generators like airports are best served by public transport. We also suspect that the Corporation would attempt to externalise, to Councils or the RTA, the costs of any additional roadworks which might be required to serve the airport.

I refer to the many recent studies, prepared for all levels of government, which have emphasised the need to shift the travel modal-split in Sydney toward public transport. The EIS should also attempt to reconcile these studies with perverse government actions, again at all levels, which are perceived to reinforce and encourage additional journeys by private car.

Yours sincerely,



Jim Donovan

Secretary (02)9351-3516 (w) or 018 609 208 (mobile)

Eastern Distributor

Environmental Impact Statement

My suggestions or concerns regarding the concepts on display are:

In general, full support for Eastern Distributor.

For help in returning our neighbourhood to streets rather than thoroughfares, we suggest

1) Alhuni St. become 2-way from Elizabeth to South Dowling

2) Crown St become 2-way

3) Burke be blocked at Taylor Square

We also fully support the use of the light rail and hope it can be extended up Oxford St and perhaps eventually on Cleveland to help the East/West traffic flow.

Date:

10-10-96

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:

Barbara Campbell

Address:

20/300 Rileys St.

Sunny Hills

Postcode:

2010



16 October 1996

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

Fax 9699 4107

To the Coordinator

I attended a meeting for local residents in the Cathedral Street area on Thursday 10 October and wish to add another issue to the EIS list that was assembled that evening.

Areas of the land currently owned by the RTA are leased for use as car parks. To a large extent, these car parks are servicing businesses which are a part of the Woolloomooloo community. What will be the car parking provision in Woolloomooloo when this land is resumed by the RTA for road construction?

I also understand that Woolloomooloo is Sydney's first community village. It would be outrageous to have this important historical area cut off from the city by a visual, noise and grime polluting multi-lane expressway. I totally endorse the recommendation to put it underground from the Cahill Expressway.

With thanks

Rick Bloore
Director

INTELINK PTY LTD

ACN 001 282 793

98 BOURKE STREET

WOOLLOOMOOLOO

SYDNEY NSW 2011

AUSTRALIA

PHONE (02) 358 5333

FAX (02) 357 7078

MARKETING STRATEGIES

POSITIONING

BRANDING

CORPORATE IDENTITY

STATIONERY

FORMS

CORPORATE PROFILES

BROCHURES

ANNUAL REPORTS

PROMOTIONAL MATERIAL

PACKAGING

EXHIBITIONS

SIGNAGE

REF: 017

RUST PPK Staff Member _____

Office _____

Conversation with _____

Job No. _____

Firm _____

Date _____

Phone Number _____

Time _____

Project

Action

- * Long way for people to travel to get to Moore Park
- Parkham street proposal for pedestrian bridge badly sited.
Close to lights on Cleveland Street on junction
- Should be at least one crossing
- Moore Park Trust looking at ped needs from wrong
- Lobby in favour of closing Phelps St + providing noise buffers

ph: 07
SS 5880042
Mike Taylor
35 Sanders Drive
BONOGIN 4213
aid.

Distribution

Eastern Distributor

Environmental Impact Statement

My suggestions or concerns regarding the concepts on display are:

1. The proposed Eastern Distributor has focussed too exclusively on the north-south traffic flows, and has given inadequate attention to the impact the new arrangements will have on east-west flows. The long-standing bottleneck for traffic coming down Moore Park Road to the city will still occur.
2. There is a need for two west (i.e. City) bound lanes of Moore Park Road to go under Anzac Parade and South Dowling Streets and come out below in Fitzroy Street. This is possible because of the way the land falls, and should have been done a few decades ago. This would encourage traffic originating in Bronte, Coogee, Randwick, Waverley, Bondi Junction, and suburbs further to the east to use Moore Park Road, for which it was originally designed.
3. There should either be no toll or it should be applied to all traffic originating in the south-east and east of the Distributor. Otherwise, motorists who want to join the Cahill Expressway will simply make a point of using Ocean Street and New South Head Road (and William Street) in order to avoid paying the toll. The pressure on those roads is already intense; it will get worse unless toll-dodgers have no incentive to use them.
4. Toll-dodgers could also use Oxford Street and Darlinghurst Road or various small streets to enter the Cahill Expressway. Surely, part of the point of this exercise is to remove through-traffic from these neighbourhood streets.

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: Warwick Mayne-Wilson

Address: 55 Ocean St.

Woolahra. 2025

Postcode:

REF: 023

BILL REVELL
25 LITTLE RIVER ST
SURREY HILLS
NSW 2010
11.10.96

EASTERN DISTRIBUTOR
ENVIRONMENTAL IMPACT STATEMENT
PO BOX 397
SURREY HILLS NSW 2010

Dear Sir / Madam,

Regardless of particular funding arrangements for projects such as the proposed Eastern Distributor ultimately the cost is met by the community.

As long as community resources are being channelled into roading projects such as the Eastern Distributor they are not going into developing an alternative transport network based around a comprehensive public transport system and pedestrian and cycle ways.

Major roading projects provide, at best, a short term easing of road congestion. In the process however they produce a relative worsening of pollution and delay, complicate and make more expensive the inevitable transition to an environmentally responsive and sustainable transport system.

This point will need to be made over and over until as a community we are able to adopt a medium to long term and global view of the transport issue.

Yours sincerely

LNR 11

Attachment A - Minutes of Meeting with Antique Centre

Eastern Distributor Environmental Impact Statement

Minutes of Meeting

Date: Friday 20th September 10.30am

Attendees:

Neil Burley - Sydney Antique Centre
Chris Higgins - The Design Establishment
John Coady - Project Planning Associates Pty Ltd
Michelle Gordon - Kortlang
Harvey Sanders - Design Collaborative
Gene Farrugia - RTA
Fiona Court - Rust PPK

1. The Antique Centre requested the EIS designs adopted two curbside northbound lanes, the curbside lane having parking available during the non-peak period.
2. Parking restrictions behind the Centre were questioned. Rust PPK advised this was a local Council matter and would be addressed through the Local Area Improvement program Process.
3. Antique Centre representatives expressed concern about Local Area Improvement Program process and its connection to the EIS process. The two should not be divorced. Concern was expressed that the REF process may compromise the results of the EIS. RTA advised that parking restrictions on major arterial routes may be subject to review when necessary in the future, regardless of immediate conclusions of EIS/REF. The process of undertaking some studies post EIS preparation was questioned in terms of fulfilling the requirements of the EIS. Rust PPK to respond at next meeting.
4. Landscaping Masterplan for South Dowling Street. Concern was expressed that the Masterplan was being prepared under the guidance of the Moore Park Trust who would have a vested interest in preserving the parklands from acquisition requirements and may influence the outcome of the road design process. Rust PPK advised that the Masterplan would adopt the recommended cross section provided by Rust PPK during the EIS preparation process. Rust PPK to consult Moore Park Trust regarding availability of consultants brief for these studies.
5. Antique centre representatives questioned acquisition process for Moore Park land. Rust PPK advised that an Act of Parliament was required and would advise further at next meeting.
6. Antique representatives questioned proposed construction staging. Rust PPK advised this matter was still under review and would be documented within the EIS. Rust PPK to investigate further for next meeting.
7. The question was asked whether traffic flows could be accommodated by one northbound curbside road. Traffic volumes were requested including for non-peak periods and most recent counts. Rust PPK advised counts were conducted in November 1995. Rust PPK to follow up.

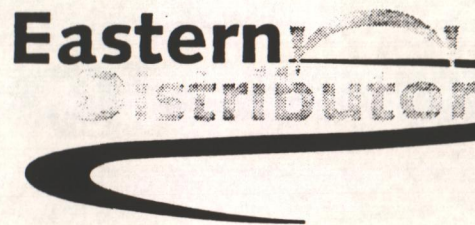
Next Meeting: Monday 30th September 1996, 10.30am 535 Crown Street.

30/9
Shopfront

REF: 024

JAMES A. LANE
103 FITZROY STN.
SURRY HILLS - 2010

MY CONCERNS ARE FOR REDUCED TRAFFIC
WITH MINIMAL BUS TRANSPORT.



Environmental Impact Statement

My suggestions or concerns regarding the concepts on display are:

re: Traffic Blocks Currently at

major intersections ANZAC PDE / MOORE PARK RD
ALBION / FLINDERS
during Peak hours.

During these periods motorists consistently enter the intersections with no prospect of exiting before a light change. The intersections are often partially or completely blocked for the traffic given right of way by the light change.

Suggestion: As in UK, Hong Kong & other high traffic areas Mark the boundaries of the intersection with bright yellow paint lines & cross hatch the intersection to highlight the intersection zone, and sign the intersection

"Do not enter intersection until clear exit is available"

This would improve current traffic flow greatly, particularly if it was policed regularly for those blocking the intersections. P.T.O.

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:

I. RAYMOND

Address:

400 RILEY ST

Sunny Hills

Postcode:

2010



Eastern
Distributor

PO Box 397
SUNNY HILLS 2010

Environmental Impact Statement

My suggestions or concerns regarding the concepts on display are:

As a cyclist I'm concerned about the proposal to increase the number of north & southbound lanes on Southern Cross Drive. Whilst I think this necessary, I would like to know how cyclists needs are to be provided for, ~~re~~considering the reduced width of the lanes &/or removal of the shoulder.

Re Access Improvement Program, it is not clear what the Taskforce has in mind for cyclists, pedestrians & public transport. Do we have to wait until the EIS is ready? How will community input be facilitated & when?

I cannot see the benefit of making Crown St two-way or closing Burke St. With the exception of the ~~Crown~~ & Cleveland Sts intersections, Crown St flows well, as does Burke St. Cleveland St may become more of a nightmare if this were to happen.

With regard to Local Area Improvement Programs improvements must be subject to local council budget. Has this been taken into account by ^{each} council?

Finally, I pray that marked cycle lanes or ~~shared~~ access lanes be well sign-posted, especially where tunnels exits & entrances veer off main roads.

Date: 15/10/96

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: LYNDALE GRECK

Address: 28/205 BIRRELL ST
WAVERLEY

Postcode:

2024

Eastern Distributor

Environmental Impact Statement

My suggestions or concerns regarding the concepts on display are:

• Some restrictions of access to Link Road

- By removing the right hand turn from Link Rd to South Dowling will eliminate access to South Dowling from the industrial area of South Sydney.
- Traffic will have to find alternative access and will probably travel along Epsom Rd / Lenthall St / Tadmor Ave / South Dowling
- Roads and Traffic Authority are aware that Lenthall St, a residential street, has more traffic than a Collector Rd (Lenthall St) is supposed to carry.

• In fact Sheet No. 2, it states that the outcomes of the program will include

- various measures to calm traffic in presently busy local streets and improve safety + amenity of these areas
- possible street closures

Randwick City Council has supported the partial closure of Lenthall St, Kensington

This should be supported by Rost PPK and the RTA as the limited access of Link Road will probably mean extra traffic along Lenthall St with the bridging of the Eastern Distributor

Perhaps an alternative access to replace the Link Rd access should be considered in the plans.

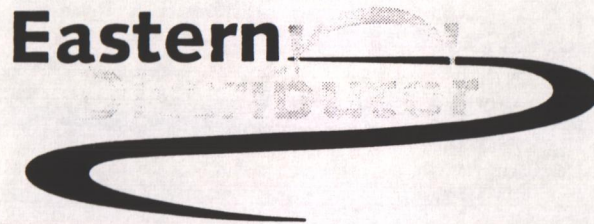
Date: 11th October 1986.

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: S. Lin

Address: 42 Lenthall St, Kensington

Postcode: 2033.



Environmental Impact Statement

My suggestions or concerns regarding the concepts on display are:

I have lived at N° 8 Moore Park Rd Paddington since about 1940 and raised my family here. I bought N° 6 Moore Park Rd as an investment in 1972.

I do not have any objection to Eastern Distributor, providing there are no physical changes between Flinders St and Greens Rd, that includes balustrades, guards, signs, barriers etc etc

The tunnel exit should be beyond Green Rd. close to SFS. We strenuously object to exit in front of our home or any adjoining terraces, 2 - 32 Moore Park Rd.

It must be remembered the terraces 2 - 32 Moore Park Rd have received conservation classification and nothing should be done to adversely impact on this. I would like to see the National Trust & other conservation bodies invited to contribute. I assume all necessary measures will be taken to minimize noise & vibration from tunnel traffic.

We would like to see existing parking lane being retained for parking purposes but also to distance traffic away from our homes

Maybe with the loss of 4 lanes due to the tunnel this will provide more landscape opportunities in front of our properties.

We await to see final details before giving our endorsement

Date:

A Megalonomos

1 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:

Aristea Megalonomos

Address:

6 & 8 Moore Park Rd. Paddington

Postcode:

2021.

29 Tudor Street
Surry Hills NSW 2010

1 October 1996

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

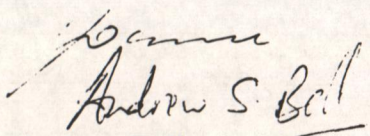
Eastern Distributor - Impact on Local Traffic

We would like to register our concern about the impact of the Eastern Distributor Tollway on local traffic.

In particular, we are concerned that the effect of the tollway and associated closure of Bourke Street will be to divert traffic to streets such as Crown Street. As we understand the proposal, after telephone discussions with Rust PPK, Cleveland Street is the latest point at which cars can leave the Eastern Distributor and avoid the northbound toll. Therefore, there is likely to be a large increase of traffic on Cleveland Street and Crown Street. In short Cleveland Street will become even worse and Crown Street, a street lined with homes, restaurants and shops, will become the new South Dowling Street.

From the point of view of local residents, this is far from an improvement to the local traffic situation.

Yours sincerely

 Bird

Andrew Bell
Joanna Bird

**Eastern
Distributor**

Environmental Impact Statement

My suggestions or concerns regarding the concepts on display are:

The preferred Exit of the Eastern Distributor would be the one past Queens Rd. It seems logical that there would be less hassle for the Residents no disruptions to the Traffic flow into Queens Rd. and a better outcome for all concerned.

Hopefully this will be taken into consideration.

Concerned Resident
of 26 Moorepark Rd.
Paddington 2021

Thank you. H. Sitar.

P. S. If there was no other possibility but to have the Exit of the Tunnel in front of the Properties 12 + 14 Moorepark Rd it would be a different matter.

As it is it is simpler to just move the Exit along Moorepark Rd further past Queens Rd and it would solve everybody's concern living between Shide-Anger Street and Moorepark Rd.

Sincerely
H. Sitar

Date:

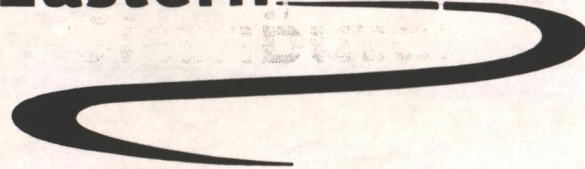
The supply of your details is optional. If you do record your name and address, we can send you more information as it comes to hand.

Name: ERNA + JOHN SITAR

Address: 26 MOOREPARK ROAD

PADDINGTON N.S.W. Postcode: 2021

Eastern



Environmental Impact Statement

My suggestions or concerns regarding the concepts on display are:

- 1) Increase of noise & air pollution to total area.
- 2) Particular increase in our immediate area due to commencement of Cleveland St Bypass & concomitant barriers etc dividing free-way from "local" roadway.
- 3) Destruction of trees in park which have taken in some instances 20 years to grow - since last large development.
- 4) Being cut off from anywhere off-site unless we walk large distances.
- 5) Bringing down valuation of our houses.
- 6) Continuous "dirt" for next 5 years & ongoing increased dirt levels for ever.
- 7) Even greater parking problems - demand for St J. St will be total "free way" on either side of tunnel approach & it's difficult enough now to park in evenings or at weekends.

Having listened to proposals over PM 8/10/96 the obvious concern is upheaval, road widening, tree etc destruction & opening of Cleveland St to 2 way traffic & general lack of access to House Park for its entire length, & to continue a tunnel for drivers to go beyond Rodman Avenue.

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:

C. L. H. Bailey

Address:

737 St DOWLING ST

LEDFORD

Postcode:

2016

Eastern

tributor

Environmental Impact Statement

My suggestions or concerns regarding the concepts on display are:

- ① No provision for ^{pedestrian} access to park for residents
- ② No provision for improved local road on 8th Darling St will be worse race track than ever past front of residents living space
- ③ Probably no parking at all at front of houses
- ④ No provision for noise barriers from motorway
- ⑤ No mention of compensation for loss of property value, paying for double glazing, etc.
- ⑥ Ignoring the voters! (there are a lot more on South Darling St than there used to be).

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:

Address:

Postcode:

REF N° 39

Eastern Distributor

Environmental Impact Statement

My suggestions or concerns regarding the concepts on display are:

1. THE TUNNEL FORECASTED IN SOUTH DOWLING STREET, BETWEEN DACEY AVENUE AND TODMAN AVENUE - SHOULD BE EXTENDED TO REACH LINK AVENUE, THIS DUE TO THE BUILT UP AREA BETWEEN TODMAN AND LINK AVENUE. IF FINANCE ARE NOT AVAILABLE FOR THIS EXTRA EXTENSION, THEN THE TUNNEL SHOULD START AT TODMAN AND FINISH AT LINK AVENUE. THE AREA BETWEEN DACEY/TODMAN AVENUE BEING MAINLY A BUSINESS AREA WITH SPARSE HOUSING.
2. THE PLANNING OF THE EASTERN DISTRIBUTOR GOING BACK TO THE EARLY 1980, WHY SUBSEQUENT STATE GOVERNMENTS NEVER BOUGHT PORTION OF THE LAND (VACANT THEN NOW SUPERCENTRA COMPLEX) TO EVEN THINK OF CONSTRUCT PROPER VENTILATION SHAFTS FOR THE PROPOSED DACEY/TODMAN AVENUE TUNNEL??
3. THE LINK ROAD (OFF DOWLING STREET ENTRANCE) SHOULD REMAIN OPERATIONAL FOR TRAFFIC DIRECTED TOWARD ROSEBERY AND GARDENERS ROAD. BY CLOSING LINK ROAD, O'DEA AVENUE WOULD BECOME EXTREMELY CONGESTED, AND THAT SHOULD NEVER HAPPEN.
4. NO TOLL GATE SHOULD BE CREATED IN THE C.B.D PERIMETER. IF TOLL GATE ARE TO BE INSTALLED, THEY SHOULD BE DEFINITELY OUT OF THE CENTRAL BUSINESS DISTRICT. TO MY KNOWLEDGE NO COUNTRY OR CITY IN THE WORLD HAVE TOLL GATE WITHIN THE CENTRAL CITY PERIMETER, BUT ONLY ON THE CITY FRINGE.
5. I LOOK FORWARD BEING KEPT INFORMED ON THE PROGRESS OF SUCH A PROJECT WHICH WILL BEYOND DOUBT INCREASE TRAFFIC AND POLLUTION IN A BUILT UP AREA SUCH AS KENSINGTON.

I Remain Yours faithfully,
Laddo Pussich.

Date:

08/10/1996

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:

LADDO PUSSICH
101A MILTON AVE, KENSINGTON

REF: 040

**Eastern
Distributor**

Environmental Impact Statement

My suggestions or concerns regarding the concepts on display are:

The Eastern Distributor will only benefit the Surry Hills / Darlinghurst area if local traffic problems are considered as part of the initial planning process.

We suggest traffic on Crown, Riley and Bourke Streets be part of the first EIS.

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:

LEIGH & JOHN SPATCHURST

141 PLEASANT STREET

REF : 042

**Eastern
Distributor**

Environmental Impact Statement

My suggestions or concerns regarding the concepts on display are:

SEE OVER FOR OUR SUGGESTIONS

Date:

5 Oct 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:

R. B. & M. M. CESSNA

Address:

635 SOUTH DOWLING ST.

(AFTER 20.12.96)

SURRY HILLS

Postcode:

2010

The following are our suggestions and concerns.

That the tunnel should extend to, at least, the south side of Cleveland street if not past Dacey Avenue to allow the residents of Surry Hills to feel that they are not completely cut off from the parks and recreation areas on the east side of South Dowling Street. The dedicated cycle way from Sydney University to Centennial Park would then be unaffected.

If the tunnel was extended then land from Moore Park would not have to be resumed, rather Moore Park might gain a lane or two. Thus money might be saved and could be used for extending the tunnel. Perhaps the Moore Park Trust could even help foot the bill in return for the extra land.

That we would strongly object to a pedestrian overpass or bridge at Parkham Street as this would affect the privacy of our residence and from an architectural and heritage point of view would be ugly and ruin the grand facade of 19th century terraces.

In conclusion, an extension of the tunnel would return the area to the pleasant parkside suburb that it was originally meant to be and help to preserve a heritage area of great potential beauty.

Ray B. Cunniff

Sydney Cunniff

present address

28 BARWON ROAD,
LANE COVE 2066

after 30 Dec 96
635 S. Dowling St.
Surry Hills 2010

REF: 043

Eastern
Distributor

Environmental Impact Statement

My suggestions or concerns regarding the concepts on display are:

- ① EXTEND TUNNEL TO EPSOM RD KENSINGTON
- ② ALTERNATELY, MERGE TRAFFIC TRAVELLING SOUTH ONTO EXPRESSWAY JUST BEFORE MILROY AVE. BLOCK OFF REMAINING 2 LANES OF DOWLING ST KENSINGTON AT MILROY AVE & MYRTLE ST. ~~REMAINING~~ SINGLE POST STREET'S AT TODMAN AVE (NO ACCESS TO EXPRESSWAY)
- ③ INSTALL NOISE BARRIERS BETWEEN EXPRESSWAY & REMAINING 2 LANES OF DOWLING ST KENSINGTON, EAST SIDE.
- ④ WE DO NOT WANT 8 LANES OF TRAFFIC PASSING BY OUR FRONT DOOR STEP.

Date: 5-10-96

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: MR & MRS JOHN BACHELOR

Address: 57 DOWLING ST

KENSINGTON

Postcode: 2033.

REF: 044

FRANCO MARINELLI
467 LIVERPOOL ST,
DARLINGHURST. N.S.W.
PH: 9360-1861
FAX: 9360-1693

TO: The Eastern Distributor
Environmental Impact Statement
P.O. BOX 397
SURRY HILLS NSW 2010.

2 October 1996.

Dear Sir / Madam,

As a resident of Liverpool Street Darlinghurst (between Womerah Ave and Boundary St.) I am extremely concerned that the implementation of a northbound toll for the Eastern Distributor will cause an increase in traffic to this residential section of Liverpool St.

Motorists seeking to avoid the northbound toll will use Liverpool St as part of their alternative northbound route. Traffic along this street has already increased substantially since the opening of the Harbour Tunnel - due to motorists taking an alternative route to avoid heavy traffic on Flinders St, Crown St.

Over the years I and my fellow residents have been campaigning strongly to have traffic along this section of Liverpool St restricted. This is a serious issue because;

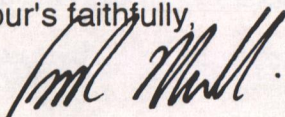
1. This section of Liverpool St, is too steep and narrow to accommodate a large flow of traffic. (Numerous accidents have occurred at the corner of Womerah Ave and Liverpool St - please refer to RTA Police records.
2. Darlinghurst Primary school has its boundary along this section of Liverpool St. An increase in noise, pollution and pedestrian vulnerability is simply not fair on young children.
3. It will demean the local residential character of the neighbourhood.

Because of these reasons I hope that you will seriously consider restricting traffic along this section of Liverpool St. Possible solutions would be;

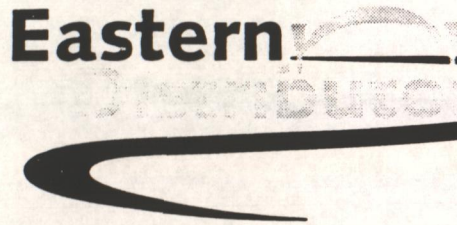
1. Closing this section of Liverpool St to through traffic.
2. Making this section of Liverpool St ONE WAY in an EAST BOUND direction to allow for local traffic usage only.

I hope that you will raise this issue in the Environmental Impact Statement.

Your's faithfully,



Franco Marinelli.



