

Appendix D

Consultation and statutory consultation checklists

Infrastructure SEPP

Certain development types

Development type	Description	Yes / No	If 'yes' consult with	ISEPP clause
Car Park	Does the project include a car park intended for the use by commuters using regular bus services?	No		ISEPP cl. 95A
Bus Depots	Does the project propose a bus depot?	No		ISEPP cl. 95A
Permanent road maintenance depot and associated infrastructure	Does the project propose a permanent road maintenance depot or associated infrastructure such as garages, sheds, tool houses, storage yards, training facilities and workers' amenities?	No		ISEPP cl. 95A

Development within the Coastal Zone

Issue	Description	Yes / No / NA	If 'yes' consult with	ISEPP clause
Development with impacts on certain land within the coastal zone	Is the proposal within a coastal vulnerability area and is inconsistent with a certified coastal management program applying to that land?	No		ISEPP cl. 15A

Council related infrastructure or services

Issue	Potential impact	Yes / No	If 'yes' consult with	ISEPP clause
Stormwater	Are the works likely to have a <i>substantial</i> impact on the stormwater management services which are provided by council?	No		ISEPP cl.13(1)(a)
Traffic	Are the works likely to generate traffic to an extent that will <i>strain</i> the capacity of the existing road system in a local government area?	Yes	City of Sydney	ISEPP cl.13(1)(b)
Sewerage system	Will the works involve connection to a council owned sewerage system? If so, will this connection have a <i>substantial</i> impact on the capacity of any part of the system?	No		ISEPP cl.13(1)(c)
Water usage	Will the works involve connection to a council owned water supply system? If so, will this require the use of a <i>substantial</i> volume of water?	No		ISEPP cl.13(1)(d)
Temporary structures	Will the works involve the installation of a temporary structure on, or the enclosing of, a public place which is under local council	Yes	City of Sydney	ISEPP cl.13(1)(e)

Issue	Potential impact	Yes / No	If 'yes' consult with	ISEPP clause
	management or control? If so, will this cause more than a <i>minor</i> or <i>inconsequential</i> disruption to pedestrian or vehicular flow?			
Road & footpath excavation	Will the works involve more than <i>minor</i> or <i>inconsequential</i> excavation of a road or adjacent footpath for which council is the roads authority and responsible for maintenance?	Yes	City of Sydney	ISEPP cl.13(1)(f)

Local heritage items

Issue	Potential impact	Yes / No	If 'yes' consult with	ISEPP clause
Local heritage	Is there is a local heritage item (that is not also a State heritage item) or a heritage conservation area in the study area for the works? If yes, does a heritage assessment indicate that the potential impacts to the heritage significance of the item/area are more than <i>minor</i> or <i>inconsequential</i> ?	Yes	City of Sydney	ISEPP cl.14

Flood liable land

Issue	Potential impact	Yes / No	If 'yes' consult with	ISEPP clause
Flood liable land	Are the works located on flood liable land? If so, will the works change flood patterns to more than a <i>minor</i> extent?	Yes	City of Sydney	ISEPP cl.15
Flood liable land	Are the works located on flood liable land? (to any extent). If so, do the works comprise more than minor alterations or additions to, or the demolition of, a building, emergency works or routine maintenance	Yes	State Emergency Services Email: erm@ses.nsw.gov.au	ISEPP cl.15AA

Note: Flood liable land means land that is susceptible to flooding by the probable maximum flood event, identified in accordance with the principles set out in the manual entitled *Floodplain Development Manual: the management of flood liable land* published by the New South Wales Government.

Public authorities other than councils

Issue	Potential impact	Yes / No	If 'yes' consult with	ISEPP clause
National parks and reserves	Are the works adjacent to a national park or nature reserve, or other area reserved under the <i>National Parks and Wildlife Act</i>	No	Office of Environment and Heritage	ISEPP cl.16(2)(a)

Issue	Potential impact	Yes / No	If 'yes' consult with	ISEPP clause
	1974, or on land acquired under that Act?			
National parks and reserves	Are the works on land in Zone E1 National Parks and Nature Reserves or in a land use zone equivalent to that zone?	No	Office of Environment and Heritage	ISEPP cl. 16(2)(b)
Aquatic reserves	Are the works adjacent to an aquatic reserve or a marine park declared under the <i>Marine Estate Management Act 2014</i> ?	No	Department of Industry	ISEPP cl.16(2)(c)
Sydney Harbour foreshore	Are the works in the Sydney Harbour Foreshore Area as defined by the <i>Sydney Harbour Foreshore Authority Act 1998</i> ?	No	Sydney Harbour Foreshore Authority	ISEPP cl.16(2)(d)
Bush fire prone land	Are the works for the purpose of residential development, an educational establishment, a health services facility, a correctional centre or group home in bush fire prone land?	No	Rural Fire Service	ISEPP cl.16(2)(f)
Artificial light	Would the works increase the amount of artificial light in the night sky and that is on land within the dark sky region as identified on the dark sky region map? (Note: the dark sky region is within 200 kilometres of the Siding Spring Observatory)	No	Director of the Siding Spring Observatory	ISEPP cl.16(2)(g)
Defence communications buffer land	Are the works on buffer land around the defence communications facility near Morundah? (Note: refer to Defence Communications Facility Buffer Map referred to in clause 5.15 of Lockhardt LEP 2012, Narrandera LEP 2013 and Urana LEP 2011.	No	Secretary of the Commonwealth Department of Defence	ISEPP cl. 16(2)(h)
Mine subsidence land	Are the works on land in a mine subsidence district within the meaning of the <i>Mine Subsidence Compensation Act 1961</i> ?	No	Mine Subsidence Board	ISEPP cl. 16(2)(i)



McEvoy Street, Alexandria

Alexandria to Moore Park Connectivity Upgrade

December 2016

The NSW Government is investigating key intersection improvements to reduce travel time, improve connectivity and support urban renewal on the southern fringe of the CBD.

