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May 5 2019

Director- Infrastructure Projects
Department of Planning and Environment
Application Number SS1_8931
GPO Box 39
Sydney 2001

Dear Director,

I am forwarding, by email, my comments on the Preferred Infrastructure Plan – Amendments.

Yours faithfully,

Anne Field BA Dip Ed Dip Urban Studies (Macquarie University)
Chair Moorefield Estate F6 Committee
Member St George Hospital Board (1985-1988)
Former Councillor Rockdale and Kogarah Council (1991-2008)
Teacher St George Girls High School (1977-2011)

1) Time Period to Comment

It was most disappointing that the community was not given more time to respond. This is the third submission request during a Christmas or Easter break/school holiday when residents are enjoying time with family and friends.

The public exhibition period for the Amendments began on April 17 2019 with submissions to be in on May 8 2019. On April 27 2019, my 2 hour 10 minute Moorefield Racecourse Kogarah (1888-1951) Video was launched in Kogarah Library.

During the F6 submission period, I have been involved in matters involving my video and its launch, as well as a friend who is in hospital. I find it most disappointing that you failed to allow adequate time for the community to respond.

Many members of the community are concerned with the proposals by the Preferred Infrastructure report but have NOT had the time to respond due to the timing and limited submission period.

2) Transport Working Group

In my many years of experience of reading Rockdale and Kogarah Council and St George Hospital Board Reports and documents as well as a former teacher, I do not fail to pick up inaccuracies.

A Transport Working Group for residents of the Moorefield Estate was NOT established by RMS. Residents and representatives from two local secondary schools and TAFE were invited to only one meeting, which was held on November 28 2018 at Bayside Council.

It was VERY CLEAR at this meeting that RMS officers did not understand the conflicts on the Moorefield Estate, Kogarah. Residents at this meeting requested a meeting take place in morning peak hour traffic.

The meeting took place on December 4, 2018 at 8am. Marshall Street has long been neglected in discussions by RMS so Marshall Street was incorporated into this site meeting.

The officers indicated that they had been in contact with the Principal of the Special School in Marshall Street. The entrance and exit to Marshall Street from Rocky Point Road is dangerous and must be considered.

3) Traffic Lights

RMS have now arrived at the following solution: the community can be expected to have 8 sets of traffic lights in President Avenue from Grand Parade to Princes Highway namely at Crawford Road, O'Connell Street, F6 Tunnel entry, Civic Avenue, West Botany Street, Lachal Street and Princes Highway.

Currently, there are 5 sets of traffic lights.

Residents welcome the safe entry and exit from the Moorefield Estate. However, they acknowledge that the increased number of traffic lights will create a rat run into Civic Avenue and Marshall Street. Residents have objected in the past to speed humps being installed in Marshall Street.

No traffic time gains can possibly be made in this stop-go traffic light solution in President Avenue, as traffic lights are located close to each other.

In addition, there are issues with the right hand turning lanes from President Avenue into Princes Highway. Traffic in morning/evening peak hour backs up quite some distance down President Avenue.

Students and staff have difficulties in heavy traffic gaining access across traffic lanes, into and from the TAFE car park. These are issues which appear to have not been considered. One wonders how this is going to work in peak hour with traffic lights at Lachal Street, and a cumulative back up of traffic in President Avenue.

4) Increased Density in the Local Area.

The Department of Planning and Environment gazetted the Kogarah LEP in 2017. The then Kogarah Council initially considered this planning matter in mid-2014. There will soon be a huge increase in residential density in Kogarah, when the large numbers of units are built. Unit owners are likely to own a car, if not two cars.

More units are currently being built in southern Sydney suburbs. This traffic passes through Kogarah, so again adds to the volume of local traffic.

Our roads will simply not cope with the increased volume of traffic from home unit development.

5) Patmore Swamp

Patmore Swamp has remained relatively intact since the arrival of the First Fleet in 1788.

The name commemorates Patrick Moore (circa 1767-1851) an Irish convict, who arrived in Sydney in May 1797. He was given a conditional pardon in 1806. His original land grant of August 8 1809 was at Minto. This was withdrawn and reissued to him on August 25, 1812 at Botany Bay. The grant was called "Moorefield."

The land on which the Racecourse was located, was granted on August 25, 1812 by Governor Lachlan Macquarie. Part of Moorefield Racecourse included this swampy/marshy area. Maps labelled the area Patmore Swamp; and the name came into general use.

The Moore family made a huge contribution to our local area - the racecourse, St Patricks Church, The Cottage Hospital, later St George Hospital. This is highlighted in my 2016 published book, The History of Moorefield Racecourse Kogarah, Sydney, Australia (1888-1951).

It is fitting that the wetlands continue to honour Patrick Moore .They must not be compromised.

The fact that our heritage listed wetland area is in existence in a pristine state makes them unique to our local environment. On recent visits to the wetlands, I have observed a variety of bird species and turtles along with the vegetation. The vegetation differs in the wetlands north of President Avenue and again south of President Avenue. The wetlands are a peaceful area in which to find solace to enjoy the environment.

The original EIS primarily focused on the wetlands north of President Avenue and failed to recognise Patmore Swamp as an Ecologically Endangered Community.

By not recognising the EEC, the preferred infrastructure Report has not attempted to identify significant impacts and to propose amelioration measures to offset the impacts.

If the shared pathway is approved, the wetlands will lose two endangered ecological communities and risk devastating our protected key fish and turtle habitats.

Dr Arthur White, a local authority on the wetlands must be consulted in respect of the current proposal before the community. His knowledge and expertise are most valuable, and will assist in maintaining the integrity of the wetlands and in particular, Patmore Swamp.

6) Shared Cycleway

Bayside Council made it very clear in their submission on the EIS that" the active transport route needs to moved out of the wetland/endangered ecological communities, particularly at Patmore Swamp - Scarborough Park . "This sums up the majority view in the community.

The bike riders themselves are happy to reach their destinations without any impact on the wetlands.

A better pathway must be found for the shared cycleway.

The proposed cycleway will affect the heritage value of Patmore Swamp and alter its value forever.

The proposed route seems to target the endangered Ecological Communities instead of going around the threatened vegetation.

Concluding Comments:

The F6 Stage One will have a huge impact on the local areas surrounding President Avenue. Our quality of life will be greatly affected by the intrusion of the stack along with the 4km freeway, which seemingly has no real benefit. The community maintains strong environmental concerns in relation to the wetlands.

Had Stage One and Two been built co-jointly to Captain Cook Bridge, then traffic flows in President Avenue are likely to have been less, and would have had less impact on the local community.

We agree with the traffic lights for the Moorefield Estate.

We support a shared pathway but not through Patmore Swamp and suggest that RMS explore the routes on the eastern side of the waterway.

Anne Field