Environmental Impact Statement

My suggestions or concerns regarding the concepts on display are:

The glossy brochure distributed to residents makes a number of claims about the project's objectives. The display ~~which~~ fails to address many of these issues or deals with them in a way which is so vague as to make any judgement impossible. In addition there is little attempt to describe or quantify ~~expected~~ the impact of the project.

What "significant improvements" are proposed for public transport? Are additional public transport services proposed? If so what? What is preventing these services from being started now? What will the effect of the distributor be on public transport travel times?

What measurements are collected against which the performance of public transport can be measured, and is this information publically available? If there is ~~significant~~ significant need for transport between the eastern and western suburbs (as the building of the distributor would imply) why is there virtually no public transport directly linking these areas? Will there be any adverse effect on public transport?

What changes in traffic volumes are projected during and after construction for local roads eg. Crown / Bourke / Riley etc?

To what extent will the toll increase the traffic on local roads?

What plans exist to counteract this? ~~With clearing restrictions~~ ~~the removal of Crown St~~ What routes will be available as "toll free"? Will clearing restrictions be removed on Crown St?

Will ~~refer~~ local traffic, noise and air quality be measured and the results published? Do projections exist now?

What will be the effect of the ~~the~~ distributor on pedestrian access? For example will existing pedestrian crossings on South Dowling St

Date:

PTO. →

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 + A WOLFSON

Address: 27 TUDOR ST, SURREY HILLS

Postcode: 2010

Environmental Impact Statement

My suggestions or concerns regarding the concepts on display are:

The proposed extension to the Eastern Distributor is an excellent idea, long overdue. It will have a greatly beneficial effect on the local amenity of East Sydney and Darlinghurst. As a resident of Darlinghurst it is not clear from the brochure (dated Sept 1996) how and where one enters Southern Cross Drive from the area. I believe local residents would greatly appreciate a more detailed plan at a larger scale which indicates precisely where the proposed road connects into the existing streets.

I believe local residents would also like to know what means of tunnelling will be used. Will it be completely mechanical or will explosives be used? In the latter case there could be a serious concern about potential property damage.

The toll is a small price to pay for the great benefits which will follow. As the great majority of traffic to be carried will be through traffic it should have little effect on local residents.

Date: 24 September 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: Trevor Howells

Address: 12 Thomson Street

Darlinghurst Postcode: 2010



Environmental Impact Statement

My suggestions or concerns regarding the concepts on display are:

I would like to know as soon as possible about the future of Bowke Street. It is already so polluted and I worry about the effects on my children. Please could you develop strategies to reduce/minimise traffic and ensure that there is no increase due to the ED construction. Information is also req. on dates when the issues are to be determined.

I am also very concerned about the impact of truck use now & with ED in Cleveland St. If you're going to develop a real transport strategy you must develop plans for Cleveland St too.

It's good to have an office to contact. Who with the relevant Council contacts be?

NB Any spare maps aerials,
photos - pl send to
Randwick Boys HS

Date:

25/9/96

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:

Mrs C Norris

Address:

464 A Bowke St

Surry Hills

Postcode:

2010

Eastern

REF:061

Environmental Impact Statement

suggestions or concerns regarding the concepts on display are:

MY SUGGESTION IS THAT WHEN SOUTHERN
CROSS DRIVE IS WIDENED TO SIX LANES
THAT 4 MTR HIGH NOISE ABATEMENT WALLS
BE ERRECTED TO REDUCE NOISE AND INCREASE SAFETY
FOR THE RESIDENTS OF VERNON AV EASTLAKES
AS THIS STREET RUNS PARALLEL TO
SOUTHERN CROSS DRIVE

Date

26/9/96

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

CHARLES McPHERSON

Address

56 VERNON AV

EASTLAKES

Postcode

2018

Eastern

Environmental Impact Statement

My suggestions or concerns regarding the concepts on display are:

Our Concerns are :-

- 1) Increased Volume of Traffic along South Dowling Street will bring with it more pollution and more noise.
- 2) No barrier between the proposed motorway and the two inside lanes will add to more accidents, a man was knocked down on Friday evening 27/9/96 on St Dowling St, lucky not to be killed.
- 3) No provision made for increased access to properties facing onto South Dowling Street, virtually impossible now for trades vehicles to park unless up on the footpath.
- 4) We note the proposed tunnels are sited where hardly any residential properties exist.
- 5) We have not yet seen a drawing regarding the junction of South Dowling into Cleveland Street towards Sundry Hills. This is already a major Blackspot, trucks etc have to use two lanes to swing around the corner and it the unfortunate pedestrians who have to take extra caution to step back to avoid being struck.

Most of our problems re existing pollution and noise everterding from the huge trucks, container trucks, tankers etc which wear up South Dowling Street Day & Night from Port Botany and the Airport, turning into Cleveland Street to access the highways West. We note houses affected by Airport noise were offered soundproofing, we can assure you the Traffic noise is non stop - 24 hours a day !!

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: Lidia and Mike MAGUIRE

Address: 699 South Dowling Street

Redfern

Postcode: 2016.

Eastern

Environmental Impact Statement

My suggestions or concerns regarding the concepts on display are:

The concept is excellent but I can see one big problem which I feel needs to be solved if the Distributor is to work properly: -

The Mill Pond Road lights will cause a bottleneck which is getting worse. I know the water table is just below the roadway but a tunnel must be constructed under Botany Road & General Holmes Drive for airport traffic to be able to move freely.

The Harbour Tunnel is a success so a much smaller one here should be possible.

One more thing: something has to be done at the International Terminal where traffic coming off the "Arrivals Ramp" meets the Marsh Street traffic joining up into Airport Drive.

I use this ramp at least twice each week & I am certain (most times) it is taking longer & longer before I can cut into the traffic. As 2000 approaches this intersection is going to be a major problem.

Thank you for considering my submission.

Date: 23-9-96

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:

Robert Scott

Address:

35 Garden St.,
Eastlake

Postcode:

2018

Eastern

DISTRIBUTION

Environmental Impact Statement

My suggestions or concerns regarding the concepts on display are:

My concerns are as a resident of the Woolloomooloo triangle ^{west} ~~south~~ of the motorway, and relate entirely to considerations of safe and convenient vehicle access in all directions from my apartment (entry onto Riley St Woolloomooloo).

In these respects, I assume that motorway design will be done in conjunction with

- (i) review of the present one-way status of Crown & Riley Streets.
- (ii) due regard to the further prospective vehicle access effects of the suggested closure of Boomerang & Haig Streets.
- (iii) continuance of the road access for St John Young Cres to Macquarie St.

In particular:

- ① Will I be able to enter the Harbour Tunnel by slip road from St John Young Crescent? Will I have to cross lanes of fast motorway traffic (eg. moving to the Macquarie St exit) to do so? And will I be able to get back into St J.Y. Crescent from the Tunnel equally readily?
- ② Will I be able to go from St J.Y. Crescent to Macquarie St as now? And back again? This is an important access route to the city for local residents, and has been for 100 years. Remember Fig Tree Avenue?
- ③ Will I be able to get into William Street to go either east or west, from Riley St — and back again? If not, what do I do when Haig St is ~~about~~ closed?
- ④ Can I get from Riley St. to the motorway south to the airport? And back?
- ⑤ Can I get from Riley St into East Sydney / Darlinghurst / Oxford St and Paddington, and back again?

Date: 22 Sept 96.

(NOTE YOUR BROCHURE WAS NOT DISTRIBUTED TO THE 120 APARTMENTS AT THIS ADDRESS.)

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: DR. B. I. ALDRICH

Address: 8-9 PARK LANE TOWERS, 1. BOOMERANG STREET WOOLLOOMOOLOO

Postcode: 2011

Garry Humphrey
Senior Projects Manager
Roads and Traffic Authority
PO Box 558
Blacktown
NSW 2148

22 October 1996

Copy: Mark Keogh/Rust PPK/Local residents

THE HOPKINS SYSTEM

The Hopkins System Pty Limited, 14 Moore Park Road, Paddington, NSW, Australia, 2021. Tel: (02) 360 1466. Fax: (02) 360 1289. ACN 051 149 074

Dear Mr Humphrey,

I attended the meeting at the Community Access Centre on 1 October 1996.

I was delighted to learn that the environmental impact statement would now be based on the Eastern Distributor (ED) Moore Park Rd exit being in front of the Barracks rather than right outside our homes and businesses.

Whoever was responsible for that decision should be congratulated.

However there are a number of other matters about which I am most concerned and I seek your advice. They are:

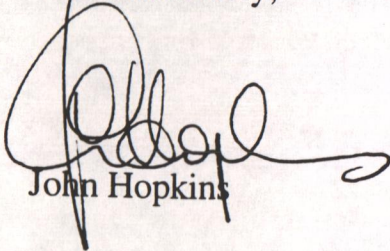
- What number of vehicles do you anticipate using Moore Park Road to gain access to the ED and what increase does this represent?
- How will you manage the constant queuing of traffic in Moore Park Rd waiting to enter the ED?
- Would it not make perfect sense to have an entry into the ED east of Greens Rd at the same place as there is an exit?
- What arrangements short and long term do you have for parking in front of the houses at the western end of Moore Park Road? Many of us run businesses and have clients and couriers constantly arriving. Without parking we will be eclipsed.
- It is becoming increasingly difficult for pedestrians to cross any of the major intersections in the area. What is the plan for pedestrians in our area with the advent of the ED?

THE HOPKINS SYSTEM

- Local and visitor pedestrian safety, especially when there are major events at the Showgrounds, SCG, SFS and in Moore Park is also a big problem. And it is going to get worse with the ED and Fox Studios. Again would not an entry into the ED east of Greens Rd solve the problem? What is your plan please?

I look forward to hearing from you.

Yours sincerely,


John Hopkins

Eastern Distributor EIS	
Date: _____	
	Team member
• Fill	
• Re: _____	
• Re: _____ Delete	
• For: _____	
• Other Action:	

*Karna,
please write away
about this
Matter.*

Eastern Distributor

Environmental Impact Statement

My suggestions or concerns regarding the concepts on display are:

Between tunnel exit at Fitzroy St to Supa Center please consider two alternate solutions to current proposal.

- ① Put that area into a tunnel using open cut method. This may require using part of Moore Park adjacent to South Dowling St.
- ~~② If instead~~
- ② Move road way 6 lanes east of current South Dowling St and provide a sound barrier hill to the houses and buildings along South Dowling St.

- Reasons - reduce noise to residential and park areas.
Provide better pedestrian access from Central Railway to Sports Stadium/
Fox Studio / Sony Mills.

To achieve the above systems does not require acquiring Moore Park land. ① can use the existing road way and/or location as proposed. The ground level would be soft landscaped so that South Dowling street at ground level would become

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:

Warren Moss

0419 987 406

Address:

Postcode:

a quiet feeder/residential roadway possibly one-way north. These Moore Park would then extend much closer ~~than~~ to the current western side of South Dowling Street.

- A 2 tier road way could be used if insufficient wide is available but I doubt it.
- In the system (2) proposal the area between the houses and the freeway could be deemed Moore Park land.

Item (2.)

Possibly need to look at 3 pedestrian crossings across South Dowling Street.

- ① ~~more~~ Bennet St area.
 - ② Cleveland St.
 - ③ Mid-way between the two.
-

73 Dowling Street
Kensington NSW 2033

21 October 1996

Eastern Distributor
Community Access Centre
535 Crown Street
P O Box 397
Surry Hills NSW 2010

Attention: Mark Keogh
Manager Environmental Planning
Rust-PPK Pty Ltd

Dear Sir

Proposed Eastern Distributor

We recently attended a meeting on Saturday 5th October 1996, and we were given an opportunity to voice our very serious concerns in writing to you so that you will be responsible to ensure that the various Government Departments and others involved in the proposed project are aware of our concerns.

Our concerns are:

1. Noise
2. Safety
Access in and out of our property on Dowling Street
3. Air Quality/ Pollution
4. Vibration
5. Compensation

To elaborate and try to solve these problems should the proposal be forced through.

1. Noise

The noise level is already barely acceptable. For Dowling Street to become part of an Express-way there are some solutions to lessen the imposition on residents.

- The access /exit lanes are limited to 60 kph.
- No Trucks are allowed in the access/ exit lanes.

2. **Safety**

- Residents are provided with parking facilities on & off Dowling Street without danger of fines.
- Residents must be provided with a simple safe method of arriving and leaving their homes.
- No access streets leading onto South Dowling and Dowling Streets should be partially or completely blocked under any circumstances, between Supa Centre and Link Road.

3. **Air Pollution & Quality**

- Trucks should only be allowed on the Express-way 4 lanes and **Not** on the access roads and roads nearest private homes.
- The proposed tunnel should preferably be the length of Dowling Street from Supa Centre to Link Road.

4. **Vibration**

The proposal is asking residents to accept tunnel drilling and/or road works at all hours 7 days a week. Either way there will be vibration and residents should be protected against vibration and damage to their homes. This should be documented and established before any work commences.

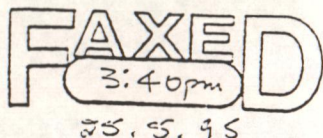
5. **Compensation**

This area of concern also related to (4) above but perhaps offers can be made to residents to move before work starts. The amount of money involved would be small compared with the cost of this project.

Yours faithfully,

K. Thomas

(K E Thomas)



COPY

73 Dowling Street
Kensington NSW 2033
Tel: (H) 662-2420
(W) 233-3300

25 May 1995

A.V. Burgess
General Manager
Randwick City Council
30 Frances Street
Randwick NSW 2031

Attention: Warwick Mertell

Dear Sir

Re: West Kensington Traffic Management - 'Proposal'

We appreciate the time you have spent explaining the proposal to us however it is important that we strongly express our concerns.

1. We see absolutely no benefit to residents in South Dowling and Dowling Streets, in fact only enormous inconvenience on top of living on an expressway. We purchased No. 73 Dowling Street accepting the expressway and that we could use either Baker or Myrtle or both, to move off Dowling Street and out of danger and park or wait until there is a break in the traffic so we can turn back into Dowling Street then into our property. We still need to leave a car in either Baker or Myrtle.
2. To block half of Baker and all of Myrtle streets, etc will cause all of us in Dowling Street considerable headaches and danger trying to enter our properties from the expressway from a fast line of traffic.
3. The only benefit of this proposal is to residents who live in the back streets between South Dowling and Todman streets. They already avoid the stream of cars down Todman and Dowling and only get a few cars down their streets where cars cut through from Todman to South Dowling.

It is **grossly unfair** that we, in South Dowling and Dowling streets are further inconvenienced just to allow these residents an even more peaceful lifestyle than they already have.

4. On top of Items 1 to 3 above, your proposal could reduce the value of our properties by denying comfortable access / entry from the streets leading into South Dowling instead of insisting and forcing us to only enter from the South Dowling Street Expressway.

Conclusion

If this proposal goes ahead and we are involved in an accident or property devaluation that can reasonably be attributable to the proposal, we would not hesitate to seek legal advice.

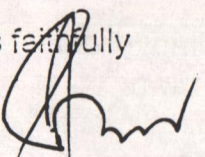
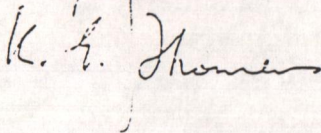
FINALLY, COULD SOMEONE TELL US WHY THIS HAS BEEN PROPOSED AND WHOM IT IS DESIGNED TO BENEFIT AND WHO INSTIGATED THE PROPOSAL.

IF ANY COUNCIL ALDERMEN LIVE IN THE STREETS BETWEEN TODMAN AND (SOUTH) DOWLING STREETS THEN THIS SHOULD BE HIGHLIGHTED TO ALL RESIDENTS.

If Council still wants to proceed then a Public Meeting should be called so all interested parties can have their time to express their opinions. After all, as ratepayers, we should all have equal say.

Yours faithfully

or

K. E. Thomas

ref:sales:personal.wjs

73 Dowling Street
Kensington NSW 2033

20 November 95

A V Burgess
General Manager
Randwick City Council
30 Frances Street
Randwick NSW 2031

Dear Sir

We received your circular letter of 3/11/95 Ref: WM:JB T-13-13 and attach a copy of our letter of 25/5/95 to which we still have not had the courtesy of a reply.

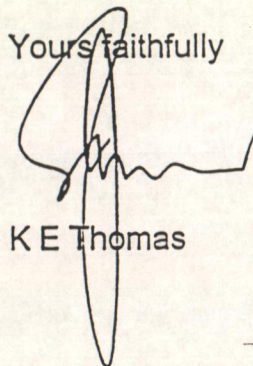
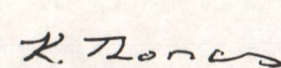
It appears that the Council does not take into account the very real problems faced by residents affected by your proposals. At least the RTA replied and we are continuing our discussions with them and the NSW Police Department.

Your Warwick Mertell phoned us and indicated that the circular was merely to gauge reaction to the proposals and was merely in discussion stages.

If you are seeking a partial compromise to solve the problems of residents affected by your proposal perhaps you should remove the Les Bridge Playground and replace it with rear access to our properties.

We look forward to your reply in writing in the near future.

Yours faithfully

 
K E Thomas



36 Ennis Road
PO Box 51
Milsons Point NSW 2061
Telephone (02) 925 1111
Facsimile (02) 925 1137

Our reference: 381.5372 CF95/31834

Mr S Mc Intyre

Ph 925 1181

Mr K E Thomas
73 Dowling Street
KENSINGTON NSW 2033

15 June, 1995

Dear Sir

Thank you for your letter dated 26 May, 1995 concerning the Randwick Council proposed West Kensington local area traffic management scheme.

The Authority recommends that you submit your concerns to Council as part of the public consultation. Actively follow the progress of the study to ensure that your concerns met.

I am sure that the Council will address your problems as part of the study.

Thank you for your interest in road safety and traffic flow.

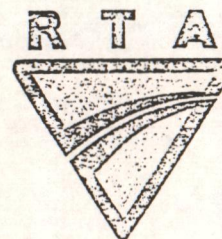
Yours sincerely

Mr S Procter
Manager Traffic Flow East



OUR REFERENCE: CF95/31834
Mrs K Clover
(02) 218 6410

FILE NO: 95M1576



K E Thomas
73 Dowling Street
KENSINGTON NSW 2033

260 Elizabeth Street
Surry Hills
New South Wales 2010
Telephone (02) 218 6555
PO Box K198
Haymarket NSW 2000
DX 13 Sydney

Dear Sir/Madam

I wish to acknowledge receipt of your letter dated 26 May 1995 concerning Randwick Council's proposals about traffic problems in your area.

Your letter has been referred to the Authority's Sydney Region and you will receive a reply shortly.

For further enquires please contact the Community Services Officer at Sydney Region on telephone (02) 831 0911.

Yours sincerely


Ian Dose
General Manager
Corporate Community relations
6 June 1995

Eastern Distributor

Environmental Impact Statement

My suggestions or concerns regarding the concepts on display are:

Instead of using even more parkland to widen Sth Dowling St. acquire property on the West side of Sth Dowling St & turn what is ^{not} needed into park land. Such acquisitions would cost a lot, but money seems to be no problem. This would serve to counter the loss of parkland in such places as along Anzac Pde.

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:

Address:

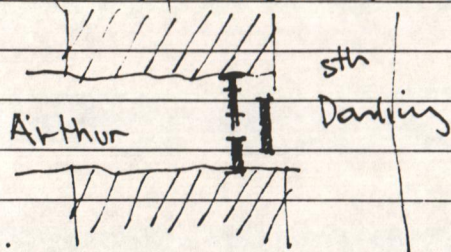
Postcode:

Environmental Impact Statement

My suggestions or concerns regarding the concepts on display are:

As a resident in Arthur st, Surry Hills I have 3 major concerns / suggestions

- (1) that there will be no pedestrian crossing (bridge) over stth Dowling st between CLEVELAN^d st and FITZROY st. This I feel will be more than an inconvenience → it will effectively mean no one will use Moore Park (making it a lot more dangerous than it presently is).
- (2) I think the avenue (and a smaller green median strip) of palms should remain. I think this is an important vista that somehow makes an otherwise ugly road more appealing. At a time when we are trying to make 'better cities' it is a mistake to remove this vista.
- (3) Simple noise barriers (brick walls) could be installed at the ends of perpendicular streets; such as Arthur, Nobbs, Prospect etc to reduce the inevitable increase in noise that would otherwise bounce down these streets.



Something to keep the peace in these streets → ie keep the disturbance to stth Dowling st.

Date:

17/10/96

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: DAVID DONALD

Address: 121 ARTHUR ST SURRY HILLS

Postcode: 2010

83 Dowling
St.
Kensington
N.S.W. 2033
21/10/96

Mr. Garry Humphrey
Senior Projects Manager
Roads Traffic Authority
PO Box 558
Blacktown NSW 2148

Dear Sir,

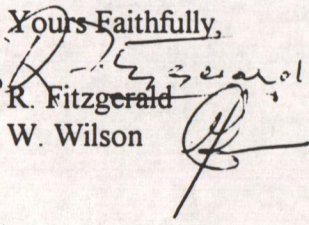
RE: EASTERN DISTRIBUTOR ENVIRONMENTAL IMPACT STATEMENT.

We are vehemently opposed to the closure of Ingram Street Kensington as shown on the plan of the proposed EASTERN DISTRIBUTOR. Efforts have been made in the past by Randwick Council to close this street but have decided against doing so allowing for our unique situation - refer Mr. W. Mertell Randwick Council.

However, should this closure be essential to the motorway then we consider it not unreasonable for the R.T.A. to provide us with access to either Myrtle Street or Dowling Lane. This could perhaps be done through negotiation with adjoining neighbours and by payment of appropriate compensation to all parties concerned.

Along with all the other disturbing aspects of the proposed Motorway this possible closure in particular is very worrying. Accordingly, we should be pleased to have your comments at the earliest opportunity.

Yours Faithfully,


R. Fitzgerald
W. Wilson



Moran Health Care Group Pty Limited

A.C.N. 008 585 242

CNR. STANLEY & PALMER STREETS, EAST SYDNEY NSW 2010

PH: (02) 360 3799 FX: (02) 360 5770 DX: SYDNEY 308

• Private Hospitals • Nursing Homes • Retirement Villages • Medical Centres • Home Nursing

October 15, 1996

glword\Corresp\DougVEnviron

089

The Manager
Environmental Planning
RUST PPK Pty Ltd
Level 3
9 Blaxland Road
RHODES NSW 2138

Attention: Mr. Mark Keogh

Dear Sir:

Re: Eastern Distributor Environmental Impact Statement

Further to your letter dated 9 October, 1996, addressed to Mr. Garry Humphrey of the Roads & Traffic Authority, we wish to reaffirm and emphasise two points which were voiced by several parties at the meeting held on 30 September 1996.

Firstly, we wish to endorse our support for the completion of the Eastern Distributor at the earliest possible time. We believe that it will be of great benefit to the immediate East Sydney district by relieving a large amount of the current traffic congestion and pollution.

Secondly, we feel that the initial placement of the exhaust duct at the corner of Stanley & Palmer Streets may neutralise the pollution benefits as stated above to such a degree as to make it detrimental. Could you please advise this office of the nature and controls of the output of this stack along with any option available to place it on William Street where its output would be less drastic.

Thank you for keeping us informed on the progress of this important development, and we look forward to successful result.

Yours faithfully,
MORAN HEALTH CARE GROUP PTY LIMITED

Peter G. Moran
Director

PGM:ap

cc: Mr. Garry Humphrey, Snr. Project Mgr., RTA, PO Box 558, Blacktown, NSW 2148

93m 5291

090

6 Kidmans Terrace
Woolloomooloo NSW 2011
Tel: (02) 9359 7460

17 October 1996

Garry Humphrey
Senior Projects Manager
Roads and Traffic Authority
PO Box 558
BLACKTOWN NSW 2148

Dear Mr Humphrey

SUBJECT: EASTERN DISTRIBUTOR
LOCATION OF TUNNELS, NORTH END - WOOLLOOMOOLOO

We write with our comments on the above subject.

- We are not opposed to tunnels as traffic is now in a daily grid lock state.