The Alexandria to Moore Park road corridor currently serves the function of a southern CBD priority bypass route to reduce congestion within the CBD. Road capacity and access improvements will be required to manage congestion and growth and support substantial nearby urban renewal and transport projects.

The Alexandria to Moore Park Connectivity Upgrade includes improvements at critical intersections and pinch points in the inner city suburbs of Alexandria, Waterloo and Moore Park and can be divided into three areas:

1. Euston Road (at Maddox Street), Alexandria to McEvoy Street (at Young Street), Waterloo
2. McEvoy Street (at Young Street) to Lachlan Street and South Dowling Street, Waterloo
3. Anzac Parade, Alison Road and Dacey Avenue, Moore Park.

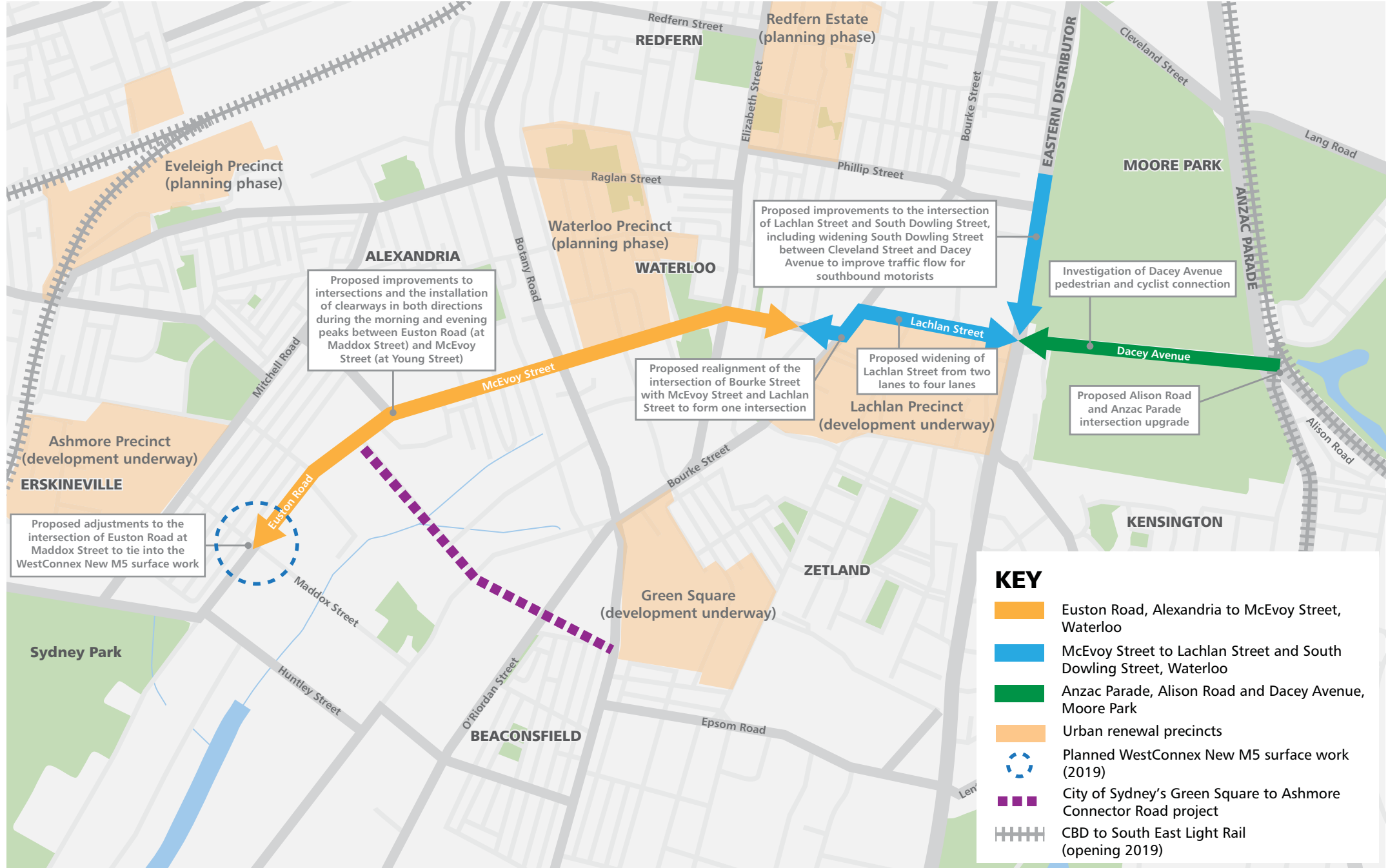
A corridor strategy map shows the key features in each of these three areas.

Key features

Roads and Maritime Services is investigating improvements in three areas as part of the proposed Alexandria to Moore Park Connectivity Upgrade:

1. Proposed improvements between Euston Road (at Maddox Street) and McEvoy Street (at Young Street) would include:
 - Improving intersections and installing clearways in both directions during the morning and evening peaks between Euston Road (at Maddox Street) and McEvoy Street (at Young Street)
 - Investigation of to improve access for pedestrians and cyclists
 - Adjusting the intersection of Euston Road at Maddox Street to tie into the WestConnex New M5 surface work.
2. Proposed improvements between McEvoy Street (at Young Street), Lachlan Street and South Dowling Street, Waterloo would include:
 - Realigning the intersection of Bourke Street with McEvoy Street and Lachlan Street to form one intersection
 - Widening Lachlan Street from two to four lanes
 - Investigation of to improve access for pedestrians and cyclists
 - Improving the intersection of Lachlan Street and South Dowling Street, including widening South Dowling Street between Cleveland Street and Dacey Avenue to improve traffic flow for southbound motorists.

Proposed Alexandria to Moore Park Connectivity Upgrade



KEY

- Euston Road, Alexandria to McEvoy Street, Waterloo
- McEvoy Street to Lachlan Street and South Dowling Street, Waterloo
- Anzac Parade, Alison Road and Dacey Avenue, Moore Park
- Urban renewal precincts
- Planned WestConnex New M5 surface work (2019)
- City of Sydney's Green Square to Ashmore Connector Road project
- CBD to South East Light Rail (opening 2019)

3. Proposed improvements at Anzac Parade, Alison Road and Dacey Avenue, Moore Park would include:
- Providing facilities to improve access for pedestrians and cyclists along Dacey Avenue
 - Changing the right turn arrangements at the intersection of Dacey Avenue, Anzac Parade and Alison Road to improve efficiency for traffic, pedestrians, cyclists and light rail.

Benefits

The benefits of the proposed Alexandria to Moore Park Connectivity Upgrade would include:

- Reduced travel times and congestion
- Integration of the corridor with new transport infrastructure such as the CBD and South East Light Rail and WestConnex New M5 surface work
- Improved intersection performance at key points for all modes of transport
- Improved road safety for all road users
- Better facilities and connectivity for pedestrians and cyclists between Sydney Park and Moore Park.

Have your say

Community drop in session

Roads and Maritime recognise the importance of involving the community in the development of the Alexandria to Moore Park Connectivity Upgrade. We will host a community drop in session to provide an opportunity for the community to speak face-to-face with members of the project team and ask questions. A formal presentation will not be given, so please feel free to drop in at any time during this session.

St Joseph's Catholic Church Hall

Corner of Rosebery Avenue and Kimberley Grove, Rosebery (entrance off Kimberley Grove)

Wednesday 7 December, 6pm–8pm

Interactive online map

Visit the project web page to submit a variety of comments directly onto an interactive map and see what others in the community have to say about the road corridor at rms.work/a2mp

We welcome your feedback on the proposed Alexandria to Moore Park connectivity upgrade by Friday 16 December.

Written comments should be sent to:

Email: a2mp@rms.nsw.gov.au

Mail: A2MP connectivity upgrade Roads and Maritime Services PO Box 973, Parramatta CBD NSW 2124

Further information

For further information about the project, please contact the Roads and Maritime project team or visit the project web page:

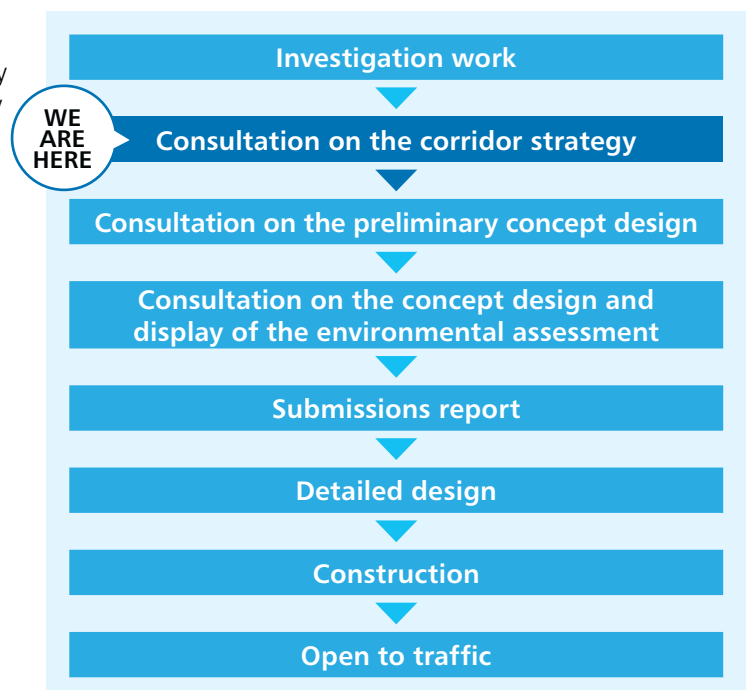
 1800 875 557

 rms.nsw.gov.au/projects/alexandria-moore-park

Where are we now?

Roads and Maritime is continuing investigation work around Alexandria, Waterloo and Moore Park. Findings from the investigation work will inform the preliminary concept design which is due to be displayed for community and stakeholder feedback in the first half of 2017.

A concept design and environmental assessment is then due to be displayed for community and stakeholder feedback in the second half of 2017. We will consider all comments in developing the proposed upgrade and we will continue to keep the community updated as the proposal progresses.