Tunnels project is long overdue

- Logical site for tunnels (North End) is Cahill Expressway as there is unused land there and it does not impact residential areas as the Cathedral St/ Woolloomooloo option does.
- Tunnels located in Cahill Expressway area would save the grandiose ten lane plan involving flyovers, pylons and demolition of the RTA Buildings,
all to save 700 metres of extra tunnel
- Tunnels located in the Cahill Expressway area would free up the RTA plots of prime real estate in Palmer Street Woolloomooloo for further development (sale) as opposed to wasting them on further road lanes.
- Palmer St, Woolloomooloo is a residential area with more residential projects in progress. To propose a ten lane highway in this residential zone is grossly unfair.
- The proposed ten lane highway in Palmer St, Woolloomooloo would run next to the support pylons of the Eastern Suburbs Railway Line.

HAS THIS DANGEROUS SITUATION BEEN CONSIDERED?

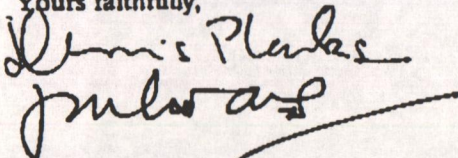
- Palmer St, Woolloomooloo is being asked to take treble the volume of traffic load (both North and South bound traffic).

THIS IS UNFAIR AS TRAFFIC NOW IS AT SATURATION LEVELS!!!

- Locating the tunnels in the Cahill Expressway precinct would decrease traffic levels considerably.

THE PROPOSAL FOR PALMER ST, WOOLLOOMOOLOO TO WILLIAM ST 10 LANE HIGHWAY WOULD SCAR THE FACE OF SYDNEY LONG AFTER THE SHORT TERM REASON FOR THIS OPTION IS FORGOTTEN.

Yours faithfully,



Dennis Plackson
Residents of Kidmans Terrace

Jackie Evans

091

SUTTONS MOTORS MANAGEMENT

A DIVISION OF S.M.A. MOTORS PTY. LTD.

A.C.N. 000 158 725

114 BOURKE STREET, EAST SYDNEY NSW 2011
AUSTRALIA

18th September 1996

Farrugia
Mr G Ferraglin
Roads & Traffic Authority
Project Manager, Eastern Suburbs Freeway
PO Box 558
BLACKTOWN NSW 2148

TELEPHONE: (02) 357 1777
FAX: (02) 358 5307

Dear Sir,

RE: EASTERN DISTRIBUTOR

Suttons Motors Pty Limited is the proprietor of Suttons City Holden which is a major General Motors Holden dealership in Link Road, Rosebery. The dealership caters for sales and service of Holden vehicles to the Sydney CBD, the Eastern Suburbs and the Rosebery Mascot districts.

We are very concerned that in the proposed Eastern Suburbs Freeway the existing right turn for southbound traffic at the Link Road intersection will be closed thus denying convenient access to our dealership and the many businesses in the vicinity.

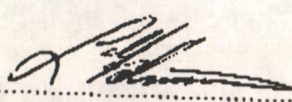
It is appreciated that access to our dealership and the other businesses will be available via the proposed interchange at Todman Avenue but, apart from being considerably longer, such access will be circuitous and for our customers, especially new customers, difficult to navigate.

The existing right hand turn for southbound traffic has operated effectively and safely for many years. When the freeway is constructed traffic flow will not vary to any great extent to how it is now therefore it is suggested that the right turn could remain without causing any problems.

Should it be decided that the existing right turn be abolished we request that the Link Road intersection be constructed similarly to the overpass type access/egress being provided at Dacey Avenue and Todman Avenue. Apart from ourselves this will save serious dislocation for numerous businesses in the Epsom Road area as well as developments associated with Australia Post, Energy Australia and the former Navy site.

Also we note that it is proposed that freeway conditions end immediately South of Link Road. Consideration could be given to ending the freeway conditions north of the Link Road intersection thus permitting the right hand turn to remain.

Yours faithfully,


L F SUTTON
Managing Director

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SUPACENTA PTY LIMITED
A.C.N. 054 718 508

Registered Office:
Level 17
80 William Street
SYDNEY NSW 2011

Correspondence to:
PO Box 100
DOUBLE BAY NSW 2028

Phone: (02) 9332 2744
Facsimile: (02) 9361 6708
(02) 9332 2911

23 October 1996

Eastern Distributor
Environmental Impact Statement
PO Box 397
SURREY HILLS NSW 2010

ATTENTION: MR GENE FARRUGIA

Dear Sir,

RE: PRELIMINARY EXHIBITION - EASTERN DISTRIBUTOR

Thank you for spending the time on Wednesday, 16 October 1996 to explain the works involved in the proposed Eastern Distributor. As requested by Fiona Court, I enclose details in relation to the Moore Park Supa Centa.

As you are aware, we are extremely concerned at the potential adverse effects of the proposed works in the vicinity of Dacey Avenue and Todman Avenue on the operation of the Moore Park Supa Centa. The Supa Centa is a purpose design bulky goods retail outlet and is considered to be the most successful centre of its type in Australia. The success of the centre relies on a number of factors. Exposure to the travelling public and ease of locating and accessing the centre are critical elements. From the information you provided the proposed tunnel from Dacey Avenue to Todman Avenue will have the following impacts on the centre:-

1. It will destroy the centre's exposure to South Dowling Street.
2. It will result in complicated traffic movements for people wishing to reach the centre, including lane weaving on both the north and south approaches.
3. It will require people travelling to the centre to make turn-off decisions some considerable distance before they arrive at the centre. This is particularly important given that the building will not be visible.
4. There are no provisions for directional signage which will cause further difficulty for customers.
5. There will be significant disruption to traffic movements during the expected 2.5-3 years construction period which will cause economic loss and loss of custom. Based on our experience, when customer behaviour patterns change it is unlikely that patronage can be re-built.

For the above reasons, Supa Centa Pty Limited is totally opposed and expresses its strong objection to this part of the proposal.

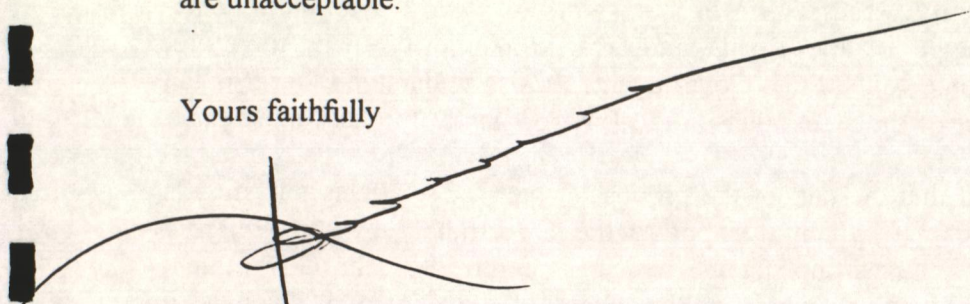
From information provided at our meeting, it is also understood that other proposals for South Dowling Street may be considered, including tunnelling the whole length of South Dowling Street to Epson Road, depressing the travelling lanes below surface level, or deviating South Dowling Street into Moore Park north of the Supa Centa, and into the navy supply site south of the Supa Centa. If such proposals involve grade separated intersection and/or tunnelling in the vicinity of the Supa Centa, the company would object on the same grounds as those listed above.

In the opinion of the company, the section of South Dowling Street south of Cleveland Street to Millpond Road is relatively free of direct access from individual buildings, and with minor acquisition and sliplane arrangements, further improvements could be made. The at grade intersections function satisfactorily and there is no apparent reason to spend significant taxpayer funds in constructing the works proposed for this section of the road. It is understood that South Sydney Council and the State Government are implementing a major urban renewal project for land immediately west of South Dowling Street which will include accommodation for some 14,000 dwellings. The green spaces on the eastern side of South Dowling Street provide a major visual and recreational resource for the proposed new urban village. The exhibited proposals for this section of South Dowling Street will effectively isolate the open space from the proposed new residential areas, both physically and visually.

South Dowling Street is an important approach to the city for visitors arriving by air. The proposed works will present an urban environment characterised by tunnels, entry and exit ramps, crossover lanes and acoustic barriers, effectively destroying the existing visual beauty of park land and open space leading to and from the city. With appropriate landscape treatment, the existing open space along the eastern side of South Dowling Street and the proposed new development areas on the western side (the navy supply site and ACI site) could provide an attractive visual setting on the city's main southern approach.

For the above reasons, Supa Centa Pty Limited believes the current proposals for the section of South Dowling Street between Cleveland Street and Southern Cross Drive, south of Link Road are unacceptable.

Yours faithfully



John S Davidson
Group Manager,
Property Development & Acquisitions

JSD:mb

093



Design
Collaborative
Pty Limited

A.C.N. 002 126 954

22 October 1996

Ref: 965541.1L

Rust PPK
PPK House
8 Blaxland Street
Rhodes NSW 2138

Attention: Ms F Court

Dear Sir,

Re: Eastern Distributor - Environmental Impact Statement

As you are aware, we act for Sydney Antique Centre and The Design Establishment, both of whom own and occupy premises situated on South Dowling Street in proximity to the proposed Eastern Distributor. We have been asked by our clients to write to you confirming the position reached during our recent discussions.

These discussions were part of the participation process initiated by yourselves prior to the finalisation of the Environmental Impact Statement on the project and its formal public exhibition later this year. Our clients' principle concern is that the status quo in respect of access and on-street parking on the length of South Dowling Street outside their respective premises is maintained after the Eastern Distributor project has been completed.

As we understand the position the scheme which is depicted in the material that is presently on exhibition in the Community Access Centre is, insofar as it relates to our clients' properties, the preferred scheme of the Roads and Traffic Authority, and, therefore, presumably, the preferred scheme of the State Government. It is also understood that it is the scheme that will be the subject of the assessment in the Environmental Impact Statement.

However, it is also understood that the part of the proposal which most affects our client's properties differs from the scheme which was put to the Government by the preferred tenderer, Airport Motorway. Whereas the scheme which is preferred by the Government incorporates two traffic lanes along the whole of the length of the slip road which is to provide access to our clients' properties, the scheme put forward by Airport Motorway only included two lanes for part of its length.

As you are aware from our discussions, and from the way in which access and parking would be affected were only one lane to be provided in this location, it is essential to our clients that two lanes are retained. It will only be possible for the viability of our clients' businesses to be maintained, together with the wider economic benefits which flow from the success of their respective operations, if there is no change to the present arrangements for parking and access on the length of South Dowling Street that serves their premises. In this respect, the

Sydney Antique Centre is one of the largest businesses of its type in Australia and is becoming one of Sydney's major tourist attractions.

We are aware of the potentially conflicting pressures for space for the construction of the road as well as the various environmental implications of different options. It would appear that the decision of the Roads and Traffic Authority to incorporate two lanes outside our clients' premises is a reflection of its view that such an arrangement, with its consequential implications for the overall design of the road in this location, represents the appropriate balance between those conflicting pressures. We would hope that this is reflected in the analysis that is undertaken in the Environmental Impact Statement.

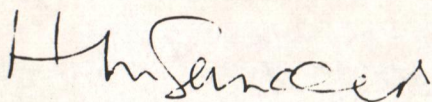
A related concern of our clients is the potential impact during the construction phase of the project in respect of access and parking. There is, understandably, no material presently on exhibition dealing with the construction phase, so it is not possible to establish what is proposed in this respect, at present. However, it is seen as essential that the status quo in respect of parking and access is maintained during construction as well as after the project is completed. Our clients are most concerned about weekend construction work. This is their busiest trading time and any disruption over this period of the week would be particularly deleterious to their businesses.

Given the likely construction period our clients have indicated to us that disruption for such a length of time could have a critical impact on the viability of their businesses and possibly even render concerns in respect of the post-construction period academic. We would expect that this aspect of the proposal will be thoroughly evaluated in the Environmental Impact Statement.

In conclusion, we would wish to emphasise to yourselves and the Roads and Traffic Authority the importance to our clients that the design of the scheme in the vicinity of their properties is maintained, as depicted in the material presently on exhibition. The Environmental Impact Statement will, of course, be reviewed when it is placed on exhibition later in the year.

We would also wish to take this opportunity of thanking you, on behalf of ourselves and our clients, for the opportunity to be involved in the participation process at this stage in the assessment of the project. However, we are a little disappointed that the information which was to have been made available to assist us in gaining a wider appreciation of some aspects of the project has not yet been provided. Nor have further meetings been arranged, as foreshadowed and agreed at our meeting on 20 September.

Yours faithfully,
DESIGN COLLABORATIVE PTY LTD



H M Sanders
Director

Henry Pakula & Norma Read
18 Moore Park Rd
Paddington 2021

tel: 93322013.

25 October 1996.

The Project Manager
Eastern Distributor
Gene Farrugia
PO Box 397 Surry Hills 2010.

Re: Eastern Distributor

Thank you for providing us with this opportunity to make a submission on the proposal for the Eastern Distributor.

Introduction.

We moved into our house at 18 Moore Park Road at the beginning of August, only a few weeks before the announcement that the E.D. would be constructed.

We would like to make submissions on 3 issues:

- (i) location of the tunnel exit to Moore Park Rd;
- (ii) west-bound traffic in Moore Park Rd;
- and (iii) car access and parking at the front of our house during and after construction.

(1) Location of tunnel exit to Moon Park Rd.

In the "original proposal", the exit from the ED. tunnel into Moon Park Rd was located virtually at our front door. Obviously, that would have been a disaster for us. We are certainly very grateful that under the current proposal, the exit has been moved - and we humbly submit that there should be no reversion to the original proposal!

(2) West-bound traffic in Moon Park Rd.

The west-bound traffic at the front of our house is already very heavy and we are concerned that with the addition of vehicles approaching the tunnel entry in Flinders Street, it will become much heavier, with consequent exacerbation of noise and air pollution.

Possible alternatives would be:

- (i) locate the entry to the tunnel at the Greens Rd intersection (i.e. the same location as the proposed exit) or
- (ii) divert the traffic from Moon Park Rd approaching the Flinders St tunnel entry into Arzac Pde via Driver Avenue.

(3) Car access and parking at the front of our house during and after construction.

We are concerned that during construction of the Moore Park Rd tunnel exit, our lives will be disrupted seriously by lack of car access and parking at the front (which would also affect the availability of parking at the rear) ~ not to mention the noise and air pollution generated by major road works. And of course, we would want access and parking to be provided at the front of our house after construction.

Possible alternatives would be:

- (i) construct the exit (and entry?) tunnel under the northern part of Moore Park; or
- (ii) relocate the tunnel exit to Anzac Parade just south of Moore Park Rd and direct the traffic from that exit into Moore Park Road via Driver Avenue (i.e. the same route, but in the opposite direction, as proposed in '2 (ii)' above).

Conclusion.

We hope that this is not the end, but rather, only the first stage of the consultation process between you and members of the community, like us,

whose lives will be so radically affected
by construction of the Eastern
Distributor,

Yours faithfully,

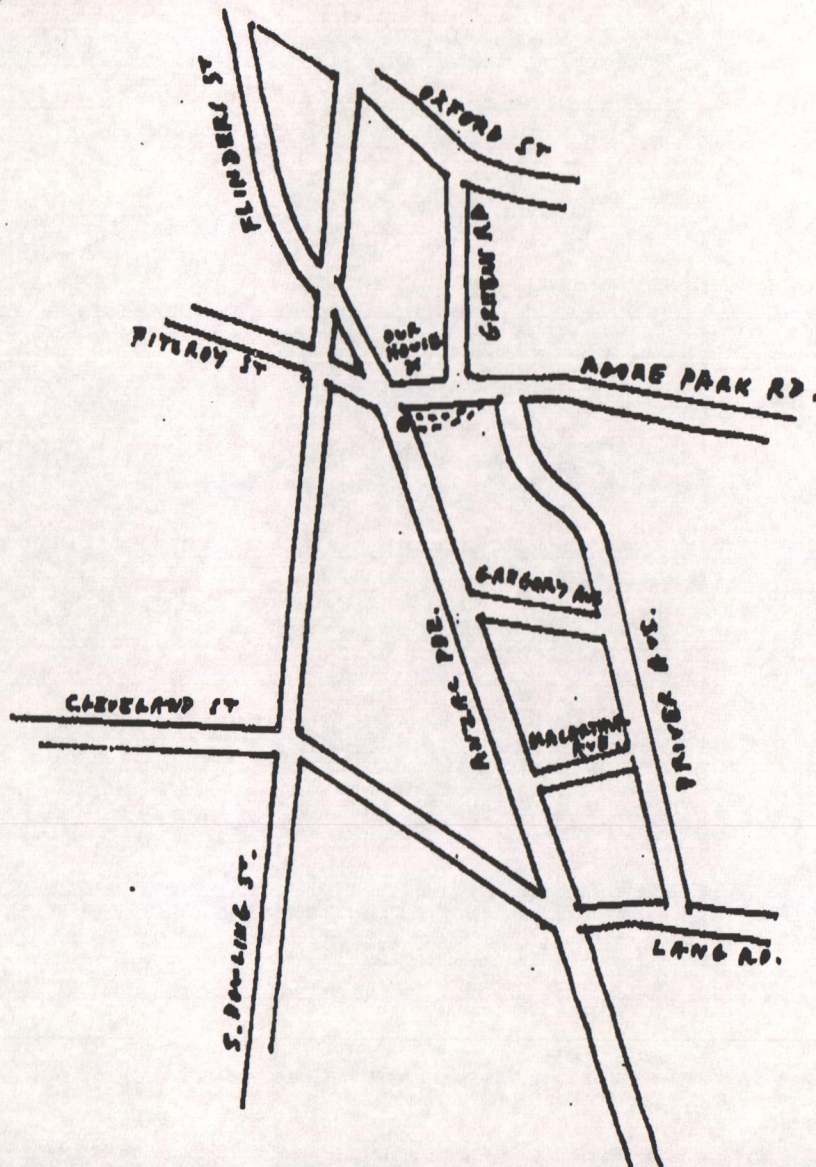
Henry Pakula

&
Norme Lead

x Our house: 18 Moore Park Road

==== Alternative proposal 3(ii): Construct exit (and entry?) tunnel under northern part of Moore Park instead of under the road itself

o Alternative proposal 3(i): locate the exit from the tunnel in Anzac Pde, just south of intersection with Moore Park Road, and direct traffic to Moore Park Rd via Gregory Ave and/or Macarthur Ave and Driver Ave.



THE EASTERN DISTRIBUTOR

E.I.S. SUBMISSION

"In Defence of Woolloomooloo"

BY: D.J. ALEXANDER

BE, DipBldSc (ECD)

25th October 1996

D. J. Alexander
5 Cross St
Kyle Bay NSW 2221
Ph: 9546 3494

25 October 1996

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

Thank you for the opportunity to contribute this submission (attached).
I would point out that this is the first opportunity since 1985 to make such a submission on this proposal. I trust that a serious consideration of it will occur.

I am the owner of 12 William Lane and 5 Corfu St Woolloomooloo since 1985 and have always taken a keen interest in this proposal - but not only for that reason. My pre-purchase enquiry to the then DMR found that Bourke St would revert to a neighbourhood street with no adverse effect from the Distributor.

My further enquiries to your Mr Gary Humphrey also revealed no adverse impact was anticipated and also indicated a certainty that Cathedral St would be re-opened. I had received no notification of changes since then and on 14 August 1996 the *Sydney Morning Herald* published an outline of the proposal which showed an adverse impact on both Bourke and Cathedral Sts.

I am now deeply concerned with the impact of the proposal on Woolloomooloo generally and conclude that it is better to leave the area as it is than to do what is now proposed.

I am pleased that a decision has been made to proceed with this long overdue project but am disappointed at the lack of environmental sensitivity and the disregard for sound urban planning inherent in the design.

In summary I have found the following:

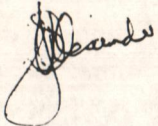
- 1) The proposal is more correctly a bypass for Darlinghurst and Surry Hills, but not for Woolloomooloo. It is, in effect, not the Eastern Distributor which arose as a concept in 1948.
- 2) As a bypass road it is not historically or practically correct to make it a toll road, especially given the impact of the toll facilities on this sensitive area.
- 3) This project because of its importance should have been government in design, construction and funding.

- 4) The impact on Woolloomooloo is simply unacceptable.
- 5) There are two preferable options available, both at additional cost but added benefit.
- 6) The realignment of the proposed bypass roads from Taylor Square down Oxford St, College St and Hospital Rd to the existing Cahill Expressway portal has profound additional benefits and solves nearly all the environmental problems with the current proposal.

I would point out in conclusion that this proposal is all about profits for Airport Motorways and not about the proper and intelligent planning of this city. I stress that, if built in its presently proposed form, the proposal will rob future generations and the present one of a great deal, not just the toll.

I most sincerely ask that you consider this submission.

Your sincerely



25.10.96

Dennis J. Alexander

THE EASTERN DISTRIBUTOR

*Submission to the RTA
Compiled by D.J. Alexander, Civil Engineer*

1.0 COMMENTARY ON THE PROPOSAL

1.1 "Eastern Distributor"

This name applied to proposals of 1948 in the County of Cumberland Planning Scheme Report; in reality the proposal is a bypass road for Darlinghurst and Surry Hills. Woolloomooloo is not bypassed; it is open cut. The operational name of the current scheme should be the Darlinghurst-Surry Hills Bypass. The 1948 scheme incorporated a Southern Distributor linked to the then Eastern Distributor. This Southern Distributor is also required now and its incorporation should be allowed for at this stage of planning.

1.2 The 1985 Proposal

The 1985 proposal was stopped after the construction of the controversial Stage 1 was completed. It was found that the historic Busby's Bore at Oxford St (14 metres below road level) was to be severed by the completion of the Stage 3 tunnel. It is my understanding that the tunnel had to be lowered and the project stopped as a result.

1.3 Tollway

Tollway roads were part of early Sydney. The first was at Bridge St for transit of the bridge over the Tank Stream, then Oxford St Paddington. These do not exist now of course. In 1990 Nick Greiner was to abolish tolls on the Harbour Bridge; he did not do so and we now have many toll roads; too many. It is my view that the cost of tolling roads is a waste of public money and the revenue is more efficiently collected by sharing the cost between all motorists in fuel taxes and registration charges.

The introduction of a toll road as proposed here will have a negative impact on the Woolloomooloo and Darlinghurst area in terms of space, air pollution, noise and visual pollution. It will require the building of unnecessary roadway plazas and reduce the popularity of the northbound tunnel at the expense of the existing surface roads. The design of this road would be much simplified by the abolition of the tolling infrastructure. As a general principle, the collection of tolls on bypass roads in this State is not done. This would be the first such instance. This road should have remained a State Government project.

The community requires an assurance that the bypass is an independent road and that the LATM Study and implementation does not in any respect inhibit local traffic flow and force it into the bypass specifically to pay a toll. My concern in this respect is justified by the proposals currently in place to close Bourke St (north) to Oxford St. for example.

I also understand that South Sydney Council will implement LATMs that prevent motorists using "toll free alternatives". This reinforces the view that both local and cross harbour journeys will be inescapably tolled, even though this view is denied by the senior staff of the RTA. It remains imperative that Crown St has to function as the "toll free alternative" and emergency north-south access corridor.

1.4 Treatment of Woolloomooloo

The Woolloomooloo area is historic. It was important in the development of Sydney. Losses occurred in the demolition of large areas of housing in the 1940's and 50's for the construction of large warehouses. The area was to be totally razed in the 1970's for high rise development and the construction of the Eastern Suburbs Railway in the 1980's resulted in further destruction of housing there. The Department of Housing was responsible for saving and unifying much of the remaining area for public housing in a large scale restoration and in-fill development. Note is made here of the predominantly low-rise nature of Woolloomooloo.

The current proposal once again threatens this unique area which has suffered much from the long term uncertainty surrounding the "Eastern Distributor". The proposed treatments are unnecessary and reflect an attitude of disregard, ignorance and misunderstanding on the part of the designers of this proposal and previous proposals.

The current proposal has questionable repercussions for Woolloomooloo. It could even be said that the present road system has less impact than that proposed. The overall benefits of the proposal relate to the peak journey-to-work periods. Outside these periods there is little benefit.

1.4.1 Cathedral St

This street is important to the urban quality and integrity of Woolloomooloo. It must be re-opened and its integrity maintained and given a real chance to be revived as the commercial hub and link to the City and St Mary's Cathedral. It is important to locate both tunnel portals north of Cathedral St to maintain the current road levels on Cathedral St and to remove the pedestrian overpass from the proposal. At this point the ground is reclaimed and the tunnel excavation minimised by cut and cover twin tunnels with plank roof forming the road corridor above.