December 2016
RMS 16.565



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McEvoy Street, Alexandria

Alexandria to Moore Park Connectivity Upgrade

June 2017

Display of the preliminary concept design.

Background

The NSW Government is planning road improvements in the inner city suburbs of Alexandria, Waterloo and Moore Park to improve traffic flow and facilities for pedestrians and cyclists in one of the city's fastest growing precincts.

The Alexandria to Moore Park Connectivity Upgrade includes improvements to traffic capacity at key intersections and pinch points to improve traffic flow and provide better access for pedestrians and cyclists. These improvements are being planned to integrate with the CBD and South East Light Rail and WestConnex New M5 projects.

By 2021 traffic volumes along this key corridor are projected to grow by 50% or more in peak periods.

The proposed improvements will support urban renewal along the corridor, and encourage motorists to use alternate routes away from the CBD, a key focus of the Sydney City Centre Access Strategy (Transport for NSW, 2013).

Key features of the proposal

- Pedestrian and cyclist improvements for the length of the corridor
- Clearways on both sides of the corridor for extended periods
- Improvements at key intersections including –
 - the 'dog leg' T-intersections at McEvoy Street and Bourke Street and Lachlan Street and Bourke Street will be rebuilt and combined to form a single more efficient four-way intersection
 - South Dowling Street to be widened on the eastern side north of Dacey Avenue/Lachlan Street to provide an additional right turn lane from South Dowling Street into Lachlan Street and to improve the merge from the Eastern Distributor onto South Dowling Street
 - Anzac Parade, Alison Road and Dacey Avenue intersection at Moore Park to be upgraded to a continuous flow intersection (see image overleaf)
- A right turn bay to be added at Bowden Street and right and left turn bays to be added at Fountain Street, Wyndham Street and Botany Road
- A median to be introduced along McEvoy Street
- Lachlan St to be widened on the southern side to provide four lanes.

A map of the preliminary concept design is included in this project update.

Alexandria to Moore Park Connectivity Upgrade



Continuous flow intersection at the Anzac Parade, Alison Avenue and Dacey Avenue intersection



What is a continuous flow intersection?

A continuous flow intersection (CFI) is an at grade intersection which allows right turn movements to occur at the same time as through movements in both directions. This allows for a more simplified and efficient intersection operation. Continuous flow intersections are progressively being introduced in Australia.

Changing the right turn arrangements at the intersection of Dacey Avenue, Anzac Parade and Alison Road through this innovative intersection arrangement will improve access and efficiency for traffic, pedestrians, cyclists and light rail.

What are the benefits of a continuous flow intersection?

- As it is built 'at grade', or level with the roads it connects to, a CFI often has a smaller construction footprint and less visual impact than other engineering options such as underpasses, overpasses or tunnels
- A CFI also has the ability to better integrate with other transport users such as light rail and pedestrians.

What other options were considered for the intersection?

An underpass was one option considered at the Anzac Parade, Alison Avenue and Dacey Avenue intersection, however, due to the low lying flood affected area this intersection sits in, it was ruled out.

An overpass was also considered however, the construction footprint, visual impact and land taking associated with such a large structure made it unfavourable when compared to the CFI.

Key Facts

- Roads and Maritime traffic modelling show traffic volumes on Euston Road north of Maddox Street will go from around 20,000 vehicles a day in 2016 to 40,000 vehicles a day in 2021.
- This growth is a combination of the WestConnex new M5 St Peters Interchange, the redevelopment of Green Square and the wider growth in Sydney's population.
- The A2MP project is about upgrading key intersections at Fountain Street, Wyndham Street, Botany Road, Bourke Street, South Dowling Street and Anzac Parade so that the route can continue to function as an effective main road and reduce rat running in local streets.
- Clearways are proposed for the corridor seven days a week, to better manage current and future traffic flows and minimise the road footprint and property impacts.
- A new shared pedestrian and cyclist path is proposed along the corridor to support current and future residents and will weave around existing trees where possible.

Feedback from December 2016 consultation period

Roads and Maritime held a two-week consultation period in December 2016 and received 142 comments.

Two submissions were from government agencies or advisory bodies and the remainder were from members of the community and interest groups.

The most common points the community and interest groups raised were:

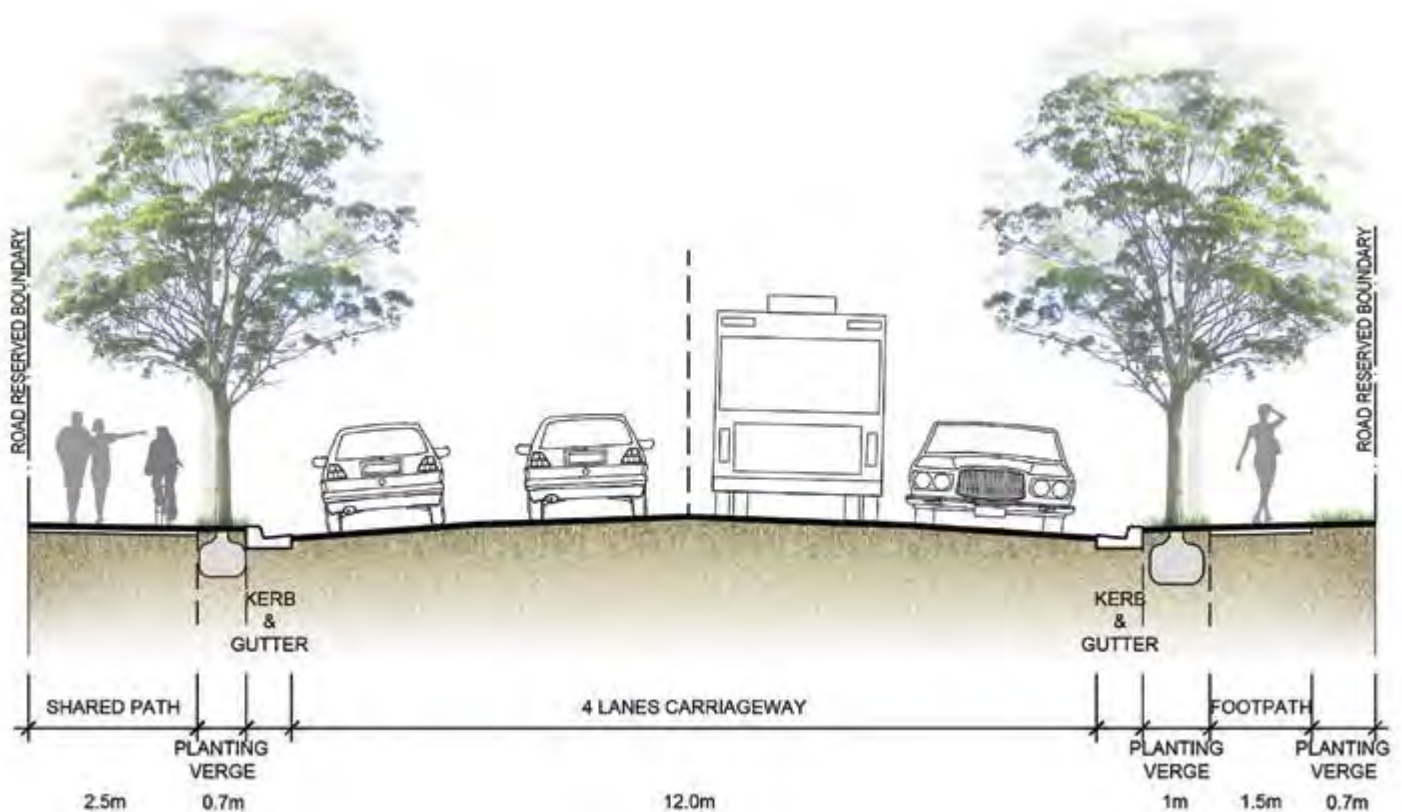
- Consider the inclusion of clearways at various locations and times including weekends along the corridor
- Improve traffic flow, particularly right hand turn movements
- Provide more information about potential property impacts
- Concern about parking availability, property access and traffic impacts
- Minimise environmental impacts, particularly to trees especially along South Dowling Street
- Provide facilities and connectivity for pedestrians and cyclists
- Need more time and information to consider the proposal.

A Consultation Report containing a detailed summary of the feedback can be found on the project web page at (www.rms.nsw.gov.au/alexandria-moore-park).

Aspects of feedback included in this concept design include:

- Proposal for clearways at all times along most of the corridor and some times on weekends
- Pedestrian and cyclist shared path designed to minimise impacts on mature trees
- Extended period of consultation for the preliminary concept design
- Proposal for dedicated left and right turn slip lanes at key intersections at Botany Road and Wyndham Street
- Proposal for improving traffic operations at the intersections of Bourke, McEvoy and Lachlan streets
- Landscape and urban design strategy to factor in shade for pedestrians.

Typical cross section



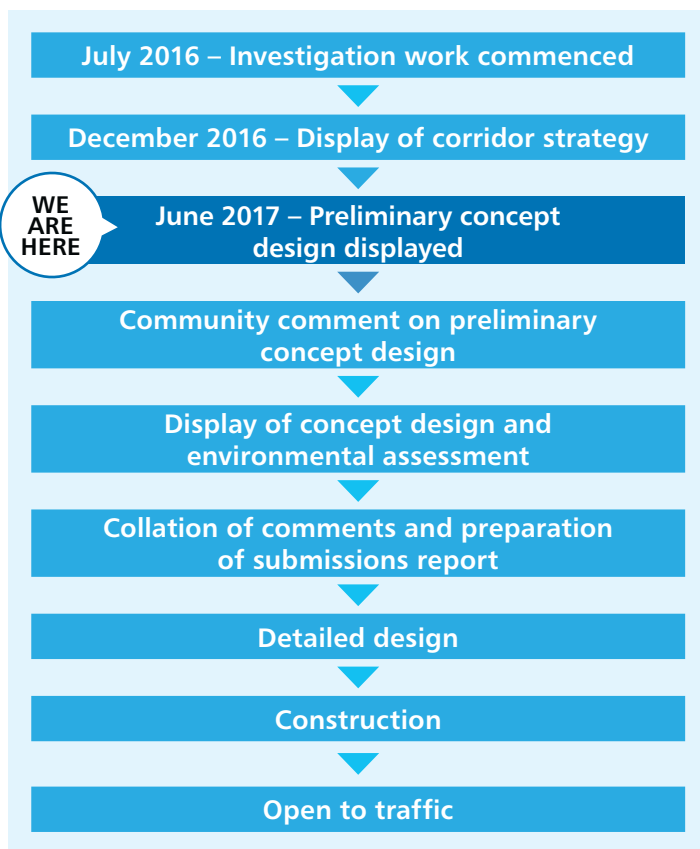
Where are we now?