1.4.2 Palmer St Corridor

The proposal creates a visible scar through to the middle of Woolloomooloo. It wastes and alienates this precious and valuable land which could, for example, even accommodate the aquatic centre currently and controversially planned by Sydney Council for Phillip and Cook Parks, Sydney.

The present at grade and open cut design is a huge burden on this area: a greater burden than has been created by the Eastern Suburbs Railway. The current proposal is unacceptable due to land wastage, division of the precinct and alienation of the urban structure, along with noise, air pollution and visual pollution.

1.4.3 The Toll Plazas

The inclusion and construction of toll plazas will result in twice the width of pavement in the area below the Art Gallery than would otherwise be required.

1.4.4 The Bourke St On-Load and the Palmer St Off-Load & Plaza

This loop appears to have been adopted as a way of utilising the William St underpass which was Stage 1 of the 1985 proposal that failed to take account of Busby's Bore. The provision of this facility for south bound vehicles is a burden on that part of Bourke St; south bound traffic could join further down and with less impact on the local precinct at Sir John Young Crescent.

The Palmer St Off-load and Plaza is also an unnecessary burden and the facility could be provided at Sir John Young Crescent.

The provision of both these facilities will result in an intensification of the already overloaded William St with the addition of two extra right turns. It will create noise and heavy traffic flows in Bourke St, making the present right turn into William Lane and Corfu St difficult or impossible. Both facilities also require main tunnel merging with traffic at speed and the experience of the Harbour Tunnel is that there is a propensity for motorists to speed in the tunnel. Inter-tunnel merging is simply problematic and accidents in such circumstances are devastating in their effect on traffic flows.

1.4.5 Sir John Young Crescent

The elevated roadway proposed is unacceptable as it introduces additional and unnecessary structures to this area. As stated above, the current situation is better than what is being proposed. The at grade option is the preferable one but again is an additional burden because of the effect of the toll collection facilities.

1.5 Heritage Items

The 1985 E.I.S. listed heritage items in Appendix A 3.1. Significant items in Woolloomooloo such as 183 and 181 Bourke St, 132 William St and 128, 128A and 130 Cathedral St which, along with many other buildings in the area, are significant to the historical value of Woolloomooloo, are earmarked under the Proposal but are not mentioned in the Schedule of Heritage Items. It is to be regretfully noted that many items have already been lost under the aborted but partially completed Stage 1 of the 1985 Proposal.

2.0 ENVIRONMENTAL IMPACTS OF THE PROPOSAL GENERALLY

2.1 Degradation of DMR owned Buildings of Heritage Value

Note must be taken of the immense impact this road has already had on Woolloomooloo. The acquisition and subsequent neglect of large number of buildings of heritage significance, along with the uncertainty factor imposed on development and/or restoration and investment in the area must be taken account of. Much of the history of Woolloomooloo and its heritage losses can be attributed to developers allowing the decline of buildings and then claiming they are no longer of value, with demolition an inevitable outcome. The former DMR is not blameless of this slow process towards destruction. It seems to me that the current proposal is clearly stating that because Woolloomooloo is now significantly degraded and devalued, further environmental impacts are irrelevant.

2.2 Noise and Visual Impacts

The recent move to a higher residential usage percentage and densities in the area requires a closer look at noise and visual impacts. The pleasantness factor of a residential area is closely linked to its success and value. The present noise and visual impacts of the Cahill Expressway at the Art Gallery is of concern. This was clearly observed from the vantage point from apartments along Victoria St, Potts Point. The proposal will not rectify this but will make the detrimental effects much worse than they are now. The building of large and elevated structures only adds to the impact. The minimisation of structures is required here.

2.3 Air Pollution

This relates directly to vehicle fuel consumption and flow rates. The additional stop-starts for tolling and the dip into and rise out of Woolloomooloo all combine to decrease vehicle fuel efficiency, while increased vehicular flow rates increase the amount of fuel used.

Treatment of the tunnel ventilation exhaust passing through the chimney may be a practical and wise option.

2.4 Land Use

The proposal tends to disregard losses of heritage items and neglects efficient land use potentials in Woolloomooloo. Wastage of land results from the sprawling road layout typical of the proposal. There appears to be little regard as to how Woolloomooloo will function nor any attempt to actually improve its functioning. Cut and cover treatments used in South Dowling St are not used here even though provision for pedestrian access and noise barriers indicates that there is a need for such cut and cover treatment in Woolloomooloo.

2.5 Historical Perspective

If constructed as proposed this road will almost certainly turn out to be a similar scourge and impediment on this Harbour frontage land as the Cahill Expressway now is at Circular Quay. In other words, the lesson of the Cahill Expressway at Circular Quay will have been unlearnt if this proposal proceeds in its current shape and form.

2.6 Conclusion

The impact of the proposal on Woolloomooloo is negative. The proposal caters essentially for the peak flows and all the demolition and construction involved in it are solely for the benefit of this brief period of time. It would seem likely that, at the end of the day, Woolloomooloo would be better left as it is than proceeding with this proposal. In all the long history of proposed and completed commercial and transport developments in this area, the needs of Woolloomooloo as a unique suburb on the doorstep of the city have been misunderstood, ignored and devalued. In terms of its impact on Woolloomooloo, this proposal is unsympathetic, environmentally insensitive and unacceptable.

3.0 CORRECTIVE OPTIONS

I draw the conclusion that the proposal has an unacceptable and unnecessary impact on Woolloomooloo. Two options are available to correct this situation. The first consists of treatments within the existing corridor. The second consists of a fresh corridor on higher ground to follow the ridge.

3.1 Palmer St Corridor

This corridor was established in 1948 for surface and trenched carriageway. It suffers badly from dipping into the old reclaimed Woolloomooloo Bay.

This option is shown at Figure 1 and consists of:

- 1) The removal of the restrictive and unnecessary toll plazas.
- 2) The removal of the William St on and off loading facilities.
- 3) The construction of twin overlay tunnel transition and twin adjacent tunnel (cut and cover) within the Palmer St corridor to a point north of the Viaduct.
- 4) On and off loading at Sir John Young Crescent.
- 5) Provision for the future cover of the existing Cut through the Domain and Botanical Gardens.

This option will add to the overall cost but derive benefits in allowing the sale and development of land previously wasted in the corridor. It will also and importantly allow for the unification of Woolloomooloo and part of the Domain and Botanical Gardens.

It is understood that a detailed option like this is being submitted by others.

3.2 Oxford & College St Corridor

This option is shown in Figure 2 and 3 and it involves the two level tunnel section deviating at Taylor Square into Oxford St, College St and Hospital Rd to join the existing Cahill Expressway at the State Library. No evidence could be found that this route had been considered but it is only the overlay twin tunnel that now makes it possible to be placed in a standard road reserve.

This option takes the road proposal out of Woolloomooloo entirely and frees it up for total reunification and development to the high standard its location and history deserve.

This option is the one which resolves all the environmental and planning dilemmas in this area and it leaves the way clear to reunify the Domain and the Botanical Gardens. It creates the opportunity to place the toll plazas (if deemed necessary) in the cutting near Parliament House, an initiative some might say was "poetic justice"!

Operational and maintenance facilities can be located in the discarded western part of the cutting and roofed over. A similar treatment could be applied to the

eastern part, in this case for the purpose of a car park. This burying of the cutting has in the past been a favoured proposal.

All On-load and Off-load facilities would then be at this point only. However, an option exists to locate extra on and off loading in College St, if inter-tunnel merging can be effectively controlled. Note that all three lanes of both North and South carriageways may be saturated by the Harbour crossing traffic alone.

The proposals for a cross city tunnel (the old Southern Distributor) can be linked into this proposal more easily and cheaply.

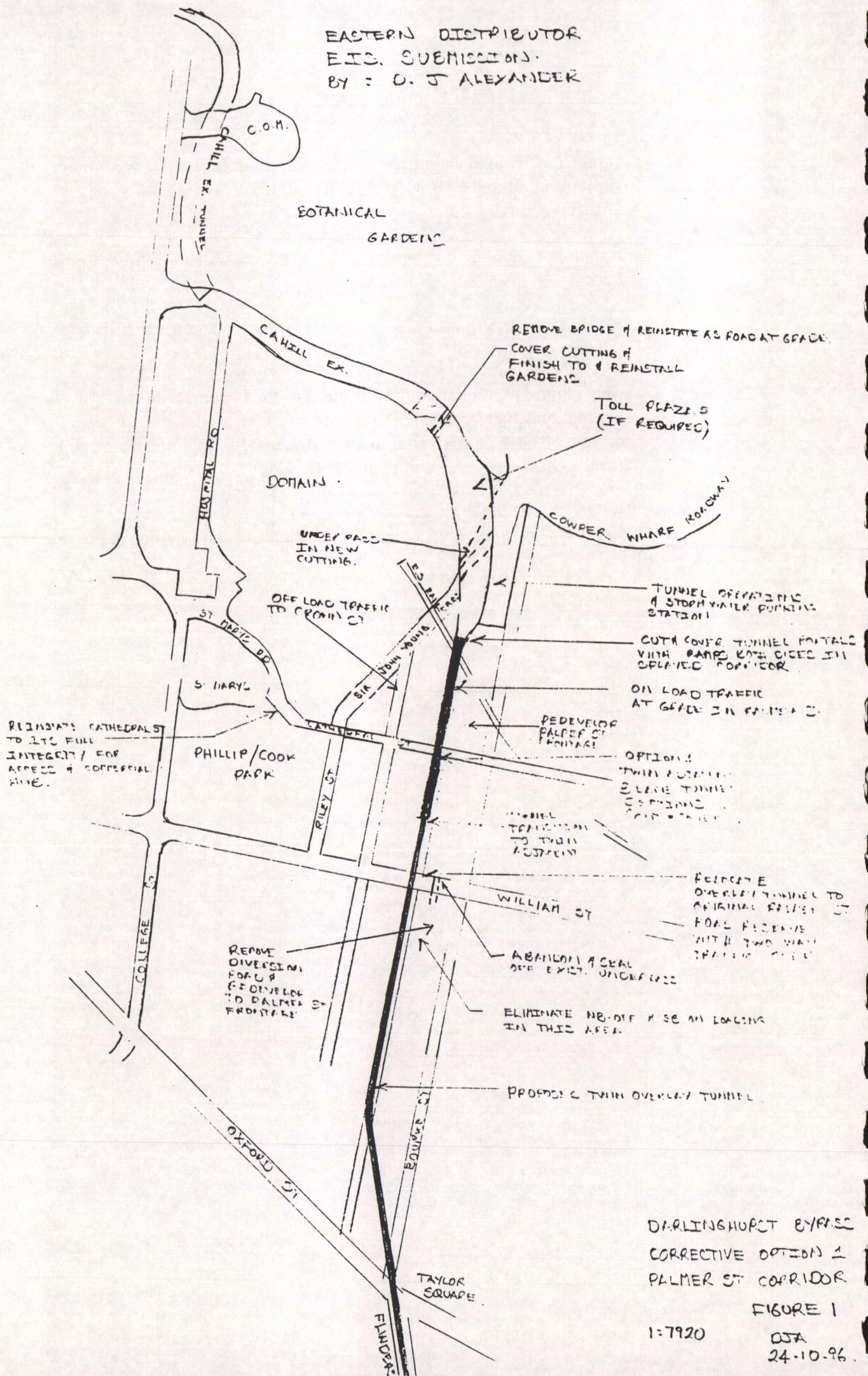
3.2.1 Benefits of the College St Corridor

- a) Maximises bored tunnel section while the TBM is in place with elimination of cut and cover techniques in reclaimed and water charged ground in the Palmer St Corridor.
- b) Minimises temporary works such as those traffic diversion works in the Palmer St Corridor.
- c) Allows for the integration with the Cross City Tunnel (the 1948 Southern Distributor) and its possible construction with the TBM on site and available. The construction of the cross-city tunnel allows for the removal of the Circular Quay elevated roadway.
- d) Eliminates all adverse impacts in Woolloomooloo and allows high quality restoration and development to finally occur in this important area. It allows for the restoration of Cathedral St and the reunification of its Eastern and Western parts; it re-establishes full pedestrian access from the city to Woolloomooloo.
- e) Allows for the complete unification of the Domain and the Botanical Gardens by eliminating that part of the Cahill Expressway that presently bisects them.
- f) Makes revenue available from the sale of property at Woolloomooloo and Darlinghurst.
- g) Creates opportunities to develop parking facilities for the Art Gallery and Finger Wharf / Marina and City North in the redundant Cahill Expressway Cutting. This in turn allows for the development of the Finger Wharf for public use.
- h) Makes fuel savings available due to flatter gradients over the whole road system in that area.
- i) Does not require additional foreseeable land acquisitions.

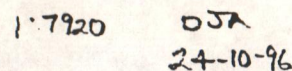
3.2.2 Obstacles to the College St Corridor Option

- a) Is more costly than the proposal in its present unacceptable form but similar in cost to the proposal modified to remove some of its unacceptability.
- b) Requires a ventilation structure in the newly proposed Phillip & Cook Park.
- c) Makes College St busier if on and off loading ramps are constructed there.
- d) May require the alteration or relocation of the Eastern Suburbs Railway ventilation structures in the Domain. It is understood that there are current plans in place to alter these two structures on aesthetic grounds for the benefit of views from Parliament House.
- e) Requires disruptive cut and cover section at the State Library and Government House area, unless the tolling brief can be amended.
- f) Creates an encroachment (one only) on other lands, in this case, the Land Titles Office.

EASTERN DISTRIBUTOR
E.I.S. SUBMISSIONS
BY : D. J. ALEXANDER



BY: D. J. ALEXANDER



076

CENTENNIAL PARK RESIDENTS' ASSOCIATION
PO Box 386 KENSINGTON NSW 2033

Chairman: Kevin Gibbons

Secretary: Dr Neil Runcie

**TO: EASTERN DISTRIBUTOR ENVIRONMENTAL
IMPACT STATEMENT**
Fax No. 9699-4107

FROM: KEVIN GIBBONS
Fax No. 9283-4144

DATE: 24 OCTOBER 1996

Dear Sirs

EASTERN DISTRIBUTOR PRELIMINARY EXHIBITION PHASE

I confirm that this Organisation wishes to make some general observations with regard to the eastern distributor. We are concerned that our precinct was not specifically targeted because we have been attempting to address in consultation with the RTA the resolution of east/west traffic problems for our precinct. The eastern distributor directly impacts on traffic along Moore Park Road and Cleveland/Lang Roads. The eastern distributor also impacts directly on traffic management matters for the major sporting venues in Moore Park. We trust that this is not an indication of the regard which the RTA holds in respect of public consultation.

Last year we were permitted to approach each of the short listed tenderers. The most constructive meeting was with the preferred tenderer and we congratulate the Government for selecting an organisation which appeared to take a constructive approach toward traffic management. It and the RTA informed us that one of the objects which the eastern distributor must obtain was that it did not adversely impact on the management and flow of local traffic. The RTA and the preferred tenderer also informed us that despite the minimalist approach taken in the tender there was scope for improving the effectiveness of the eastern distributor and that these would be addressed at a later stage. We deduced that Leighton have in their kit more than one scheme. We trust that all the schemes it developed will be revealed at the EIS and not covered up. Will the EIS give assurances that it contains all the models developed by Leightons?

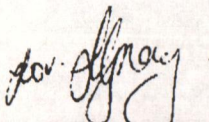
In meetings with the RTA it conceded that the effect of the eastern distributor would be to concentrate more traffic on Moore Park Road and Anzac Parade than currently occurs. Those main roads would have the effect of siphoning off traffic which would otherwise use Ocean Street and Oxford Street, New South Head Road and William Street.

Accordingly, we expressed grave reserve and general opposition to any proposal which failed to have an entrance tunnel in Moore Park Road and Anzac Parade. In respect of the Moore Park Road entrance it should be east of Driver Avenue so as to assist in the facilitation of east and west bound traffic from Cleveland Street to Oxford Street east of Queen Street.

The other general aspects of concern were in relation to the potential loss of park land along Anzac Parade and South Dowling Street such that the entry and exit tunnels along Anzac Parade should be south of Gregory Avenue so as to facilitate the entry of north bound traffic from the major sporting venues. The entry and exit tunnel in South Dowling Street should be south of Dacey Avenue so that public land is not reduced and so that South Dowling Street can be properly landscaped as a boulevard instead of a motorway.

The RTA and its consultants would be well aware of the numerous consultant reports over the last twenty years in connection with the management of traffic in the precinct. That information should be a good starting base from which the optimum design of the eastern distributor should be developed. We trust that those reports are not being buried. We trust that the EIS specifically addresses the resolution of the issues raised in those reports.

Yours faithfully


KEVIN GIBBONS
Chairman

097

148 Reservoir Street,
SURRY HILLS 2010
22nd October, 1996

Eastern Distributor
Environmental Impact Statement
P.O. Box 397
SURRY HILLS.

Dear Sir,

Your Fact Sheet No. 2 invites comments on proposals to close Bourke Street to through traffic and make Crown Street carry two-way traffic.

When the tunnel is built, traffic travelling south to Redfern and areas further south will be able to use the tunnel toll-free and enter the grid from Cleveland Street, so only traffic with destinations in Surry Hills will need to pass through East Sydney. A southbound carriageway in Crown Street to Campbell Street should be able to carry this traffic.

Closure of Bourke Street at Taylor Square should be possible and would greatly facilitate the flow of traffic into Flinders Street. Traffic could move into Flinders Street from Campbell Street whenever traffic was flowing west along Oxford Street. This would require Campbell Street to reverse direction between Crown and Flinders Streets.

Traffic from Moore Park Road and South Dowling Street headed for Goulburn Street and the cavernous carparks at Darling Harbour and Pyrmont will then be forced through Surry Hills, where it will be supplemented by north-bound traffic avoiding the toll. Congestion in Crown Street would force this traffic into Riley Street and, forced to queue at Campbell Street, vehicles would turn into Mary and Reservoir Streets and use Commonwealth Street to reach Goulburn street.

The only way to discourage this is to have must-turn-left lanes from Crown Street into Campbell Street. This requires Crown Street to remain one-way between Fitzroy Street and Campbell Street for as long as a toll is being collected.

Congestion in Surry Hills and East Sydney is the only thing that will force motorists to pay the toll. It will inevitably occur. Inner-city traffic management is congestion management: one must arrange for it to occur in places where it is least debilitating to the overall system. Congestion in Crown Street north of Campbell Street will not affect bus routes or access to the CBD.

Crown Street is ineffectual for distributing traffic to destinations in Surry Hills, even if the street closures were to be reversed.

It is essential that the RTA not raise the expectations of residents in the section of Crown Street from Fitzroy Street to Campbell Street. Very few residents would benefit from this section becoming two-way. There are only three off-street parking spaces together with 10 parking spaces in Clinton Reserve and 31 in Jesmond Street. These are to the south and require little backtracking, and they are used to it.

Another matter: when the North-bound tunnel entrance was proposed to be in Flinders Street, it was proposed to close Albion Street to right-hand turns into Flinders Street, except for buses, forcing traffic north into Campbell Street. There is no longer justification for such a proposal.

Yours sincerely

PJ Griffin



MOTYAJ

Potteries

099

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

23RD OCTOBER, 1996

RE: EASTERN DISTRIBUTOR.

DEAR SIR/MADAM,

WE RENT LARGE PREMISES ON THE CNR OF EPSOM ROAD AND ROSEBERY AVE., ROSEBERY AND ARE DEVASTATED TO NOTE THERE WILL BE:- "SOME RESTRICTION OF ACCESS TO LINK ROAD".

WE HAVE JUST SIGNED A NEW LEASE ON THESE PREMISES ON THE BASES THAT OUR DELIVERY VEHICLES HAVE ACCESS TO THE NORTH AND SOUTH DISTRIBUTOR FROM LINK ROAD. WE ALSO HAVE MANY CUSTOMERS WHO ACCESS OUR BUSINESS VIA LINK ROAD.

MAY WE SUGGEST ANY CHANGE IN THE TRAFFICS PATTERN WOULD HAVE A CONSIDERABLE DETRIMENTAL EFFECT ON OUR BUSINESS.

WE MUST OBJECT IN THE STRONGEST POSSIBLE FASHION TO ANY CHANGE OF ACCESS VIA LINK ROAD AND REQUEST YOU URGENTLY RECONSIDER ANY PROPOSED ABOLITION OF RIGHT TURN ACCESS AT LINK ROAD.

YOUR SINCERELY

T. J. MANN
DIRECTOR

MOTYAJ POTTERIES PTY LTD

ACN. 001 871 987

Sydney: (Head Office) Unit 1. 45-55 Epsom Rd, Rosebery 2018 NSW Australia. Ph: 61-2 313 8866 Fax: 61-2,313 6482
Melbourne: 21-23 Cato Street, Hawthorn East 3123 VICTORIA Australia. Ph: 61-3 9822 3977 Fax: 61-3 9822 3667

099

PETER BRUCE RICHARDSON B.A. LL.B.

SOLICITOR AND ATTORNEY OF
THE SUPREME COURT OF NEW SOUTH WALES

30 CHANDOS STREET
ST. LEONARDS, 2065

TELEPHONE: 439 8600
FAX: (02) 437 4584
DX 29580 CHATSWOOD

22 October, 1996

Eastern Distributor
Environmental Impact Statement
PO Box 397
SURRY HILLS NSW 2010

Dear Sir/Madam,

Re: Concept on display at Eastern Distributor Community
Access Centre depicting proposed ventilation outlet
on corner of South Dowling and Flinders Streets

Proposal numbered 3 designated "Original proposal: Drivers' Triangle" displayed at the Eastern Distributor Community Access Centre depicts a proposed ventilation outlet as an integral part of a building on the corner of South Dowling and Flinders Streets.

A caption relating to the ventilation shaft also stipulates "Other options are being considered". It is in relation to such other options that I offer comment.

From a practical point of view for the RTA, the block of land in question will be far more valuable if the proposed ventilation shaft is situated in another location. If it is feasible from an engineering perspective, a ventilation outlet or outlets would be better sited in the parkland to the east.

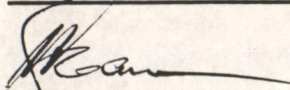
If one examines the Domain Park behind Sydney Hospital and New South Wales Parliament, there have been structures there for years which I have always perceived as ventilation outlets.

The RTA should consider that any additional cost in moving the ventilation outlet a few hundred meters to the east would probably be more than offset by the increased value of the land at the site of the presently proposed ventilation outlet.

From an environmental perspective, it may also be far healthier for local residents that emanations from the ventilation outlet are diffusing over vacant land in Moore Park rather than the present site. The large trees surrounding the north western corner of Moore Park could also be used to partly screen any ventilation structure of structures that may be placed around such location.

I would appreciate any feedback on the ventilation outlet proposals to be forwarded to me at the above address. For the record, as from 15 November 1996 I will be the proprietor of 6/471 South Dowling Street, Surry Hills.

Yours faithfully,
PETER BRUCE RICHARDSON


Michael Sloane
MS:SC



STUART ALEXANDER & Co. PTY. LTD.

A.C.N. 000 058 677

HEAD OFFICE: Cnr Rosebery Avenue & Kimberley Grove
Rosebery N.S.W. 2018 (P.O. Box 345) Australia
Tel: (02) 662 7077 Fax: (02) 662 1596

Ref: 102

WEB/SC

22 October 1996

Eastern Distributor

Environmental Impact Statement,
PO Box 397,
SURRY HILLS NSW 2010.

Dear Sirs,

Our company is situated on the corner of Kimberley Grove and Rosebery Avenue. In addition, we have a property in Dalmeny Avenue and also own properties in Rosebery Avenue, which includes Haden Engineering and a complex of five warehouses at 50 Rosebery Avenue. Consequently the closure of Link Road sounds very worrisome to us.

We have over fifty staff in our offices and a number of representatives on the road. Also, we continually have trucks delivering goods to both our Rosebery Avenue warehouse and our warehouse in Dalmeny Avenue.