Roads and Maritime is now seeking feedback on the preliminary concept design which appears overleaf.

During the display period, Roads and Maritime will host two community drop-in sessions and provide an opportunity for the community to provide detailed comments on the proposal via the interactive plans displayed on the project web site.

All comments received before 7 July 2017 will be considered and used to inform the project's environmental assessment and the final concept design.

Roads and Maritime will prepare a second community consultation report to respond to matters the community and stakeholders raise during the display period.



Community information sessions

Roads and Maritime recognise the importance of involving the community in the development of the Alexandria to Moore Park Connectivity Upgrade. We will host two community information sessions. These information sessions will enable the community to speak face-to-face with members of the project team and ask questions. A formal presentation will not be given, so please feel free to drop in at any time during these sessions.

Our project team will be available at:

**Venue: Terrace Room,
All Sorts Function Centre,
184 Bourke Road, Alexandria**

Saturday June 17, 10am – 12pm

Thursday June 22, 6pm – 8pm

Where to get more information

Roads and Maritime Services

Phone: 1800 875 557

Email: a2mp@rms.nsw.gov.au

Web: www.rms.nsw.gov.au/a2mp

Online map: www.rms.work/a2mp

See the A2MP proposal in 3D

To see an animation of the corridor upgrade including the CFI go to www.rms.gov.au/a2mp



Further information

Please contact the Roads and Maritime project team:

- **Phone:** 1800 875 557
- **Email:** a2mp@rms.nsw.gov.au
- **Web:** www.rms.nsw.gov.au/a2mp



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June 2017
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Transport
Roads & Maritime
Services

Alexandria to Moore Park Connectivity Upgrade Preliminary Concept Design

Community Consultation Report

October 2017

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Executive summary

The NSW Government is developing road corridor improvements on the CBD fringe in the inner city suburbs of Alexandria, Waterloo and Moore Park. The proposal aims to improve traffic flow, prepare for nearby urban development with improved active transport facilities and integrate with key infrastructure projects WestConnex New M5 and the CBD and South East Light Rail.

Roads and Maritime Services sought feedback on the proposal's preliminary concept design during a consultation period from 8 June to 7 July 2017. The aim of the consultation was to obtain community feedback on the design and gain an understanding of local traffic and transport related issues.

Consultation activities included:

- a project update sent to around 6500 residents and businesses along the corridor
- community drop-in sessions on 17 and 22 June 2017 in Alexandria
- an online mapping tool that allowed users to submit comments directly onto a project area map.

Roads and Maritime received 874 comments via the online mapping tool or the project inbox. We would like to thank everyone who took the time to consider our proposal and provide feedback.

What happens next?

Roads and Maritime has reviewed and summarised all feedback received and provided initial responses in this report to the issues raised. The project team is also using the community feedback as input to further develop the proposal's environmental assessment.

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1 Introduction

1.1 Background

The Alexandria to Moore Park (A2MP) road corridor currently serves the function of a southern CBD fringe priority bypass route. With nearby urban development already underway and set to continue well into the future, Roads and Maritime Services is investigating road capacity and access improvements to better manage congestion at key intersections and prepare for an increase in traffic, pedestrians and cyclists. Integration with nearby transport projects is also essential.:

1.2 The proposal

The A2MP connectivity upgrade includes improvements at critical intersections and pinch points in the inner city suburbs of Alexandria, Waterloo and Moore Park and can be divided into three sections:

Section 1: Euston Road (at Maddox Street), Alexandria to McEvoy Street (at Young Street), Waterloo:

- providing an eastbound right turn bay at Bowden Street and banning right turn movements from Bowden Street to McEvoy Street
- improving the key intersections of Fountain Street, Wyndham Street and Botany Road
- installing 24 hour clearways in both directions west of Botany Road
- installing a new median in McEvoy Street
- providing a new 2.5m shared path on one side of the corridor to improve access for pedestrians and cyclists.

Section 2: McEvoy Road (at Young Street) to Lachlan Street and South Dowling Street, Waterloo:

- rebuilding and combining the two T- intersections at Bourke Street with Lachlan Street and McEvoy Street to form one intersection
- widening Lachlan Street on the southern side to allow four through lanes on this section
- providing a new 2.5m shared path on one side of the corridor to improve access for pedestrians and cyclists
- improving the intersection of Lachlan Street and South Dowling Street to improve traffic flow for southbound motorists by widening from the Eastern Distributor exit down to Lachlan Street.

Section 3: Anzac Parade, Alison Road and Dacey Avenue, Moore Park:

- improving the right turn arrangements at the intersection of Dacey Avenue, Anzac Parade and Alison Road via a new continuous flow intersection, to improve access and efficiency for traffic, pedestrians, cyclists and light rail
- providing facilities to improve access for pedestrians and cyclists along Dacey Avenue including pedestrian crossings on both sides across Anzac Parade.

2 Consultation Approach

2.1 Consultation objectives

The proposal's preliminary concept design was on display for community and stakeholder comment from 8 June to 7 July 2017.

The purpose of the community consultation was to:

- inform community members and stakeholders that the preliminary concept design for the proposed Alexandria to Moore Park connectivity upgrade was on display
- seek comment, feedback and suggestions from the community on the preliminary concept design
- provide an opportunity for the community to meet with the project team to ask questions and provide feedback on the proposal
- meet with potentially impacted property owners
- continue to build a database of interested community members to continue engaging with as the proposal develops.

2.2 Method of consultation

There were a number of activities conducted during the consultation period to give the community and stakeholders a chance to learn more about the proposal, meet the project team, and have their say.

Community members were encouraged to provide feedback, leave comments and make submissions at information sessions, via email, or online.

Phone: 1800 875 557

Email: a2mp@rms.nsw.gov.au

Mail: A2MP connectivity upgrade
Roads and Maritime Services
PO Box 973, Parramatta CBD NSW 2124

Online: <http://www.rms.nsw.gov.au/projects/sydney-inner/alexandria-moore-park-connectivity-upgrade/index.html>

Online mapping tool: <http://www.rms.nsw.gov.au/projects/sydney-inner/alexandria-moore-park-connectivity-upgrade/consultation-map.html>

Key consultation tools included:

Project Update Appendix A	Delivered to around 6500 residents in Alexandria, Moore Park, and Waterloo (Appendix B distribution area) and delivered to the local councils, City of Sydney and Randwick.
Website	Details of the proposal were provided on the A2MP project webpage on the Roads and Maritime website.
Online mapping tool	Interactive online map where community members were able to submit comments directly onto a project area map, accessible via the project webpage.

Drop-in sessions	Two community drop-in sessions were held at All Sorts Function Centre, Alexandria. <ul style="list-style-type: none"> - Saturday 17 June 10am-12pm Thursday 22 June 6pm-8pm.
Advertisements	Advertisements containing details of the community information sessions appeared in local newspapers, Southern Courier and Wentworth Courier on 6 and 7 June 2017.
Media release	Issued to local newspapers and Sydney Metro publications.

3 Consultation Summary

3.1 Overview

During the four week consultation period, Roads and Maritime received feedback from 231 people via the online mapping tool who posted 846 comments. Additionally 29 emails were received from 24 individuals, two community groups and three government organisations. Comments focused mainly on six key issues:

- property and access
- parking
- the environment
- public transport
- traffic including lane configurations
- clearways.

The comments on the western end of the corridor (detailed at Section 1 above) were predominantly about potential changes to parking, the proposal to introduce clearways and the subsequent impact on trade and staff. Parking was a major concern for the community particularly in response to large scale development already underway.

Impact to property and queries about the scale of property impact was another main area of concern both to property owners and the general community.

The community also scrutinised the configuration and operation of the proposed Continuous Flow Intersection at the eastern end of the corridor (detailed at Section 3 above). Comments also questioned how effectively the proposed intersection would improve traffic congestion, as well as how it would provide for cyclists and pedestrians.

Pedestrian and cyclists facilities along the corridor were also a major source of commentary with many comments in favour of separated cycle paths, pedestrian bridges and extended cycle paths.

Comments raised during the first round of consultation about potentially increasing traffic volumes following the road widening were repeated as were comments about public transport improvements.

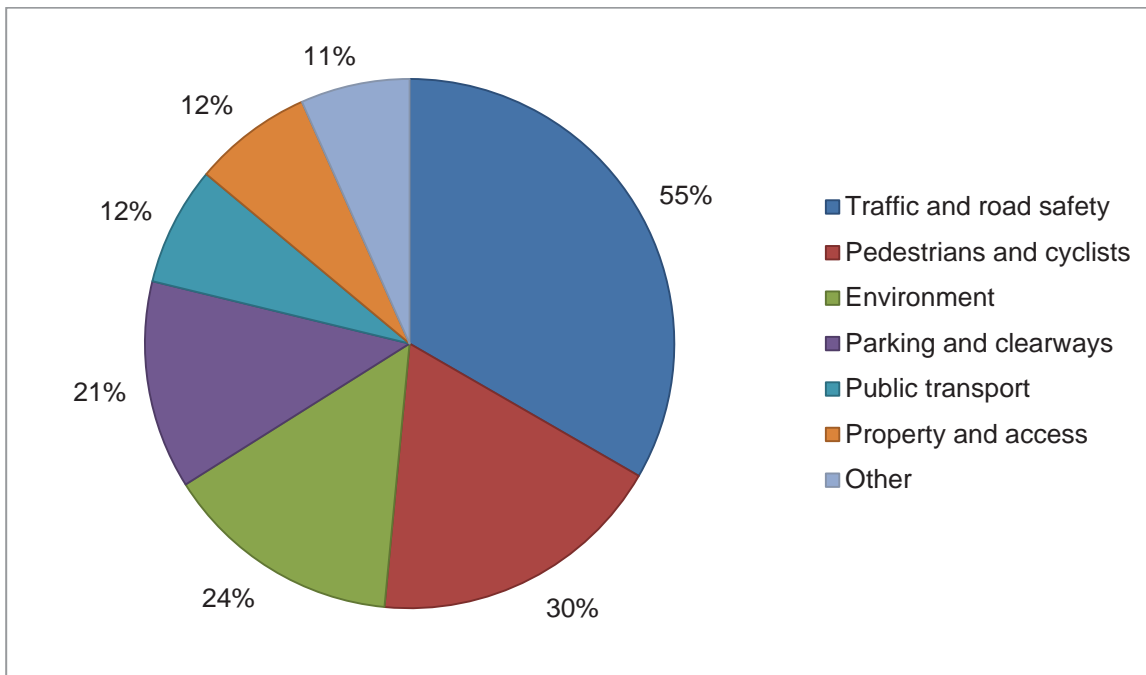
Comments increased about the need to preserve as many trees as possible.