The closure of Link Road would not have worried us greatly had not Meriton Properties built over seven hundred units in Dalmeny Avenue. In conjunction with the new Corporate Express building on the corner of Dalmeny Avenue and Epsom Road we feel this will add to the turmoil. We envisage the traffic blockages would be enormous. Even now it is becoming difficult to get out of Rosebery Avenue and Dalmeny Avenue and this is before presumably 1,000 cars will be travelling backwards and forwards to the Meriton properties.

As mentioned, we bring in a large number of containers to our warehouses and we believe this will hamper the delivery of our goods in and out of our warehouses.

BRANCH OFFICES & WAREHOUSES

MELBOURNE
1088 Centre Road
Oakleigh South 3167
Tel: (03) 579 3555

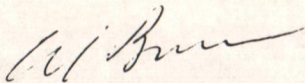
ADELAIDE
3 20 Magill Road
Norwood 5067
Tel: (08) 362 4845

BRISBANE
853 Nudgee Road
Northgate 4013
Tel: (07) 267 5266

PERTH
19 Noble Street
Kewdale 6015
Tel: (09) 353 1099

We do not know whether Dalmeny Avenue will be opened to allow access to Kimberley Grove though reports indicate that the existing arrangement will remain, so there will be still further turmoil with all these vehicles from Meriton Apartments, Corporate Express and the other warehouses that exist in Dalmeny trying to get out into Epsom and no outlet into Link Road. It is our belief that it will be a worry for everyone concerned.

Yours faithfully,



WESLEY BROWNE, O.A.M.
Chairman and Managing Director



Sydney Light Rail Company Limited

ACN 064 062 933

24 October 1996

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

Dear Fiona

I refer to your letter dated 10 September 1996 and to the Project Focus meeting held on 12 September 1996. I regret that I was unable to attend the briefing but was represented by Mr Steven Peters of GHD-Transmark. I have since received a copy of the minutes of the meeting and thank you for the opportunity to be represented and to be informed of progressed on this important project.

I note the minutes recorded a submission from the Light Rail Association concerning the need to ensure that the distributor does not preclude the construction of light rail into the Eastern Suburbs. This is particularly important for the area at the intersection of Flinders and South Dowling Streets, and Moore Park Road. Light rail either connecting to the currently under construction Pyrmont system at Central or alternatively via Oxford Street will need access to the existing transport corridor on the eastern side of Anzac Parade. While definitive plans are not available this time, consideration must be given to this in the EIS process.

The Sydney Light Rail Company wish to have continued involvement in the environmental and planning process and I would appreciate if you could keep me informed of the progress.

Yours sincerely

Rob Schwarzer
Managing Director

Appendix G

Submissions Unable to be
Considered by this EIS

Appendix G

Submissions Unable to be Considered by this EIS

Meeting No.	Date	Focus Area	Primary Issues
13	21.10.96	Kensington Heritage Precinct Committee Meeting	■ noise impacts and need for buffers ■ continued liaison with Randwick Council as to local street changes and closures ■ speeding issues and need to police excess speed ■ pedestrian access - west Kensington to south Sydney
14	19.10.96	Friends of Bligh (RTA and Rust PPK attendance by invitation of Clover Moore)	■ traffic arrangements in Moore Park area and need for extensions to the existing tunnel proposals ■ effect of vehicles avoiding the toll on local streets ■ proposal should be a low visual impact throughout ■ social impacts including loss of connectivity to Moore Park
15	19.10.96	Surry Hills Gay and Lesbian Forum (RTA and Rust PPK attendance organised by invitation of Clover Moore)	■ support for closure of Bourke Street to improve safety and amenity Taylor Square ■ construction timetable needs to consider Mardi Gras ■ consideration to be given to ongoing consultation with this forum, regarding mardi-gras requirements

Ref: 100
Received 30/10/96

\$661 100 00

Dowling Street Resident's Group
35 Dowling Street
Kensington NSW 2033
Contacts
John Hudak: 9663-3187
John Batchelor: 9663-1122

28 October 1996

Mr. M. Keogh
Rust PPK EIS Consultant
Level 3/9 Blaxland Road
Rhodes 2138

RE: DOWLING STREET RESIDENTS REQUIREMENTS FOR PROPOSED EASTERN DISTRIBUTOR

Dear Mr. Keogh,

After careful consideration by the Dowling Street Residents' Group regarding the Eastern Distributor and its impact on residents and the local area, proposals were developed after consultation with Rust PPK the Environment and Infrastructure consultants and the RTA.

At a meeting held on the 23rd of October 1996 by the Dowling Street Residents' Group the two options were discussed and unanimously agreed to as acceptable in terms of providing the requirements for Dowling Street residents.

The two options proposed by the Dowling Street Resident's Group are listed in order of preference:

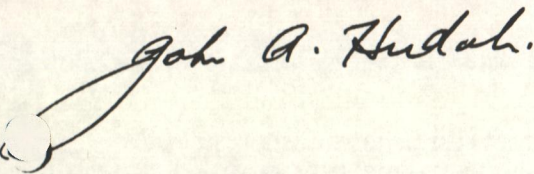
- **Option one:** Creation of a 'local street' from the corner of Todman Ave. and Dowling St. to Ingram Street together with the extension of both the south and north bound tunnels from Todman Avenue to the beginning of Southern Cross Drive. This option requires the provision of *some* of the following noise and pollution reducing measures for adjacent residential properties, which include double glazing, roof insulation and air conditioning.
- **Option two:** Creation of a 'local street' from the corner of Todman Avenue. and Dowling Street to Ingram Street together with the extension of the south bound tunnel from Todman Avenue to Milroy Avenue. This option requires the provision of *all* of the following noise and pollution reducing measures for adjacent residential properties, which include double glazing, roof insulation and air conditioning.

We would appreciate your assistance with the following:

1. Include the options outlined above as part of any planning processes associated with the Eastern Distributor proposal.
2. Ensure that the proposed options are included in the Environmental Impact Statement. This EIS report is expected to go on display on the 7th of November 1996.
3. Seek an extension to the submission period for the EIS report on the Eastern Distributor from the 7th of November 1996 to mid February 1997. This will provide for better consultation process with residents and relevant authorities. The current timetable set by the RTA is aggressive and produces a climate where things are rushed
4. Help us obtain State Government funding for a consultant to assist the Dowling Street Residents' Group with preparing a formal submission for the EIS concerning the Eastern Distributor.

We look forward to your assistance with our efforts to minimise the adverse affects the Eastern Distributor proposal is likely to have on the Kensington Federation Heritage Precinct.

Sincerely



John A. Hudak.

John Hudak
Convenor

Proposal

After careful consideration regarding the Eastern Distributor and its impact on residents and the local area the following proposals were developed jointly with the Dowling Street Resident's Group, Rust PPK (Environment and Infrastructure consultants) and the RTA.

At a meeting held on the 23rd of October 1996 by the Dowling Street Residents' Group the following proposals were discussed and unanimously agreed to by all participants.

Two options proposed by the Dowling Street Residents' Group are listed in order of preference:

1. Creation of a 'local street' from the corner of Todman Avenue. and Dowling Street. to Ingram Street together with the extension of both the south and north bound tunnels from Todman Avenue to the beginning of Southern Cross Drive.
2. Creation of a 'local street' from the corner of Todman Avenue. and Dowling Street. to Ingram Street together with the extension of the south bound tunnel from Todman Avenue to Milroy Avenue.

Option One

Introduction

This proposal provides the core requirements for Dowling Street residents and is a result of several consultations of the Dowling Street Residents' Group with RUST PPK (EIS consultants), RTA and some Randwick Council personnel.

The following proposal was unanimously agreed to as the preferred option by the Dowling Street Residents' Group at a meeting held on the 23rd of October 1996.

It is proposed that a 'local street' be created by closing the near side lane to through traffic with a median strip. It also requires the south bound and north bound tunnels to be extended from Todman Avenue to Southern Cross Drive. This is expected to provide benefits to local residents by

- Improving safety.
- Providing reduction to current unacceptable noise levels by placing more than half the traffic underground.

- Increasing privacy to Dowling Street Residents.
- Reducing the effects of traffic-related pollution experienced by Stella Maris Child Care Centre by moving Dowling Street 10 meters to the west and placing most of the traffic underground.

Description

The following outlines the detailed requirements to implement Option One.

- Extend the south bound and north bound tunnels from Todman Avenue to Southern Cross Drive.
- Dedicate 10.0 meters of the kerbside roadway along Dowling Street to create a 'local street'. The 'local street' to start at the corner of Todman Avenue and Dowling Street and proceed all the way to Ingram Street
- Provide a 'local street' barrier from Todman Avenue, with a dead end at Todman Avenue, to Ingram Street.
- Erect a suitable median along the whole perimeter of the 'local road' that acts as a noise, safety and privacy barrier.
- The height of the median barrier should take into account the line of sight from the cars in the western most curbside lane of Dowling Street to the ridge line of the single story federation style cottages to optimise noise reduction.
- The 'local street' to have the following characteristics
 - A single lane carriage way , 10 meters wide between Milroy Avenue and Ingram Street.
 - A two way carriage way 10 meters wide between Milroy Avenue and Todman Avenue.
- The 'local street' to be accessible to Dowling Street residents only. No through traffic to have access to the 'local street'.
- There should be no street closures for the following streets in the West Kensington area as they would prevent access to the 'local street' by Dowling Street residents.
 - Milroy Avenue
 - Carminya Street

- Winkurra Street
 - Baker Street
 - Myrtle Street
 - Ingram Street
- Council to erect sign posts along some streets running off Todman Avenue and Lenthall Street to indicate that there is no access to Eastern Distributor Motorway.
 - The western side of the 'local street' to be used for trees, shrubs and general landscaping to soften the visual effect of a median barrier.

Dowling Street Residents' Understanding

The Dowling Street residents have the following understanding regarding this proposal

- It does not allow for direct access to Dowling Street for residents of Dowling Street
- Access must be gained by using either Milroy Avenue, Carminya, Winkurra, Baker or Myrtle Streets.
- Vehicles on the 'local street' south of Milroy Avenue would be restricted to southbound movements only, exiting from Carminya, Winkurra, Baker, Myrtle or Ingram Streets.
- Closure of local streets as proposed by Randwick Council in the West Kensington area would prevent vehicular access to Dowling Street residents.
- Creation of a 'local street' would achieve a similar result to the current proposal by Randwick Council to implement local road closures for the following streets:
 - Milroy Avenue
 - Carminya Street
 - Winkurra Street
 - Baker Street
 - Myrtle Street
 - Ingram Street

Option Two

Introduction

This proposal provides the core requirements for Dowling Street residents and is a result of several consultations of the Dowling Street Resident's Group with RUST PPK (EIS consultants), RTA and some Randwick Council personnel..

The following proposal was unanimously agreed to as a second option by the Dowling Street Residents' Group at a meeting held on the 23rd of October 1996.

It is proposed that a 'local street' be created by closing the near side lane to through traffic with a median strip. This is expected to provide benefits to local residents by

- Improving safety
- Providing some reduction to current unacceptable noise levels, though not as effectively as provided by option one
- Increasing privacy to Dowling Street Residents.
- Reducing the effects of traffic-related pollution experienced by Stella Maris Child Care Centre by moving Dowling Street 6.5 meters to the west, though not as effectively as provided by option one

Description

The following outlines the detailed requirements to implement Option Two.

- Extend the south bound tunnel from Todman Avenue to provide a staggered tunnel arrangement similar to that currently proposed for Cleveland Street and the north side of Dacey Avenue.
- Utilise the roof of the extended south bound tunnel to enable two lanes of traffic to merge into one southbound lane. This single surface lane forms the third south bound Motor way lane mid block between Milroy Avenue and Carminya Street.
- Dedicate 7.0 meters of the kerbside roadway along Dowling Street to create a 'local street' (6.5 meters dedicated to 'local street' and 0.5 meters for provision of a median

Dowling Street Residents' Group

barrier). The 'local street' to start at the beginning of the corner of Todman Avenue and Dowling Street and proceed all the way to about 5 meters south of Ingram Street.

- Provide a 'local street' barrier from Todman Avenue, with a dead end at Todman Avenue, to Ingram Street.
- Erect a suitable median along the whole perimeter of the 'local road' that acts as a noise, safety and privacy barrier.
- The height of the median barrier should take into account the line of sight from the cars in the western most curbside lane of Dowling Street to the ridge line of the single story federation style cottages to optimise noise reduction.
- The 'local street' to have the following characteristics
 - A single lane carriage way , 6.5 meters wide between Milroy Avenue and Ingram Street.
 - A two way carriage way 7.5 meters wide between Milroy Avenue and Todman Avenue.
- The 'local street' to be accessible to Dowling Street residents only. No through traffic to have access to the 'local street'.
- There should be no street closures for the following streets in the West Kensington area as they would prevent access to the 'local street' by Dowling Street residents.
 - Milroy Avenue
 - Carminya Street
 - Winkurra Street
 - Baker Street
 - Myrtle Street
 - Ingram Street
- Council to erect sign posts along some streets running off Todman Avenue and Lenthall Street to indicate that there is no access to Eastern Distributor Motor way.
- The western side of the 'local street' to be used for trees, shrubs and general landscaping to soften the visual effect of a median barrier.

Dowling Street Residents' Understanding

The Dowling Street residents have the following understanding regarding this proposal

- It does not allow for direct access to Dowling Street for residents of Dowling Street
- Access must be gained by using either Milroy Avenue, Carminya, Winkurra Baker or Myrtle Streets.
- Vehicles on the 'local street' south of Milroy Avenue would be restricted to southbound movements only, exiting from Carminya, Winkurra, Baker , Myrtle or Ingram Streets.
- Closure of local streets as proposed by Randwick Council in the West Kensington area would prevent vehicular access to Dowling Street residents.
- Creation of a ' local street' would achieve a similar result to the current proposal by Randwick Council to implement local road closures for the following streets:
 - Milroy Avenue
 - Carminya Street
 - Winkurra Street
 - Baker Street
 - Myrtle Street
 - Ingram Street

26 October 1996

Ref: 101
Received 30/10/96
49 Ridge Street
SURRY HILLS NSW 2010

The Hon. Craig Knowles MP
Minister of Department of Urban Affairs and Planning
Level 33 Grosvenor Macquarie Tower
1 Farrer Place
SYDNEY NSW 2000

Dear Minister,

**Eastern Distributor - Airport Motorway
Environmental Impact Study (EIS)**

As a resident of Surry Hills, I am dismayed by the current proposal for the Eastern Distributor - Airport Motorway.

My concerns are:

1. *Lack of effective community consultation during the EIS process.*
2. *The lack of information (noise decibel readings, vibration readings, air pollution studies, traffic projections and percentage vehicle type, speed limits, elevations and cross sections, ventilation and exhaust stacks) to allow the community to adequately consider the proposal prior to comment.*
3. *The degradation of the quality of life in our environment - the impact of increased noise, vibration and air pollution issues to communities which already suffer from one of Sydney's worst pollution environments.*
4. *The lack of a tunnel directly linking the Sydney Harbour Tunnel to Dacey Avenue.*
5. *The increase in potential for hazard risks, due to increase in heavy vehicle traffic from Port Botany - the lack of an alternate route for heavy vehicles away from high population (residential) areas.*
6. *The danger of weaving patterns, impact of jersey barriers between carriageways and speed options, by the combination of state road and motorway alongside each other in South Dowling Street, together with numerous residential street openings.*
7. *The need for the provision of a major alternate route (non toll route), alongside the route (eg: Bourke, Crown Sts?). This will further impede the local areas and sever the area with two major road systems (north/south).*
8. *The lack of planning to solve the east - west traffic management, especially as this community faces an increase in population from 77,000 residents (1991 census) by 13,000 (Green Square Urban design competition) and the impact of tens of thousands visitors each week to FOX Studios.*
9. *The loss of vital parkland, public space and amenity to the communities of Surry Hills and Moore Park (east Redfern).*
10. *The close proximity of the route to a sensitive conservation and heritage area.*
11. *The ugliness of the road bridges through Woollahra (another "Cahill expressway"), and the destruction of the fabric of this area resulting in negative social impact as a result.*
12. *The lack of sufficient time for the EIS, so that community groups can adequately assess and evaluate complex engineering and technical issues - since the first EIS (1985), there has been a substantial change and increase in traffic volumes and routes leading into the Eastern Distributor - primarily the Sydney Harbour Tunnel.*
13. *The impact of the construction phase to traffic, social impact, damage to sensitive property in a conservation and heritage area and increase in air pollution, noise and soil disposal.*

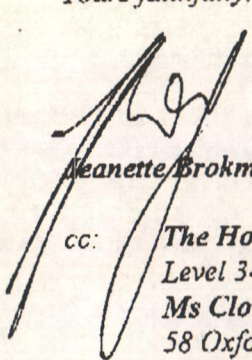
14. South Dowling Street - visual impact of an eight lane carriageway, just over 3 metres from residential property, with no provision for an environmental barrier or additional green space on the Western side of the route.
15. Access for the community to recreational areas.
16. Lack of major pedestrian routes and lack of provision for residential parking.
17. The impact to quality and the ecosystem of nearby water bodies and water tables.
18. Wind tunnels and the impact of increased ambient noise to streets currently not effected.
19. The impact of constant noise (24 hours/day) to residents alongside the route. Currently there are rest periods due to traffic light changes.
20. The threat to our children, our street, Ridge Street, being a bypass to access the Motorway.
21. The encouragement of increase in traffic growth overall, particularly Surry Hills, Moore Park.
22. The lack of landscape plans suitable to the heritage architecture of Surry Hills, Moore Park.
23. The capacity of the tunnels (two lanes in each direction) to absorb traffic merging from lanes into the tunnels (eg: two from South Dowling, two from Anzac Parade, one from Moore Park).
24. The lack of sufficient green space within the carriageways, particularly South Dowling Street.
25. The visual impact of the underpass and resulting traffic at Cnr South Dowling & Cleveland Streets.

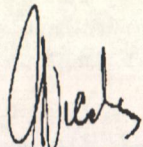
We reject the current proposals (including alternatives) and ask the following:

1. The community be given access to data and funding be provided in order that the community engage independent experts to critically examine the proposals including the EIS and further establish whether the proposal meets the essential criteria.
2. The community be given a further consultation period after the draft assessment report (allow the community to respond again after submissions are received to the EIS and amendments made).
3. That due consideration be given to the proposal. The proposal must be adequately assessed and considered for the long term benefit of Sydney, not short term for Olympics 2000.
4. That the tunnel be extended from Sydney Harbour Tunnel to Dacey Avenue.
5. That there be no loss of parkland of Moore Park.
6. That there is no detriment to the social fabric and community members of the inner city.

We reserve the right to further amend and/or alter this submission as information comes to hand.

Yours faithfully,


Jeanette Brokman


John Nicols

cc:

The Hon. Carl Scully, Minister for Roads

Level 34 Governor Macquarie Tower, 1 Farrer Place, Sydney 2000 (fax = 9228 4255)

Ms Clover Moore, MP

58 Oxford Street Paddington 2021 (fax = 9331 6963)

Mayor Vic Smith South Sydney City Council

PO Box 103 Beaconsfield 2014 (fax = 9662 6965)

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Level 3/9 Blaxland Road Rhodes 2138 (fax = 9743 0333/9699 4106)

The Hon. R.J. Carr MP, Premier

Level 39 Governor Macquarie Tower, 1 Farrer Place, Sydney 2000 (fax = 9241 3616)

The Hon. Pam Allen, Minister for the Environment

Level 9 Governor Macquarie Tower, 1 Farrer Place, Sydney 2000 (fax = 9233 3617)

C.C. MR. M. KEOGH, RUST PPK

Peter & Lilian Cartwright
18 Parkham Street
Surry Hills 2010

Ph : 9310 4964
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29/10/96

The Hon. Craig Knowles MP
Minister of Department of Urban Affairs & Planning
Level 33 Governor Macquarie Tower
1 Farrer Place
Sydney 2000

Dear Minister,

Eastern Distributor - Airport Motorway / Environmental Impact Study

We are most concerned that the proposed Eastern Distributor will:

1. Result in an M4 type expressway in place of South Dowling Street.
2. Result in ugly road bridges through Woolloomooloo and spoil the view from the area around the Art Gallery.
3. Result in large trucks and other vehicles using nearby streets and suburbs as an alternative route.
4. Result in increased East to West Traffic Congestion especially when the Fox Studio complex is taken into account.
5. Result in increased noise level and pollution.
6. Result in the loss of Parkland and Public amenities.

The EIS Consultants (RUST PPK) have not consulted the effected communities widely nor have they any figures on vehicle movements, noise levels, pollution levels, let alone the effect of the increased population within a 5 km radius of Green Square Station or the increased East/West traffic due to the Fox Studio.

We suggest a better solution is:

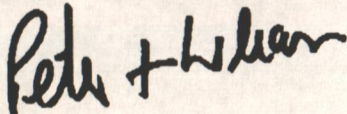
1. Run the tunnel from the Sydney Harbour Tunnel to Dacey Avenue.

-This will do away with the noise and pollution and another ugly "Cahill Express" type eyesore.

2. Extend (instead of reduce) Moore Park across half of South Dowling Street.
3. Restrict the use of side streets through Surry Hills as an alternative route.
4. Ensure that East/West traffic flows smoothly.

This way the inner city Heritage areas will retain their character, Parkland will be increased, and Sydney will not have another ugly Expressway. If this is going to result in another 50c at the toll so be it but this is infinitely preferable to the current cheap, shoddy, and short sighted proposal.

Yours faithfully,



Peter & Lilian Cartwright

c.c. The Hon. R.J. Carr MP, Premier
Mr. M. Keogh, Rust PPK, EIS Consultants
Mayor Vic Smith, South Sydney Council
Ms Clover Moore, MP
The Hon. Carl Scully, Minister for Roads
The Hon. Pam Allen, Minister for Environment

Context of the inquiry

There have been many traffic management proposals in the past-looking at Lenthall St in isolation

Traffic management measures in Lenthall St have been considered by Randwick City Council many times in the past. Each recommendation has considered Lenthall St in isolation from the adjoining streets in the area. These studies have been characterised by looking at Lenthall St in terms of traffic numbers not in terms of why the traffic uses Lenthall St.

No-one is happy with the current situation

The "analysis paralysis" that has resulted from the proposals has created a morass of confusion and dissatisfaction. No-one is happy with the current situation: residents are confused and cynical; Police and emergency services have been led (incorrectly) to believe that residents are seeking to delay emergency service response times; the Roads and Traffic Authority believes that Randwick City Council has responded to a local pressure group for short term political gain.

Lenthall St as a two way thoroughfare has not worked - give partial closure a go

Lenthall St used as a two way thoroughfare has not worked. The alternate traffic management measures proposed will exacerbate the concerns of all parties. It is time for the Roads and Traffic Authority to give partial closure a go. Partial closure may not be perfect but it will be very much better than alternate traffic management measures proposed by Randwick City Council.

We must look to the future needs of the Eastern Sydney traffic network

Rather than looking backwards at the indecision of earlier traffic review proposals we must look forwards to the future needs of the traffic network.

We must ask what kind of road network is required to facilitate appropriate traffic management methods to service the needs of all the community? We must review all available options to service the identified needs. We must also ensure that we do not duplicate capabilities that already exist. We must ensure that we do not create unsafe road conditions by selecting traffic management solutions for roads that are not designed nor can be modified to handle increased traffic volumes

Key questions about the future

There are some key questions we should ask about the future of the road network in the effected area

- **Emergency service response times**
- **Traffic congestion**
- **Funding**
- **Eastern Distributor**

Will partial closure of Lenthall St compromise emergency service response times **over alternate traffic management measures proposed?**
Will partial closure of Lenthall St increase traffic congestion on surrounding roads beyond their design capabilities?
How does the existing and proposed funding arrangements for Lenthall St impact these discussions?
How does the proposed eastern Distributor impact the discussions regarding the partial closure of Lenthall St?

Why has it become necessary for a Residents group to become formed?

The residents of Lenthall St do not see it as their role to make submissions to a Regional Traffic Tribunal. The history of the formation of the Residents group will be explained.

Disinformation reigns supreme

The traffic management issue within Lenthall St has been characterised by a disinformation campaign which has sought to place the reasonable request for a partial closure in the worst possible light. There has been selective presentation of information in Council reports to the Local Traffic Committee.

Need to treat Lenthall St holistically

The residents of Lenthall St seek for the traffic management of Lenthall St to be treated holistically and not in isolation to other traffic management measures in the area and region. There is a tendency to treat traffic management measures piecemeal as emergency services response times, congestion issues, safety concerns, heritage issues or as a response to urban consolidation. In fact, all factors have to be taken into account in making a determination on the partial closure of Lenthall St and issues can not be considered in isolation to other traffic management schemes in the area.

Lenthall St traffic volumes are high as a percentage of design volumes

Lenthall St differs from the other streets in the adjacent area in one important respect. Lenthall St is beyond it's design volumes for it's road classification. The other streets in the West Kensington triangle are below, and in some cases significantly below their design volumes under a Local Area Traffic management classification.

The growth in Lenthall St traffic volumes can not be maintained without fatalities

The traffic accident reporting system is effective in reporting accidents with significant property damage or injuries. The traffic reporting system does not adequately report "Near Misses" which are the Accident Engineers guide to where the next fatality will occur. Lenthall St is subject to regular "Near Misses". Statistically, with the present traffic volumes it is only a matter of time before fatalities occur in the street.

A "fair go" for all

The outcome of the present inquiry will have effects on emergency services, councils, motorists and residents. These effects may be varied and take time to normalise as new traffic patterns are established. However, the residents want the outcome of this determination to be a "fair go" for all and we believe that the partial closure of Lenthall St will achieve this.

Description of Local Roads & their relation to Lenthall St

Road Hierarchy and funding

The West Kensington traffic area is bounded by three roads, South Dowling St, Todman Ave and Lenthall St. South Dowling St is classified as an arterial road and is fully funded by the Roads and Traffic Authority. Todman Ave is classified as a sub-arterial road and is funded by the Roads and Traffic Authority. Lenthall St is classified as a local collector road and is fully funded by Randwick City Council.

The West Kensington traffic area is also bound by the Australian Golf course which acts as a traffic barrier for traffic seeking to cross South Dowling St and Southern Cross Drive. The routes across include Lenthall St, Todman Ave and Gardeners Rd. The funded roads for this inter-regional traffic movement are Todman Ave & Gardeners Rd. Lenthall St is not funded as a regional road. For further discussion see below on regional roads.

Road widths

South Dowling St is six (6) lanes wide
Todman Ave is four (4) lanes wide and was a main tram route
Lenthall St is two (2) lanes wide

Road volumes

South Dowling St carries in excess of 60,000 vehicles per day
Todman Ave carries approximately 10,000 vehicles per day
Lenthall St carries approximately 10,000 vehicles per day

Road camber, curves, crests & "blind spots"

South Dowling St is straight, has no crests or blind spots.

Todman Ave has a low camber and a few bends.

Lenthall St has characteristics of a street designed for low speed local traffic conditions.

- There is a high camber to the road, which makes driving on the road difficult.
- There are two significant "blind spots" on Lenthall St.
 - The first blind spot is due to a crest in the road near Lenthall St's intersection with Virginia St. There have been numerous near misses at this intersection.
 - The second blind spot is at the western end of Lenthall St where a 70° bend in the road combines with the high approach speeds, poor camber, drainage and road surface to create a known traffic accident location.

Road drainage

South Dowling St has drainage to a highway standard.

Todman Ave drains well with no observed flooding points.

Lenthall St floods regularly with light rain at the intersection of Lenthall St and Milroy Ave and under heavy rain floods at the western end (the 70° bend). There is one drain in Lenthall St for approximately 400m road surface!

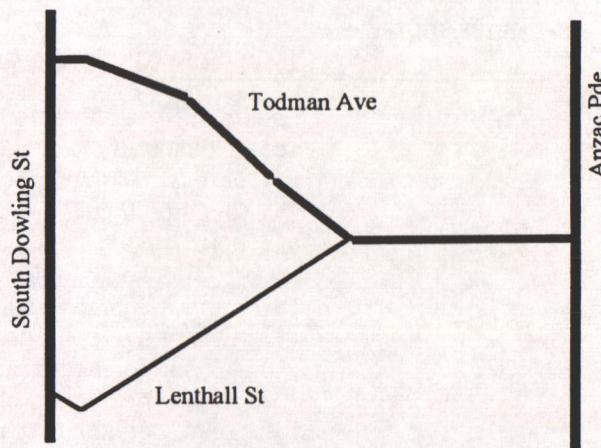
We do not consider that it is a safe traffic management scheme to use a road that floods regularly for over 10,000 vehicle movements a day.

**Origin Destination
studies for effected
roads**

Despite repeated requests from the Lenthall St residents, no Origin Destination or Number plate studies have been undertaken for any of the roads described here. However, various traffic management reports have described the following traffic patterns:

- South Dowling St carries the majority of the traffic to and from Southern Sydney to the CBD and the Eastern Suburbs.
- Todman Ave carries traffic from the South Sydney council area to the Randwick municipality. In addition to this role, Todman Ave carries traffic from South Dowling St to join traffic at Anzac Pde to carry traffic to and from the South Eastern suburbs of Sydney (eg. Kingsford, Maroubra and beyond). Todman Ave performs a necessary function in relieving congestion at the junction of Anzac Pde with Dowling St.
- According to the traffic management reports, Lenthall St acts as a regional collector road to facilitate traffic movement between the Rosebery and Kensington areas. This function of Lenthall St is a duplication of the first function described for Todman Ave.

**At it's furthest junction,
Lenthall St is no more
than 500m from a sub-
arterial road performing
the same function.**



At it's furthest junction, Lenthall St is no more than 500m away from a sub-arterial road which performs the same functions as Lenthall St. Lenthall St performs the same road functions as Todman Ave and carries very nearly the same traffic volumes as Todman Ave, *yet Lenthall St is both designed and constructed as a local road!*

The proximity of the sub-arterial roads is one of the main reasons why Lenthall St residents consider that partial closure is an appropriate traffic management measure.

Description of Regional Cross Roads & their relation to Lenthall St

Road Hierarchy and funding

The Eastern Sydney traffic area is serviced by Lachlan St & Dacey Ave, Gardeners Rd, Cleveland St and Wentworth Ave. Each road is classified as an arterial road and is fully funded by the Roads and Traffic Authority.

Lenthall St is classified as a local collector road and is fully funded by Randwick City Council.

Road widths

Dacey Ave is four (4) lanes wide
Cleveland St is four (4) lanes wide
Gardeners Rd is six (6) lanes wide
Wentworth Ave is six (6) lanes wide

Lenthall St is two (2) lanes wide

Road volumes

Traffic volumes are not available to the author of this report.

Road camber, curves, crests & "blind spots"

Dacey Ave is straight, has no crests or blind spots.
Cleveland St is straight, has no crests or blind spots.
Gardeners Rd is straight, has no crests or blind spots.
Wentworth Ave is straight, has no crests or blind spots.

Lenthall St has characteristics of a street designed for low speed local traffic conditions.

- There is a high camber to the road, which makes driving on the road difficult.
- There are two significant "blind spots" on Lenthall St.
 - The first blind spot is due to a crest in the road near Lenthall St's intersection with Virginia St. There have been numerous near misses at this intersection.
 - The second blind spot is at the western end of Lenthall St where a 70° bend in the road combines with the high approach speeds, poor camber, drainage and road surface to create a known traffic accident location.

Road drainage

Dacey Ave, Cleveland St, Gardeners Rd and Wentworth Ave all have drainage to a highway standard.

Lenthall St floods regularly with light rain at the intersection of Lenthall St and Milroy Ave and under heavy rain floods at the western end (the 70° bend). There is one drain in Lenthall St for approximately 400m road surface!

We do not consider that it is a safe traffic management scheme to continue to encourage over 10,000 vehicle movements a day on a road that floods regularly.

Houses & Pedestrians usage

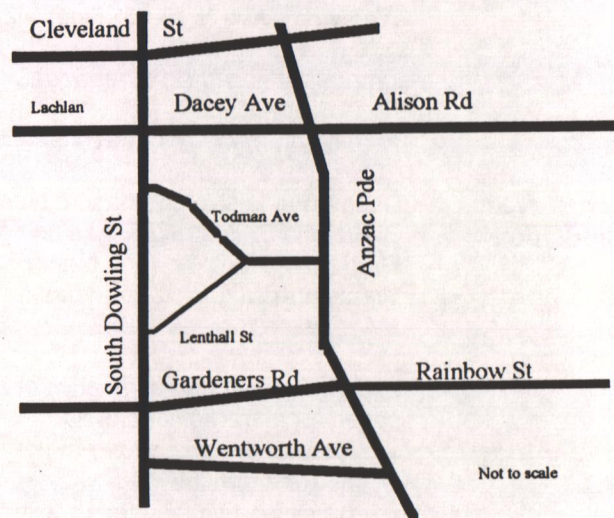
Dacey Ave, Cleveland St, Gardeners Rd and Wentworth Ave have a mixed residential and commercial development. Many sections of these roads have open space on one side.

With the exception of the western section of Cleveland St, not many pedestrians use these streets.

Lenthall St is part of the West Kensington Heritage zone and consists of residential housing on both sides of the road.

A significant number of pedestrians use the street to walk to and from Rosebery. A number of school children walk to the local school along Lenthall St.

At it's furthest junction, Lenthall St is no more than 1000m from arterial roads performing the same function.



Lenthall St remains as one of many streets for crossing from east to west. We do not consider it appropriate under a Local Area Traffic Management scheme that Lenthall St be allowed to continue the same road functions as the other major cross streets, *when Lenthall St is designed and constructed as a local road!*

The proximity of the arterial roads is one of the main reasons why Lenthall St residents consider that partial closure is an appropriate traffic management measure.

We accept that Lenthall St **must** play a role in facilitating east west traffic movements. Partial closure restricts movement along Lenthall St in the easterly direction. Lenthall St continues to play it's role in vehicles travelling west.

History of West Kensington traffic management proposals

Studies performed

During the 1980's as part of the Raleigh Park Development EIS, the developer prepared a traffic management plan for the West Kensington area. The key elements of this study was to install traffic lights at the Lenthall St Todman Ave intersection to keep delays to an acceptable level.

The consultant's report recommended other actions be undertaken only after further study when the traffic effects of the development were known.

Were other studies performed?

There have been no further consultant's studies on traffic management in the West Kensington area. The residents of all the streets have repeatedly requested that Randwick City Council commission an integrated traffic management plan which considers the effects of all proposed traffic schemes.

Randwick City Council maintains, however, that the Raleigh Park Development study is sufficient.

Are 10 year old studies relevant?

The residents of Lenthall St consider that the 1980's study is not relevant for the following reasons:

- the study was developed over 10 years ago
- the study pre-dated the State governments urban consolidation program which is leading to significant urban renewal in the South Sydney Council area
- The opening of the Moore Park Supa Centa which has seen the development of a major retail centre on the edge of the West Kensington Traffic area. There was no allowance for retail traffic movements in the assumed conditions of the 1980's study.
- The study did not perform Origin Destination surveys but used traffic counts.
- The study predated the effects of the Harbour tunnel on traffic volumes.
- The Raleigh Park development has a larger number of home units than that used as the basis of the 1980's traffic study. Raleigh Park has higher population densities than originally envisaged.

How the proposals progressed

In accordance with the original plan, the Lenthall St Todman Ave intersection had traffic lights installed. The residents initially welcomed the traffic lights due to the removal of congestion.

Unfortunately drivers **also** realised that there was a decrease in congestion and more cars started to use the street. Now the length of queuing in the street appears to be the same as before. The queues do come and go as is characteristic of a street controlled by traffic lights.

Despite the traffic lights, Lenthall St still has traffic queued for approximately 1/3 of the street during the morning peak. **The nett effect of phase one traffic management scheme has been to see an increase in traffic and congestion!**

**Second phase
community consultation**

Randwick City Council sought public consultation on traffic management measures for the West Kensington area.

**Residents prefer full
closure**

The residents originally requested full closure of Lenthall St at it's junction with Epsom Rd. The residents were told that this was not possible because of emergency service response times and the roads "collector" status.

The residents accept that a full closure is not an appropriate traffic management measure.

Second phase proposals

Randwick City Council then developed proposals to implement a second phase of traffic management measures.

Randwick City Council proposed that Lenthall St have multiple speed humps and roundabouts. The residents objected to speed humps on the grounds of noise and cost effectiveness. The residents of Lenthall St do not understand how speed bumps will reduce traffic volumes when the approach speeds to the bumps are already low due to the congestion caused by the traffic lights.

**Residents propose
partial closure**

The residents then proposed partial closure of Lenthall St initially as a compromise. Randwick City Council conceded that partial closure was a low cost solution to traffic problem but predicted that the Local Traffic Committee would overturn the proposal.

Randwick City Council has acknowledged that partial closure is not an impediment to Emergency Service vehicles. However, in the minutes of the Local Traffic Committee, the sign posted exemption for Emergency Service Vehicles was not mentioned.

**Residents are concerned
to preserve emergency
service response times**

The residents remain concerned that the original proposal with multiple speed humps and roundabouts would delay emergency service vehicles. One of the justifications for partial closure is that one road impediment with a sign posted exemption for emergency service vehicles results in faster response times than multiple traffic calming devices at 100m intervals along the street.

**Randwick City Council
did not inform the local
traffic committee**

Randwick City Council did not inform the Local Traffic Committee that the alternate to partial closure was multiple speed bumps and roundabouts. The residents of Lenthall St have asked Randwick City Council many times as to why the alternate proposals were not presented to the local traffic committee. To date, the residents have not had a response to their written requests.

We are concerned that the Emergency Services be fully informed as to the alternate proposals to partial closure of Lenthall St.

The Officer's Report did not reveal all the facts

At the Randwick City Council meeting which proposed a partial closure of Lenthall St, the residents were forced to highlight discrepancies in the Officer's Report. These include:

- Double counting of objections against the proposal
- Failing to mention a large petition in favour of the proposal.
- Failing to record written submissions in favour of the proposal

Residents of Lenthall St do not consider that we should make submissions

The residents of Lenthall St do not consider that it is the role of residents to make submissions to the regional Traffic Tribunal. Unfortunately, with a history of a lack of impartiality within the Randwick City Council we were advised to make this submission to ensure that all relevant facts are considered.

We welcome the impartiality of the tribunal and look forward to the chairman's determination on this matter.

Why the "traffic calming" devices will not work

The alternate traffic management measures proposed by Randwick City Council will not address the major traffic issues faced by Lenthall St

- Speed humps are not effective in reducing traffic speeds when the morning peak has traffic queued for 1/3 of the street. Drivers can not go slower than stopped!
- Speed humps do not deter motorists from using the street when they already accept slow transit times.
- Speed humps will compromise emergency service response times.
- We should not install a traffic management system which slows emergency services and does not alter driver behaviour!

The major traffic management issue faced by residents of Lenthall St is traffic volumes and its associated congestion & noise.

Speed along Lenthall St is already controlled by the poor road surface and natural blind spots which serve to slow down (sensible) drivers.

The proposal published in the media did show that there were to be bridges and tunnels built to accommodate east west traffic movement at Fitzroy, Cleveland St and Todman Ave.

This will permit greater east west flow along the identified arterial routes. The residents of Lenthall St recognise that this is an appropriate traffic management measure.

Do not pre-judge EIS

The effects of the Eastern Distributor will be determined under the appropriate planning controls and the present determination on the partial closure of Lenthall St should not attempt to predetermine the outcome.

The residents of Lenthall St reject any argument which uses as it's support an increase in east to west traffic movements due to the Eastern Distributor requiring Lenthall St to remain open.

The merits or otherwise of a partial closure of Lenthall St must be determined based on the present traffic patterns and approvals processes!

The objections of the Police

Residents seek copy of objections

The residents sought the grounds for objection by the Police from Randwick City Council and from the Roads and Traffic Authority. Neither organisation would forward the objections to the author of this report.

We understand that the Police is objecting to the partial closure on the grounds of traffic congestion and emergency service response times. Our comments will address these issues. If there are other issues, the residents would welcome the opportunity to be briefed as to the nature of these concerns and would also welcome the opportunity to comment on these objections.

Traffic Congestion

We refer to our earlier comments on Traffic congestion by the Roads and Traffic Authority. In the absence of Origin Destination surveys, we understand that the Roads and Traffic Authority are best placed to assess a roads use.

We maintain our assertion that if the Roads and Traffic Authority in it's current (1996) assessment of regional road usage considers that Lenthall St is a local road, then it follows that partial closure will effect local traffic only. Partial closure will not generate congestion on South Dowling St as South Dowling St is used primarily for regional traffic.

We do not consider that we or the police are better placed to assess a roads usage or the impact of a partial closure.

We do consider that the Roads and Traffic Authority should be consistent in it's assessment and not change it's mind depending on the role it is playing on an issue!

We call on the Police to withdraw their objection to the partial closure of Lenthall St on the grounds of traffic congestion as the RTA do not classify Lenthall St as a road carrying significant inter-regional traffic.

Emergency service response times

At issue is the question "Will the partial closure of Lenthall St unduly effect emergency service response times over alternate traffic management measures?"

We refer to our earlier comments with regards to alternate proposals for Lenthall St traffic management.

We consider that it is regrettable that Randwick City Council has not briefed the Emergency Services on the alternate proposals.

Randwick City Council described the model for Lenthall St as similar to the last section of Elizabeth St, Zetland. You may well have travelled along Elizabeth St, Zetland on your way to the Roads and Traffic Authority Rosebery offices this morning. This short section of street has two roundabouts and four speed humps with a posted approach speed of 25kph! The total travel time for this street for an ambulance or fire engine

must be much greater than one partial closure at the end of the street with a posted exemption for emergency service vehicles!

Partial closure has the best emergency service response times

Partial closure of Lenthall St maintains the emergency services response times at acceptable levels when compared to alternate traffic calming devices.

We call on the Police to withdraw their objection to the partial closure of Lenthall St on the grounds of emergency service response times.

The Growth in Near Misses

Traffic Accident Reporting system

The traffic accident reporting system is effective in reporting accidents with significant property or injuries. The traffic reporting system does not report "drive-away" accidents. The traffic reporting system also can not report "near misses".

Accident Prevention Studies in the UK by Trevor Kletz et al have revealed a strong correlation between, near misses, accidents and fatalities. These authors have demonstrated that road systems which have high incidences of near misses will statistically develop into fatalities.

I have witnessed the result of one of these near misses outside my house. A young driver in a new car lost control of his car and spun around to collect an oncoming car. He was then pushed onto the footpath narrowly missing a passing pedestrian.

Lenthall St has a significant number of pedestrians who are offered no protection from this sought of an incident by continuing to allow traffic to continue unabated.

Near Miss Statistics

We asked residents of the street for their observations of near miss incidents.

We were genuinely surprised at the number of reports that we received.

Conclusion

A partial closure does not

Partial Closure of Lenthall St does

- **not** compromise emergency response times as Emergency Vehicles will be exempt from the closure
- **not** increase congestion as the RTA have assessed Lenthall St as not carrying significant inter-regional traffic
- **not** create traffic accidents.
- **not** prevent inter-regional traffic from using Lenthall St in a western direction

A partial closure does

Partial Closure of Lenthall St does

- **improve** emergency response times over alternative traffic management measures
- **allow** Lenthall St to continue to play a role in the westerly movement of traffic across Sth Dowling St.
- **manage** traffic flow on to the available roads within the capabilities of their designs.

Doing nothing is not an option

As observed in the introduction, *everyone* is frustrated with Traffic management proposals for Lenthall St.

- It is not sufficient to reject this proposal without a credible cost effective alternative that manages the traffic on this street.
- To reject this proposal is to accept an increase in traffic accidents and personal injuries on Lenthall St.

Partial closure is not the ideal traffic solution but it deserves a trial.

We do not want to be heard to say that we consider partial closure to be the ideal traffic solution. We do consider that partial closure represents an acceptable compromise with all factors considered.

We would like to propose that, as a minimum, the Regional Traffic Tribunal agrees to a 12 month trial partial closure to determine the success of this Traffic Management measure.

Mr. PPH
EIS Consultants
Level 3/9 Macleay Rd.
Sydney.

Sherry Hells 2010
27th October, 1996

REF: 115
RECEIVED 30.10.96

Dear Sir,

I have been a resident of North Dowling St. for 25 years & inhabit a heritage house built in 1889. During the period of residency the quality of life has been eroded extensively, & now is further threatened by what appear to be proposals lacking in responsibility. It is my hope that you will act responsibly in rejection of this proposed Eastern Distributor in its present form.

I have attended several meetings regarding the current proposal & have been appalled how little the community has been consulted, & how little information of the impact of this proposal has been available.

I am further concerned about the following:

1. Lack of effective community consultation during the EIS process.
2. Lack of information on noise decibel readings, vibration readings, air pollution studies, traffic projections & percentage vehicle type, speed limits, elevations & cross sections, ventilation & exhaust stacks, all of which can affect quality of life, health & well-being. Added to this there would also be increased noise, vibration & air pollution in an area already suffering excessively from traffic.
3. Lack of a tunnel directly linking Sydney Harbour Tunnel to Kacey Ave.
4. Increase in the potential for hazard risks due to increase in heavy vehicle traffic from Port Botany.
5. Lack of any alternate route for heavy vehicles away from residential areas.
6. The impact of the combination of State road & motorway alongside each other in Nth. Dowling St.
7. The need for a major alternate route alongside the route which will impede the local areas & will sever the two major road systems of North/South.
8. Lack of planning to solve the east/west traffic management.
9. Loss of precious parkland
10. The close proximity of the proposed route to a conservation & heritage area.
11. The ugliness of the road bridges through Woolloomooloo
12. Lack of time for the EIS so that communities can assess & evaluate the issues.
13. The impact of the construction phase to traffic, social impact, damage to property, noise, air pollution etc.
14. The ugliness of an eight lane carriage way on North Dowling St.
15. Lack of access for the community to recreational areas & lack of major pedestrian routes.
16. Lack of provision for resident parking.

17. The impact to quality & ecosystem of nearby water bodies & water flows.
18. Wind tunnels.
19. The impact of constant noise along the route.
20. The threat to my grandchildren in all of the above considerations.
21. The encouragement of increase traffic growth.
22. Lack of landscape plans suitable to the heritage architecture of Barry Hills, Moore Park.
23. The capacity of the tunnels to absorb the merging traffic from South Wauchope, Angus Pole & Moore Park.
24. Lack of sufficient green space within the carriageways.
25. The visual impact of the underpasses & resulting traffic at the corner of Ash. Wauchope St & Cleveland St.

With these concerns I reject the current proposals & would like to ask you the following

1. The community be given access to data & funding to be provided in order that the community engage independent experts to examine critically the proposals including the EIS, & further establish whether the proposal meets the essential criteria.
2. The community be given a further consultation period after the draft assessment report (allow the community to respond again, after submissions are received, to the EIS & amendments made).
3. That due consideration be given to the proposal. The proposal must be assessed adequately & considered for the long term benefit of Sydney, not the short term for Olympics.
4. That the tunnel be extended from Sydney Harbour Tunnel to Boney Avenue.
5. That there be no loss of parkland to Moore Park.
6. That there is no detriment to the noise fabric & community members of the inner city.

I reserve the right to amend further and/or alter this submission as information comes to hand.

yours faithfully,

Dawn Churchland
(DAWNE CHURCHLAND)

BizWatch

Port Botany Business Group

Chairman Warring Neilsen

Secretary Andrew Nolan

Phone: 9666 5625 Fax: 9666 6420

31 OCT 1996

28 October 1996

Ref: BW610298

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

Dear Ms Court,

RE: SUBMISSION EIS - EASTERN DISTRIBUTOR

BizWatch is a Port Botany Business Group consisting of all the organisations occupying Port Land controlled by the Sydney Ports Corporation (refer Appendix A).

Port Botany

Port Botany is of strategic importance to New South Wales being the major Container Handling and Bulk Liquids Port. Currently the Port handles some 700,000 containers per year and approximately 1 million tonnes of bulk liquids across the single common user berth.

While growth in the bulk liquids will be steady over the next 10 years, container growth will increase significantly with a projected growth for the year 2020 of approximately 1.8 million containers.

Given the significance of the Port for the New South Wales' economy access to and from the Port is vital to its efficiency.

A great deal of effort has been made to reduce Port costs to ensure New South Wales' Ports remain competitive.

Sydney Ports Corporation (SPC)

The Sydney Ports Corporation have lodged a submission which reflects many of our concerns.

Road Access

Without an efficient road and rail system providing the necessary access to and from the Port all other efforts to reduce costs will be futile and will only jeopardise New South Wales' economy and investment opportunities.

Members of BizWatch currently have invested \$700 million in Port infrastructure and employ directly some 1,400 people. It is this investment which is also put at risk by inappropriate road systems.

The areas that need to be considered are:

- Blocking of dangerous goods vehicles using General Holmes Drive through the Airport Tunnel;
- interface of Mill Pond Road;
- Southern Cross Drive via Wentworth Avenue or Foreshore Road;
- Access to M4 and M5; and
- use of Botany Road.

Traffic

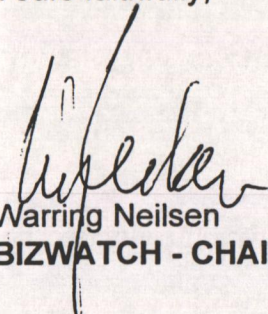
The Port generates a total of 2,400 daily truck movements on average over the year, with this figure rising to approximately 4,300 by the year 2000.

The poor road access has pushed Port Traffic onto the Suburban streets of the local Government Councils and will continue until some sensible planning is put in place.

We urgently seek consultation with your project team in order to ensure that our needs are understood and if possible incorporated into the proposed scheme for the Eastern Distributor.

You can clearly see that our activity has significant impact on the surrounding road systems and this needs to be addressed.

Yours faithfully,



Warring Neilsen
BIZWATCH - CHAIRMAN

Attached: Appendix A

BizWatch - Port Botany Member's List

ALCATEL

2 Bumborah Point Road
Matrville NSW 2036

Elgas Limited

30 Friendship Road
Port Botany NSW 2036

ICI Hydrocarbons

PO Box 148
Matrville NSW 2036

**Sydney Haulage Containers
Ltd**

1890 Botany Road
Port Botany NSW 2036

**Van Ommeren Tank
Terminals Australia**

49 Friendship Road
Matrville NSW 2036

Patricks Ltd

PO Box 273
Port Botany NSW 2019

Boral Gas (NSW) Pty Ltd

PO Box 84
St Peters NSW 2044

CTAL

42 Friendship Road
Matrville NSW 2036

Smith Bros

4 Bumborah Point Road
Matrville NSW 2036

Terminals Pty Ltd

45 Friendship Road
Matrville NSW 2036

Port Botany Container Park

Bunnerong Road
Port Botany NSW 2036

Ref: 117
Received 31.10.96

29. 10. 96

DEPR SIR.

**Eastern Distributor - Airport Motorway
Environmental Impact Study (EIS)**

As a resident of Surry Hills, I am dismayed by the current proposal for the Eastern Distributor - Airport Motorway.

My concerns are:

1. Lack of effective community consultation during the EIS process.
2. The lack of information (noise decibel readings, vibration readings, air pollution studies, traffic projections and percentage vehicle type, speed limits, elevations and cross sections, ventilation and exhaust stacks) to allow the community to adequately consider the proposal prior to comment.
3. The degradation of the quality of life in our environment - the impact of increased noise, vibration and air pollution issues to communities which already suffer from one of Sydney's worst pollution environments.
4. The lack of a tunnel directly linking the Sydney Harbour Tunnel to Dacey Avenue.
5. The increase in potential for hazard risks, due to increase in heavy vehicle traffic from Port Botany - the lack of an alternate route for heavy vehicles away from high population (residential) areas.
6. The danger of weaving patterns, impact of jersey barriers between carriageways and speed options, by the combination of state road and motorway alongside each other in South Dowling Street, together with numerous residential street openings.
7. The need for the provision of a major alternate route (non toll route), alongside the route (eg: Bourke, Crown Sts ?). This will further impede the local areas and sever the area with two major road systems (north/south).
8. The lack of planning to solve the east - west traffic management, especially as this community faces an increase in population from 77,000 residents (1991 census) by 13,000 (Green Square Urban design competition) and the impact of tens of thousands of visitors each week to FOX Studios.
9. The loss of vital parkland, public space and amenity to the communities of Surry Hills and Moore Park (east Redfern).
10. The close proximity of the route to a sensitive conservation and heritage area.
11. The ugliness of the road bridges through Woolloomooloo (another "Cahill expressway"), and the destruction of the fabric of this area resulting in negative social impact as a result.
12. The lack of sufficient time for the EIS, so that community groups can adequately assess and evaluate complex engineering and technical issues - since the first EIS (1985), there has been a substantial change and increase in traffic volumes and routes leading into the Eastern Distributor - primarily the Sydney Harbour Tunnel.
13. The impact of the construction phase to traffic, social impact, damage to sensitive property in a conservation and heritage area and increase in air pollution, noise and soil disposal.

14. South Dowling Street - visual impact of an eight lane carriageway, just over 3 metres from residential property, with no provision for an environmental barrier or additional green space on the Western side of the route.
15. Access for the community to recreational areas.
16. Lack of major pedestrian routes and lack of provision for residential parking.
17. The impact to quality and the ecosystem of nearby water bodies and water tables.
18. Wind tunnels and the impact of increased ambient noise to streets currently not effected.
19. The impact of constant noise (24 hours/day) to residents alongside the route. Currently there are rest periods due to traffic light changes.
20. ~~The threat to my children, my street being an alternative bypass to access the Motorway.~~
21. The encouragement of increase in traffic growth overall, particularly Surry Hills, Moore Park.
22. The lack of landscape plans suitable to the heritage architecture of Surry Hills, Moore Park.
23. The capacity of the tunnels (two lanes in each direction) to absorb traffic merging from lanes into the tunnels (eg: two from South Dowling, two from Anzac Parade, one from Moore Park).
24. The lack of sufficient green space within the carriageways, particularly South Dowling Street.
25. The visual impact of the underpass and resulting traffic at Cnr South Dowling & Cleveland Streets.

I reject the current proposals (including alternatives) and ask the following:

1. The community be given access to data and funding be provided in order that the community engage independent experts to critically examine the proposals including the EIS and further establish whether the proposal meets the essential criteria.
2. The community be given a further consultation period after the draft assessment report (allow the community to respond again after submissions are received to the EIS and amendments made).
3. That due consideration be given to the proposal. The proposal must be adequately assessed and considered for the long term benefit of Sydney, not short term for Olympics 2000.
4. That the tunnel be extended from Sydney Harbour Tunnel to Dacey Avenue..
5. That there be no loss of parkland of Moore Park.
6. That there is no detriment to the social fabric and community members of the inner city.

I reserve the right to further amend and/or alter this submission as information comes to hand.

Yours faithfully,

Thelma Hayes

THELMA HAYES
727 STH. DOWLING ST
REDFERN 2016

Ref: 118
Received: 31/10/96

M.Milani BA MLitt MNIA
129 Authur Street
SURRY HILLS 2010

TEL: (02) 9-331-4350

October 28, 1996

Mr. M. Keogh
Rust PPK
EIS Consultants
Level 3/9 Blaxland Road
RHODES 2138

Dear M. Keogh,

Re: Eastern Distributor - Airport Motorway

I am a resident of Surry Hills and have been following the Eastern Distributor debate with vested interest. I object to the current proposals as a solution to the traffic problems which the Eastern Distributor seeks to resolve.

My objections are:

1. **Lack of information about the motorway** - I visited your community office in Crown St where the project is displayed and I have been unable to gain information about traffic levels, noise and fume pollution levels, speed limits, numbers of lanes to be constructed, service road requirements, noise barrier erections. This is notwithstanding the fact that the Road Traffic Authority states that there has been community consultation.
2. Lack of effective consultation with the local residents....not much point contacting residents which will be unaffected by the existing proposals. **There is a need to contact those who will live in close proximity to the motorway.**
3. The current proposals will be an **environmental disaster** for local residents, especially for those residents facing South Dowling street. It will impact residents living in the "environs" of the proposed motorway.
4. Road bridges and hanging roads "a la Cahill expressway" will destroy the architectural and social life of residents at the Woolloomooloo end of the motorway.
5. There has been a **lack of time for community groups to assess the social and environmental changes which will effect their residential areas.**
6. The heritage and period homes along the proposed motorway will be destroyed by the pollution caused by fumes and grime generated by the proposed motorway.
7. Access to recreational areas - Moore and Centennial Parks, Fox Studios, Football Stadium will be severely impaired - they have to cross a motorway with a 10 lane traffic component.
8. Where are the "service roads" for residents in South Dowling Street in the proposed motorway.
9. **Lack of protection from noise levels for residents** along the proposed motorway.
10. The "Clearway" restrictions created along the motorway would **exacerbate the current chaotic parking problems** which already exist in the area.

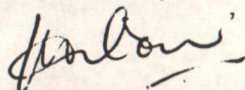
11. **The proposed motorway would create another "Parramatta Road" dilemma.**
12. There is no provision for "green space" between the carriageways, particularly along South Dowling Street.
13. **The impact on the ecosystem** (drainage into waterways etc).
14. **Lack of pedestrian routes and adequate parking facilities.**
15. The problems associated with merging traffic from Anzac Parade, South Dowling and Moore Park into two lanes into the tunnel.

Rejecting the proposed project for the reasons in exhaustive reasons listed above, I propose and make the following requests:

1. The proposed Eastern Distributor go ahead but the emphasis be shifted from the current reasons of the Olympics 2000 (let's move the traffic). **The emphasis needs to be on the affects on the local and community residents, the social conditions it creates and the environmental disaster should the project proceed as it currently is outlined.**
2. **There be no loss of parkland to Moore Park.**
3. **The tunnel be extended from the Sydney Harbour Tunnel to the proposed exit in Dacey Avenue.** It would be cost effective if the tunnel is placed under Moore Park - a cut, construct and fill operation - with the replacement of the after the construction. There is the potential of making this project the most efficient, environmental and socially acceptable projects Sydney has ever seen.
4. The community be given a further consultation period after the draft assessment report and to respond to the EIS report and amendments.

Due to the lack of community consultation and information, I reserve the right to make amendments to the above proposals as more information "sees the light of day."

Yours faithfully,



M. Milani

cc: Ms Clover Moore MP
Mayor Vic Smith
Mr. M. Keogh
Hon. R.J. Carr, Premier
Hon. Pam Allen Minister for the Environment

731 SOUTH DAWLING ST
REDFERN NSW 2006

28 October 1996

The Hon. Craig Knowles MP
Minister of Dept. of Urban Affairs & Planning
Level 33, Governor Macquarie Tower
1 Farrer Place
SYDNEY NSW 2000

Dear Minister Knowles

Re: Eastern Distributor - Airport Motorway
Environmental Impact Study (EIS)

As a resident of South Dawling Street, Redfern, I am dismayed by the current proposal for the Eastern Distributor - Airport Motorway.

Residents of South Dawling Street are already at a disadvantage due to lack of parking facilities in front of their residences, long clearway periods, noise and air pollution, just to name a few. Now it appears that our nightmare is just beginning. I would therefore like to share with you my concerns:

1. Lack of effective community consultation during the EIS process.
2. The lack of information (noise decibel readings, vibration readings, air pollution studies, traffic projections and percentage vehicle type, speed limits, elevations and cross sections, ventilation and exhaust stacks) to allow the community to adequately consider

the proposal prior to comment.

3. The degradation of the quality of life in our environment the impact of increased noise, vibration and air pollution issues to communities which already suffer from one of Sydney's worst pollution environments.
4. The lack of tunnel directly linking the Sydney Harbour Tunnel to Daley Avenue.
5. The increase in potential for hazard risks due to increase in heavy vehicle traffic from Port Botany - The lack of an alternate route for heavy traffic away from highly populated (residential) areas.
6. The danger of weaving patterns - impact of jersey's between carriageways and speed options by the combination of state road and motorway alongside each other in South Dowling Street, together with numerous residential street openings.
7. The need for the provision of major alternate route, (non toll route), alongside the route (eg: Bourke, Crown Streets?). This will further impede the local areas and sever the area with two major road systems (north/south).
8. The lack of planning to solve the east-west traffic management, especially as this community faces an increase in population from 77,000 residents (1991) by 13,000 (Green Square Urban Design Competition) and the impact of tens of thousands visitors each week to Fox Studios.
9. The loss of vital parkland, public space and amenity to the communities of Surry Hills and Moore Park (east Redfern).
10. The close proximity of the route to a sensitive conservation and heritage area.
11. The ugliness of the road bridges through Woolloomooloo (another "Chill expressway"), and the destruction of the fabric of this area resulting in negative social impact as a result.

the proposal prior to comment.

3. The degradation of the quality of life in our environment the impact of increased noise, vibration and air pollution issues to communities which already suffer from one of Sydney's worst pollution environments.
4. The lack of tunnel directly linking the Sydney Harbour Tunnel to Daley Avenue.
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7. The need for the provision of major alternate route, (non toll route), alongside the route (eg: Bourke, Crown Streets?). This will further impede the local areas and sever the area with two major road systems (north/south).
8. The lack of planning to solve the east-west traffic management, especially as this community faces an increase in population from 77,000 residents (1991) by 13,000 (Green Square Urban Design Competition) and the impact of tens of thousands visitors each week to Fox Studios.
9. The loss of vital parkland, public space and amenity to the communities of Surry Hills and Moore Park (east Redfern).
10. The close proximity of the route to a sensitive conservation and heritage area.
11. The ugliness of the road bridges through Woolloomooloo (another "Chill expressway"), and the destruction of the fabric of this area resulting in negative social impact as a result.

12. The lack of sufficient time for the EIS, so that community groups can adequately assess and evaluate complex engineering and technical issues - since the first EIS (1985) there has been a substantial change and increase in traffic volume and routes leading into the Eastern Distributor - primarily the Sydney Harbour Tunnel.
13. The impact of the construction phase to traffic, social impact damage to sensitive properties in a conservation and heritage area and increase in air pollution, noise and soil disposal.
14. South Dowling Street visual impact of an eight lane carriage way, just over 3 metres from residential properties, (you can almost touch the passing vehicles from the front door), with no provision for an environmental barrier or additional green space on the Western side of the route.
15. Access for the community to recreational areas.
16. Lack of major pedestrian routes and lack of provision for residential parking.
17. The impact to quality and the ecosystem of nearby water bodies and water tables.
18. Wind tunnels and the impact of increased ambient noise to streets currently not effected.
19. The impact of Constant noise (24 hours/day) to residents alongside the route. Currently there are rest periods due to traffic light changes.
20. The threat to my children - (3 children in my household ranging from 4 years - 10 years), my street being an alternative bypass to access the Motorway.
21. The encouragement of increase in traffic growth overall, particularly East Redfern and Surry Hills.
22. The lack of landscape plans suitable to heritage architecture of the area.

23. The capacity of the tunnels (two lanes in each direction) to absorb the traffic merging from lanes into the tunnels (eg: two from South Dowling Street, two from Anzac Parade one from Moore Park).
24. The lack of sufficient green space within the carriage ways, particularly South Dowling Street.
25. The visual impact of the underpass and resulting traffic at Corner South Dowling and Cleveland Streets.

I reject the current proposals (including alternatives) and ask the following:

1. The community be given access to data and funding be provided in order that the community engage independent experts to critically examine the proposals including the EIS and further establish whether the proposal meets the essential criteria.
2. The Community be given a further consultation period after the draft assessment report (allow the community to respond again after submissions are received to the EIS and amendments made).
3. That due consideration be given to the proposal. The proposal must be adequately assessed and considered for the long term benefit of Sydney, not short term for the Olympics 2000.
4. That the tunnel be extended from Sydney Harbour Tunnel to Daley Avenue
5. That there be no loss of parkland of Moore Park. That there is no detriment to the social fabric and community members of the inner city.

12. The lack of sufficient time for the EIS, so that community groups can adequately assess and evaluate complex engineering and technical issues - since the first EIS (1985) there has been a substantial change and increase in traffic volume and routes leading into the Eastern Distributor - primarily the Sydney Harbour Tunnel.
13. The impact of the construction phase to traffic, social impact damage to sensitive properties in a conservation and heritage area and increase in air pollution, noise and soil disposal.
14. South Dowling Street visual impact of an eight lane carriage way, just over 3 metres from residential properties, (you can almost touch the passing vehicles from the front door), with no provision for an environmental barrier or additional green space on the Western side of the route.
15. Access for the community to recreational areas.
16. Lack of major pedestrian routes and lack of provision for residential parking.
17. The impact to quality and the ecosystem of nearby water bodies and water tables.
18. Wind tunnels and the impact of increased ambient noise to streets currently not effected.
19. The impact of Constant noise (24 hours/day) to residents alongside the route. Currently there are rest periods due to traffic light changes.
20. The threat to my children - (3 children in my household ranging from 4 years - 10 years), my street being an alternative bypass to access the Motorway.
21. The encouragement of increase in traffic growth overall, particularly East Redfern and Surry Hills.
22. The lack of landscape plans suitable to heritage architecture of the area.

23. The capacity of the tunnels (two lanes in each direction) to absorb the traffic merging from lanes into the tunnels (eg: two from South Dowling Street, two from Anzac Parade one from Moore Park).
24. The lack of sufficient green space within the carriage ways, particularly South Dowling Street.
25. The visual impact of the underpass and resulting traffic at Corner South Dowling and Cleveland Streets.

I reject the current proposals (including alternatives) and ask the following:

1. The community be given access to data and funding be provided in order that the community engage independent experts to critically examine the proposals including the EIS and further establish whether the proposal meets the essential criteria.
2. The Community be given a further consultation period after the draft assessment report (allow the community to respond again after submissions are received to the EIS and amendments made).
3. That due consideration be given to the proposal. The proposal must be adequately assessed and considered for the long term benefit of Sydney, not short term for the Olympics 2000.
4. That the tunnel be extended from Sydney Harbour Tunnel to Daley Avenue
5. That there be no loss of parkland of Moore Park. That there is no detriment to the social fabric and community members of the inner city.

Ref: 120

Received: 31/10/96

47 Mort Street
SURRY HILLS

29 October, 1996.

Mr. M. Keogh
Rust PPK
EIS Consultants
Level 3/9 Blaxland Road
RHODES NSW 2138

Dear Mr. Keogh,

Eastern Distributor - Airport Motorway
Environmental Impact Study (EIS)

As a resident of Surry Hills, I am dismayed by the current proposal for the Eastern Distributor - Airport Motorway.

My concerns are:

1. Lack of effective community consultation during the EIS process.
2. The lack of information (noise decibel readings, vibration readings, air pollution studies, traffic projections and percentage vehicle type, speed limits, elevations and cross sections, ventilation and exhaust stacks) to allow the community to adequately consider the proposal prior to comment.
3. The degradation of the quality of life in our environment - the impact of increased noise, vibration and air pollution issues to communities which already suffer from one of Sydney's worst pollution environments.
4. The lack of vision, which would enable suitable alternate solutions, such as a continuous tunnel to put the traffic underground from the Harbour Bridge to Dacey Avenue.
5. The increase in potential for hazard risks, due to increase in heavy vehicle traffic from Port Botany - the lack of an alternate route for heavy vehicles away from high population (residential) areas.
6. The danger of weaving patterns, impact of jersey barriers between carriageways and speed options, by the combination of State road and motorway alongside each other in South Dowling Street, together with numerous residential street openings.
7. The need for the provision of a major alternate route (non toll route), alongside the route (e.g. Bourke, Crown Streets) This will further impede the local areas and sever the area with two major road systems (north/south).

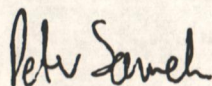
8. The lack of planning to solve the east-west traffic management, especially as this community faces an increase in population from 77,000 residents (1991 census) by 13,000 (Green Square Urban design competition) and the impact of tens of thousands of visitors each week to FOX Studios.
9. The loss of vital parkland, public space and amenity to the communities of Surry Hills and Moore Park (east Redfern) and, more importantly, the loss of easy access to these amenities and recreational areas.
10. The close proximity of the route to a sensitive conservation and heritage area.
11. The lack of sufficient time for the EIS, so that community groups can adequately assess and evaluate complex engineering and technical issues, since the first EIS (1985) there has been a substantial change and increase in traffic volumes and routes leading into the Eastern Distributor - primarily the Sydney Harbour Tunnel.
12. The impact of the construction phase to traffic, social impact damage to sensitive property in a conservation and heritage area and increase in air pollution, noise and soil disposal.
13. South Dowling Street - with no provision for an environmental barrier or additional green space on the western side of the route, surely is in contradiction to all modern thought on how we should handle a major freeway in such close proximity to any residential area.
14. Lack of major pedestrian routes and lack of provision for residential parking.
15. Wind tunnels and the impact of increased ambient noise to streets currently not affected.
16. The impact of constant noise (24 hour/day) to residents alongside the route. Currently there are rest periods due to traffic light changes and lighter traffic levels.
17. The encouragement of increase in traffic growth overall, particularly Surry Hills, Moore Park.
18. The lack of landscape plans suitable to the heritage architecture of Surry Hills, Moore Park.
19. The capacity of the tunnels (two lanes in each direction) to absorb traffic merging from lanes into the tunnels (e.g. two from South Dowling, two from Anzac Parade, one from Moore Park).
20. The lack of sufficient green space within the carriageways, particularly South Dowling Street.
21. The visual impact of the underpass and resulting traffic at the Corner of South Dowling and Cleveland Streets.

I reject the current proposals (including the alternatives) and ask the following:

1. The community be given access to data and funding be provided in order that the community engage independent experts to critically examine the proposals, including the EIS, and further establish whether the proposal meets with essential criteria.
2. The community be given a further consultation period, after the draft assessment report (allow the community to respond again after submissions are received to the EIS and amendments made).
3. That due consideration be given to the proposal. The proposal must be adequately assessed and considered for the long term benefit of Sydney, not short term for Olympics 2000.
4. That the tunnel be extended from Sydney Harbour Tunnel to Dacey Avenue.
5. That there be no loss of parkland of Moore Park.
6. That there is no detriment to the social fabric and community members of the inner city.

I reserve the right to further amend and/or alter this submission as information comes to hand.

Yours faithfully,



Peter Samek

2 Albion Ave
Paddington 2021
October 30, 1996

Ref: 122
Received: 31/10/96

To: Eastern Distributor Community Access Centre, PO Box 397,
Surry Hills, 2010

Re: Positioning of Moore Park entry to, and exit from, the proposed
distributor

Dear Sir,

I realise the EIS for the Eastern Distributor is yet to be finalised, and there will be a further opportunity for public submissions late next month, but it I believe it is important to raise the above issue now.

From an examination of the information on display at the centre at 535 Crown St there appears to be a risk that insufficient account has been taken of the need for the local community to be able to get ready access from Greens Road Paddington to the Centennial Park/Moore Park area.

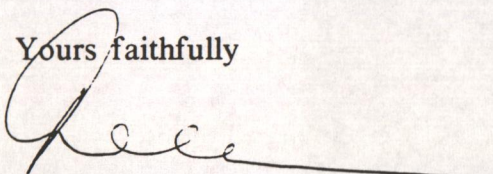
As the proposal now stands it looks as if turning right into Greens Road from Moore Park Road, which is now a straightforward matter, will no longer be possible due to the positioning of the tunnel exit/entrance.

In the same way, it looks like it will be very difficult, if not impossible, to turn right from Greens Road into Moore Park Road.

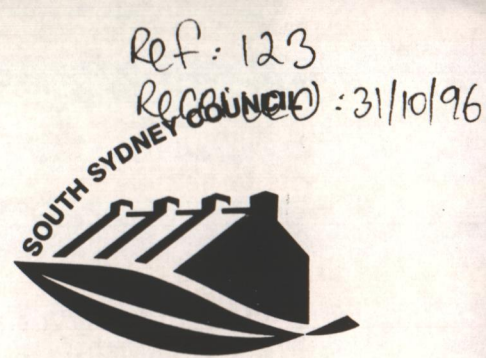
Again, while it is hard to tell from the information available, even turning right out of Moore Park Road (when travelling east) into Drivers Road may no longer be possible as a result of the tunnel proposals.

While there is little doubt the expressway concept is generally a sensible one, I would request that careful attention be paid to the positioning of the tunnel access ramps in Moore Park Road so as to ensure that residents in the area adjacent to Greens Road continue to have full access to the Centennial Park/Moore Park area.

Yours faithfully



Peter Freeman



29 October, 1996

Roads and Traffic Authority's Consultant
RUST PPK
535 Crown Street
SURRY HILLS NSW 2010

Our Ref: T02-00172/JAG/FEP/3663

Dear Sir/Madam

We have received a number of complaints from residents concerning the Eastern Distributor proposal.

I have attached copies of their complaints for your consideration and assessment.

Yours sincerely

I. D. Thompson

Ian D Thompson
Manager Traffic & Design Branch
Public Works and Services Department *js*

Eastermead Pty. Limited.

A.C.N. 002 147 417

3/144-146 Cathedral Street,

Woollomooloo. NSW 1511 SYDNEY

Phone: 9326 9555 Fax: (02) 9368 0555 CIVIL ENGINEER

1996 OCT -4 PM 1:31

Mr. Vic Smith-Mayor.

South Sydney City Council

P.O. Box 103,

BEACONSFIELD. 2014.**Fax 662 6965**

Dear Mr. Smith,

FILE No:

FOLIO No:

TO BE ACTIONED BY:

DATE REPLY REQUIRED:

T02-20172
96014634

YLS

2nd October, 1996.

Re: Proposed Eastern Distributor.

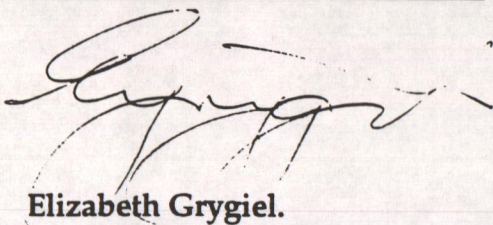
As a resident of 144 Cathedral Street I would very much like to know what submission if any, South Sydney Council intends making in respect of the Environmental Impact Statement of the Eastern Distributor. In particular, its effect on the residents of the Woollomooloo area.

The community access centre has been holding meetings with small groups of residents to note their concerns. They advised us that when Sydney City Council became aware of the two proposals now being put forward, they immediately made a submission to the RTA that the Eastern Distributor should be totally underground through Woollomooloo.

When I asked the conveners of these meetings, what input South Sydney Council had made regarding the Woollomooloo area, I was told that none had been received to date. Whilst I appreciate that the Distributor will and indeed must go ahead. I am a loss to understand why your Council have chosen to neglected the interests of the Woollomooloo Residents.

Several weeks ago Council organized a rally against the federal governments proposed cuts to Public Housing and is campaigning vigorously against these proposals. How about showing some concern regarding ratepayers and residents of Woollomooloo and rally behind us so that we are left with some quality of life when the Eastern Distributor is completed.

Yours faithfully,

EASTERMEAD PTY. LIMITED.

Elizabeth Grygiel.

cc. Ian Thompson & John Hart - Transport Planning Department.

ith I. Thompson)

CCPY

29 Tudor Street
Surry Hills NSW 2010

1 October 1996

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

Eastern Distributor - Impact on Local Traffic

We would like to register our concern about the impact of the Eastern Distributor Tollway on local traffic.

In particular, we are concerned that the effect of the tollway and associated closure of Bourke Street will be to divert traffic to streets such as Crown Street. As we understand the proposal, after telephone discussions with Rust PPK, Cleveland Street is the latest point at which cars can leave the Eastern Distributor and avoid the northbound toll. Therefore, there is likely to be a large increase of traffic on Cleveland Street and Crown Street. In short Cleveland Street will become even worse and Crown Street, a street lined with homes, restaurants and shops, will become the new South Dowling Street.

From the point of view of local residents, this is far from an improvement to the local traffic situation.

Yours sincerely

Andrew Bell
Joanna Bird

RECEIVED
CENTRAL RECORDS
SOUTH SYDNEY
CITY COUNCIL

29 Tudor Street
Surry Hills NSW 2010

96 OCT -2 AM 8:20

1 October 1996

Mr John Bourke
General Manager
South Sydney Council
PO Box 103
Beaconsfield NSW 2014

FILE No:	
FOLIO No:	T02-00172 96014381
TO BE ACTIONED BY:	
DATE REPLY REQUIRED:	PLW-S

Dear Sir

Eastern Distributor - Impact on Local Traffic

We enclose a copy of a letter sent to the Environmental Impact Study on the Eastern Distributor.

Would you please let us know what South Sydney Council is going to do to lessen the impact of the Eastern Distributor on local residents in Surry Hills. In particular, we would like to know what will be done to prevent Crown Street becoming a major and congested thoroughfare that bisects the residential area of Surry Hills.

Yours sincerely

Andrew S. Bell *Bell*

Andrew Bell
Joanna Bird

17 October 1996

Mayor Vic Smith
South Sydney City Council
PO Box 103
BEACONSFIELD NSW 2014

MAYOR

23 OCT 1996

Dear Mr Smith

**SUBJECT: EASTERN DISTRIBUTOR
LOCATION OF TUNNELS, NORTH END - WOOLLOOMOOLOO**

We write with our comments on the above subject.

- We are not opposed to tunnels as traffic is now in a daily grid lock state.

Tunnels project is long overdue

- Logical site for tunnels (North End) is Cahill Expressway as there is unused land there and it does not impact residential areas as the Cathedral St/ Woolloomooloo option does.
- Tunnels located in Cahill Expressway area would save the grandiose ten lane plan involving flyovers, pylons and demolition of the RTA Buildings,
all to save 700 metres of extra tunnel
- Tunnels located in the Cahill Expressway area would free up the RTA plots of prime real estate in Palmer Street Woolloomooloo for further development (sale) as opposed to wasting them on further road lanes.
- Palmer St, Woolloomooloo is a residential area with more residential projects in progress. To propose a ten lane highway in this residential zone is grossly unfair.
- The proposed ten lane highway in Palmer St, Woolloomooloo would run next to the support pylons of the Eastern Suburbs Railway Line.

HAS THIS DANGEROUS SITUATION BEEN CONSIDERED?

- Palmer St, Woolloomooloo is being asked to take treble the volume of traffic load (both North and South bound traffic).

THIS IS UNFAIR AS TRAFFIC NOW IS AT SATURATION LEVELS!!!

- Locating the tunnels in the Cahill Expressway precinct would decrease traffic levels considerably.

THE PROPOSAL FOR PALMER ST, WOOLLOOMOOLOO TO WILLIAM ST 10 LANE HIGHWAY WOULD SCAR THE FACE OF SYDNEY LONG AFTER THE SHORT TERM REASON FOR THIS OPTION IS FORGOTTEN.

Yours faithfully,

Dennis Plackson
plackson

Dennis Plackson
Residents of Kidmans Terrace

Jackie Evans

SOUTH SYDNEY
CITY COUNCIL

October 18/96
MAYOR

1996 OCT 22 AM 9:41

22 OCT 1996

To Mr Smith
Mayor S.S.C.C.

at a recent meeting - ~~16th October at~~
the Woolloomooloo Project building (of Philippa
O'Keefe) - Re the Eastern Distributor -

IT WAS CLAIMED THAT OTHER PROPOSALS
EXIST THAT BYPASS WOOLLOOMOOLOO -

Why then - have we been accepting the
Woolloomooloo Version as a final solution -
(and only trying to stop the Fall here) ?

Why aren't we saying NO to the plan to go
through Woolloomooloo altogether ! ?

We are in a gully with existing pollution
from traffic

We are stuck already with inadequate public
transport - BUS 311. We climb up to Kings Cross
to Train & shops - The Bay area is Barbed Wired
off - our consolation is we can walk to the
City, Art Gallery, Botanic Gardens -

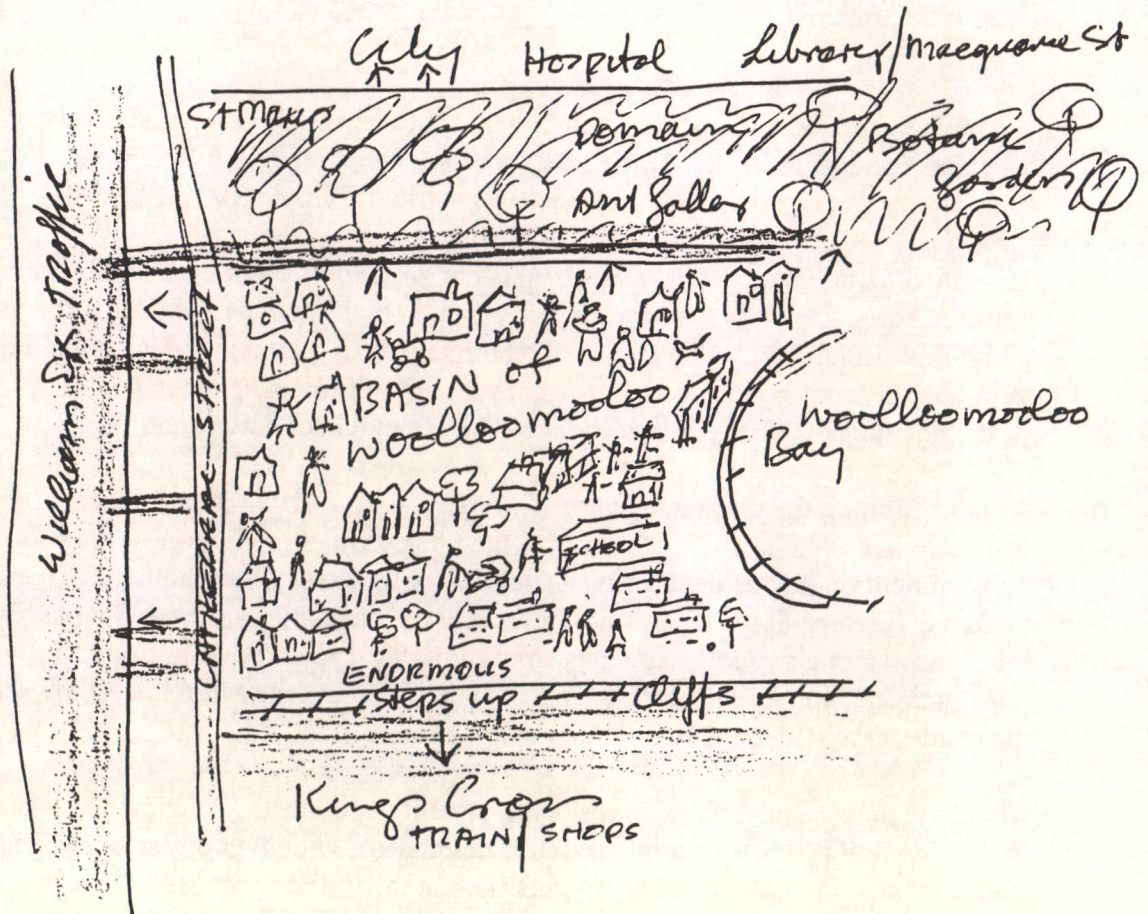
We will have this freedom taken away and
we will be BLOCKED IN on 3 sides - if the E.D.
goes through Woolloomooloo as planned -

Help!

For Woolloomooloo Residents without cars -

PTD →

P.S. We appreciate your Councils effort
in all areas - and congratulate you
& your excellent staff -



Woolloomooloo is already blocked off!

Palmer street Traffic is already Polluting!

WHY PUT MORE on Woolloomooloo?

Is it because it is mostly Public Housing and
therefore the People who live there don't count!?

MAYOR

16 OCT 1996

69 Dominion Cirt
Deakin. ACT 2600
14 October 96

The Lord Mayor
South Sydney City Council

Dear Councillor

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.

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 for 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 with great potential 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: 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.

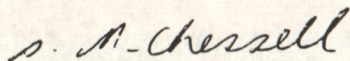
Option B: Not much better.

No consideration seems to have been made for the unlucky local residents. Does Sydney's traffic problem have to be "solved" outside my window? Is there any chance of 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? A ghetto is being created 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? I think it will be high.

I hope you will do all in your power to stop this blight on our beautiful city that will detract from tourism appeal in the long term. Do we want the centre of the City of Sydney to be split by a freeway?

Yours sincerely

A handwritten signature in cursive script, appearing to read 'S. Chessell'.

Susan Chessell

Ref: 125
Received 1/11/96

30 October 1996

725 South Dowling St
REDFERN NSW 2016

Mr M Keogh
Rust PPK, EIS Consultants
Level 3/9 Blaxlands Road
RHODES NSW 2138

Dear Sir

RE: EASTERN DISTRIBUTOR - AIRPORT MOTORWAY

As a resident of South Dowling St, Redfern, I am concerned about the current thinking favouring the new motorway.

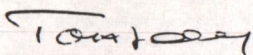
My home and most of the others to be affected by your plan were built around 1883 and represent the old Sydney heritage. It is outrageous to even consider destroying this heritage with a motorway construction which, in the coming years, would carry millions of cars and trucks belching out contaminants and creating vibrations which will eventually damage these great old homes.

The current plan is outrageous and does not take into account community concerns about all the obvious problems:

- noise levels and vibration,
- resident safety,
- loss of Moore Park section,
- destruction of a heritage area,
- insufficient time of EIS,
- no provision for a green space between the motorway and homes,
- no landscaping plans,
- parking.

The list goes on. We favour the Olympics but to impose a disaster like this on Sydney for the sake of slightly alleviating a temporary traffic problem is stupid and short sighted. No one has the right to carve off slices of our parklands.

Yours faithfully



JON P FLEMING

28 October, 1996

715 South Dowling Street
Moore Park NSW 2016

The Hon Craig Knowles MP
Minister of Department of Urban Affairs and Planning
Level 33 Grosvenor Macquarie Tower
1 Farrer Place
SYDNEY NSW 2000

CC: MR M. KEOGH
RUST PPK
EIS CONSULTANTS.

Dear Minister,

**RE: EASTERN DISTRIBUTOR - AIRPORT MOTORWAY
ENVIRONMENTAL IMPACT STUDY (EIS)**

As residents of Redfern East for the past 28 years, we are absolutely dismayed at the current band-aid proposal for the Eastern Distributor - Airport Motorway.

Our major concerns are:

- 1..... The absence of an effective community consultation during the EIS process.
- 2..... The lack of information, regarding noise decibel readings, vibration readings, air pollution studies, traffic projections and percentage of vehicle types, speed limits, evaluations and cross sections, ventilation and exhaust stacks, to allow the community to adequately consider very carefully the proposal prior to comment.
- 3..... Further degradation of the quality of life in our neighbourhood. The impact of increased noise, traffic volume, vibration and air pollution are serious issues to this community which already suffers immeasurably from one of Sydney's highest pollution environments.
- 4..... The absence of forethought to provide a complete tunnel directly linking the Sydney Harbour Tunnel to O'Dea Avenue Zetland, exiting onto Southern Cross Drive.
- 5..... The increase in potential risks from hazardous chemicals, due to escalation of heavy vehicle traffic from Port Botany and the absence of an alternate northern route for heavy vehicles away from the dense residential areas.
- 6..... The danger of exit and entry patterns, impact of jersey barriers between carriageways and speed options, and the combination of state road and motorway alongside each other in South Dowling Street, together with numerous residential street openings.

- 7..... The need for the provision of a major alternate non toll route, parallel to the Airport Motorway route (eg: Bourke and Crown Streets ?). This will further congest the local residential areas and sever the municipality with two major road systems (north/south).
- 8..... The lack of planning to solve the east - west traffic management, especially as this community faces an increase in population from 77,000 residents (1991 consensus) by 13,000 (Green Square Urban design competition) and the impact of tens of thousands of visitors each week to FOX Studios, and the seasonal nightmare of football fans during the winter months and cricket fans during the summer months.
- 9..... The loss of vital parkland, public space and amenity to the communities of Surry Hills, Moore Park (east Redfern), Paddington, Waterloo and Kensington.
- 10.... The close proximity of the route to sensitive conservation and heritage areas.
- 11.... The overbearing ugliness of the road bridges through Woolloomooloo as proposed would be another "Cahill expressway", and will lead to the destruction of the very fabric of this area and result in a grave negative social impact.
- 12.... The lack of sufficient time for the EIS, so that community groups can adequately assess and evaluate complex engineering and technical issues - since the first EIS (1985), there has been a substantial change to and a monumental increase in traffic volumes along the routes leading into the Eastern Distributor - primarily the Sydney Harbour Tunnel.
- 13.... The enormous impact of the construction phase to traffic, drastic social impact, real damage to sensitive property in a conservation and heritage area and an increase in air pollution, noise and soil disposal.
- 14.... South Dowling Street - disturbing visual impact of an eight lane high speed traffic carriageway, just over 3 meters from residential property, with no provision for an environmental barrier or additional green space on the Western side of the route.
- 15.... Absolute minimal access for the community to Moore Park recreational areas.
- 16.... Lack of major pedestrian routes and the lack of provision for residential parking.
- 17.... The impact to the quality of the ecosystem of nearby water bodies and water tables.
- 18.... Wind tunnels created and the impact of increased higher ambient noise to streets currently not effected.
- 19.... The impact of constant traffic noise almost 24 hours a day to residents on the route. Currently there are brief rest periods due to traffic light changes, and occasional grid lock.

- 20.... The threat to, our children and our good selves, and neighbours as the possibility of Charles Street being an alternative bypass to access the Airport Motorway or the Harbour Bridge tunnel.
- 21.... The encouragement of major increase in traffic growth in synergy overall, particularly Redfern, Surry Hills and Moore Park.
- 22.... The lack of landscape plans suitable to the heritage architecture, particularly of Redfern, Surry Hills and Moore Park.
- 23.... The capacity of the north bound tunnels (two lanes in each direction) to absorb the traffic merging from two lanes in Anzac Parade and two lanes in South Dowling St., and a lane from Moore Park Rd. Southbound exits a concern also at this point.
- 24.... The lack of sufficient green space within the carriageways, particularly South Dowling Street.
- 25.... The visual impact of the underpass and resulting nightmare traffic congestion at the Cnr South Dowling and Cleveland Streets with heavy transport still seeking to gain westbound access to Cleveland Street.

We reject the current proposals (including alternatives) and strongly suggest the following:

- 1..... The community be given access to data, and funding be provided, in order that the community engage independent experts to critically examine the proposals including the EIS and further establish whether the proposal meets the essential criteria.
- 2..... The community be given a further consultation period, after the draft assessment report, which will allow the community to respond again after submissions are received by the EIS, and amendments made.
- 3..... That due consideration be given to the proposal. The proposal must be adequately assessed and considered for the long term future benefit of Sydney, not short term band-aid solution for Olympics 2000.
- 4..... Sydney Harbour Tunnel must be extended right through to O'Dea Avenue.
- 5..... Reclaim the parkland that was lost when South Dowling Street was widened to accommodate Southern Cross Drive Freeway. Return South Dowling Street to local traffic, and provide angle parking on Western side of the road.
- 6..... That there is no detriment to the social fabric and community members of the inner city.

- 7..... Find acceptable solutions to the accute problem of the East West traffic management.
- 8..... Most importantly, find long term acceptable solutions to parallel traffic corridors for hazardous chemicals, and traffic management during construction period.

We do reserve the right to further amend and/or alter this submission as information comes to hand.

Yours faithfully

Ross O'Reilly

ROSS O'REILLY

Jennifer O'Reilly

JENNIFER O'REILLY

N. O'Reilly

NATASHA O'REILLY

Sean O'Reilly

SEAN O'REILLY

715 SOUTH DOWLING STREET
MOORE PARK NSW 2016

CC: The Hon. R.J. Carr MP, Premier.

The Hon. Carl Scully, Minister for Roads.

Ms Clover Moore, MP. Member for Bligh.

The Hon. Pam Allen, Minister for the Enviroment.

Mayor Vic Smith, South Sydney Council.

Mr M. Keogh, Rust PPK, EIS Consultants.

■ **HERITAGE ISSUE**

■ **KIDMANS TERRACE**

■ **NATIONAL TRUST CLASSIFIED**

■ **CIRCA 1840**



■ **IMPACTED**

— BY —

■ **EASTERN DISTRIBUTOR**

■ **Woolloomooloo - Palmer Street**

— Section —

31 October 1996

Ms Fiona Court
Rust PPK
9 Blaxland Road
RHODES NSW 2138

Dear Ms Court

SUBJECT: **EASTERN DISTRIBUTOR**
 PREFERRED PROPOSALS
 OPTIONS A&B: PALMER ST - WOOLLOOMOOLOO SECTION

As concerned residents of Woolloomooloo, with regard to the above matter, we should like to present our objections relating to the following:

KEY ISSUES

Protection of Heritage Areas

- Woolloomooloo is an historic precious precinct.
- Consider KIDMANS TERRACE as an example of heritage listed properties.
- Kidmans Terrace has been on the L.E.P. National Trust listing ref #101 for about 20 years.
- This site is an example of Early Development - small cottages.
- The NSW Government is bound by law e.g. the 1979 ENPL & ASSESS ACT & the 1994 Regulations regarding heritage issues to examine the accumulative impact the Eastern Distributor's grandiose 10 lane highway will have being adjacent to the back of these houses.
- The owner occupiers of Kidmans Cottages have lovingly restored them over the years, pouring their financial resources into their maintenance.
- Since the Harbour Tunnel was built - Palmer Street has absorbed the resulting increase in traffic to the tune of an extra 10K vehicles per day.
- Residents in this basin of Woolloomooloo are already feeling vibratory tremors of increased traffic impact through their homes.
- Palmer Street is a residential area with more residential projects in progress.
- The Eastern Distributor options as presented to this community will make life untenable here.
- We residents are desperately concerned about the effect these plans will have on our physical and mental well being.
- How can we live like this, adjacent to a 10 lane highway that is being planned to come so close to this heritage pocket of Woolloomooloo?
- In real estate terms, our property values will plummet.
- We see this fast track option as the gradual erosion of our nurtured lifestyle.

COMMUNITY ISSUES

- Woolloomooloo is unique, with its community village style atmosphere.
- It has a very low percentage of private vehicles per capita by state averages.

- Why should the fragile fabric of an old inner-city area of historic character bear the brunt of high levels of traffic noise and its pollution?
- Those of us who are carless and therefore environmentally safe are dismayed that we should suffer the consequences of these proposed traffic tentacles.
- We urban dwellers are the environment, as important as the fig trees in Moore Park, given just consideration within the fabric of this Eastern Distributor proposal.
- Those of us who live in this precious precinct are concerned about the severance of Woolloomooloo from the CBD and our social and cultural networks.
- Cathedral Street is the main pedestrian route into the city.
- Pedestrian overbridges, even though ramped, make the route longer - a big, ugly concrete structure - a crime trap.
- We have a large population of elderly citizens in this area. They are fearful of this pedestrian overbridge for the very reasons mentioned above - we all are.
- Transport is especially an issue for the elderly residents. Taxis are reluctant to come into the area - imagine how much more inconvenient and costly it would be to bypass a 10 lane highway.
- What we are coming back to again and again is LIFESTYLE
- These preferred proposals presented to the inner-city communities will have devastating effects on our particularly unique village atmosphere in Woolloomooloo.

CONCLUSION

- The Eastern Distributor project has been on and off the drawing board for years.
- Now that we are approaching the OLYMPICS 2000, we are being presented with this fast-track-option, a bandaid solution to our city's transport and traffic problems with this one event in mind.
- How does this project fit for the City of Sydney into the 21ST CENTURY?
- Please do not be tempted to resolve this transport problem by either options A or B, leaving the inner-city communities to live with this environmental disaster forever.
- The only alternative for the Woolloomooloo-Palmer Street section is to start the Tunnel from the Cahill Expressway Precinct.
- We residents are not opposed to a TUNNEL - Option C.
- If politics and economics are driving this project in the short term, we appeal to government ministers and council officials to apply wisdom and foresight to stop and consider the long term effects of a 10 lane highway penetrating our inner-city environs. Visually, it will not be a pretty sight!!!
- Preserve our inner-city precincts and their socio-economic cross cultural balance.
- Those of us who live here are trying to get the formula right.
- DON'T BREAK IT UP - TUNNEL THE TRAFFIC.

Yours faithfully

Jackie Evans

Jackie Evans
Kidmans & Environs Group