The vast majority of comments were received via the online mapping tool however 27 per cent of these were outside the project scope or project objectives.

A large percentage (46 per cent) of in-scope comments were received from a small number of people (10 per cent).

Further analysis about the quantity and types of comments received on the map appears in the Figure 1 below:

Figure 3



The online mapping tool allowed people to place comments outside of the project corridor and many comments received were outside the scope for this project.

Comments relating to traffic issues at intersections, or along local streets in the vicinity of the corridor will be discussed with the relevant Roads and Maritime project teams.

The comments relating to traffic concerns outside Roads and Maritime's control will be discussed with the relevant government agency responsible.

The following table provides details of the relevant feedback received during the consultation period as well as the initial response from Roads and Maritime to each item raised.

3.2 Feedback summary and responses

Issue category	Sub-category	Matters raised	Roads and Maritime response
Environment	Air and noise pollution (traffic)	What steps will be taken to keep air quality up and noise levels down?	<p>The proposal aims to improve traffic efficiency and reduce travel time and delays, which is known to reduce air emissions. Noise monitoring and modelling is underway and the results will be publicly available as part of the proposal's environmental assessment.</p> <p>Eligibility for noise mitigation measures to noise sensitive properties facing the corridor would be considered as part of the noise assessment in accordance with the NSW Government's Road Noise Policy and Roads and Maritime's noise criteria and noise mitigation guidelines.</p>
	Construction noise and vibration	What steps will be taken to minimise construction noise and vibration impacts?	Construction noise and vibration impacts and available mitigation measures would be assessed in accordance with the NSW Government's Interim Construction Noise Guideline and Roads and Maritime's Construction Noise and Vibration Guideline
	Asbestos	What steps will be taken to address concerns the community may be affected by asbestos should the ground be disturbed?	Detail about the location and quantity of potential asbestos along the corridor will be identified during the environmental investigation phase. If identified, Roads and Maritime would adhere to strict guidelines set by the Department of Planning and Environment to manage the safe removal of asbestos from affected areas.
	Trees (general)	How will this proposal impact the existing trees along the corridor?	<p>The proposal would result in some unavoidable impacts to trees. However, as the design is in its preliminary form, the exact number of trees impacted is still to be determined.</p> <p>Roads and Maritime acknowledges the high importance of minimising impact to trees and enhancing the urban landscape. It is the design intent for the final concept design to avoid impact where possible. Where this cannot be avoided Roads and Maritime will offset any tree removal with flora to meet the needs of the local area, subject to specialist advice.</p>

Issue category	Sub-category	Matters raised	Roads and Maritime response
			Roads and Maritime would also support the final concept design with a comprehensive urban design and landscape plan. This is expected to be displayed for community feedback along with the final concept design and environmental assessment. This would include the design for the shared path to weave around the existing trees along Dacey Avenue.
	Trees (median)	Why not retain trees and narrow the median strip?	The Roads and Maritime project team would look at opportunities to reduce or remove medians to reduce the proposal footprint and tree impacts in developing the final concept design.
	Trees (median)	Provide as many trees on median strips as possible.	<p>The proposal would include a comprehensive tree planting strategy to inform the next final concept design phase. The priority would be to look at opportunities to reduce or remove medians to avoid impacts to existing trees where possible.</p> <p>Remaining opportunities for tree planting in medians would be balanced with safety and maintenance requirements while taking local flora and fauna needs into consideration.</p>
	Trees (Bourke Street)	The removal of trees from the Lachlan Street/Bourke Street intersection will be detrimental to the character of the area. If the road widening proceeds, all removed trees should be replaced with mature trees to screen the intersection from nearby apartment entrances, shops, etc.	<p>The land on the south east corner of the intersection of Bourke Street is already classed as road reserve for the purpose of road widening. A comprehensive new street tree planting strategy would offset removal of street trees resulting from localised road widening.</p> <p>The proposal would look to enhance current landscaping where possible. This would include investigating opportunities for tree plantings at the north east and south east corners of the Bourke Street intersection.</p>

Issue category	Sub-category	Matters raised	Roads and Maritime response
	Trees (Dacey Avenue and Anzac Parade)	Protect the mature trees along Dacey Avenue and Anzac Parade.	<p>The design intent is to have a shared path on both sides of Dacey Avenue weaving around the trees to avoid impacts where possible. Some impact is expected in close proximity to the golf buggy bridge.</p> <p>Opportunities for minimising the project foot print near Anzac Parade would also be further investigated during the final concept development phase.</p>
	Trees (Hiles Street)	Protect the Hiles Street fig trees.	While opportunities to reduce median widths in the next design phase will be considered, it is likely that the closest fig tree to McEvoy Street would still be impacted.
	Trees (South Dowling Street fig trees)	Protect the fig trees along South Dowling Street. It is very important to retain trees and open space to make the area pleasant and liveable.	<p>Roads and Maritime is still investigating options for reducing south bound traffic congestion on South Dowling Street while avoiding impacting the fig trees. At this point the preliminary concept design impacts fig trees in the closest row next to South Dowling Street. Should this be the preferred design going forward every effort would be made to mitigate these impacts including a combination of design techniques that might retain some trees and offset planting of semi-mature fig trees.</p> <p>A comprehensive urban design and landscape plan will be developed to inform the final concept design and is expected to be displayed for community feedback along with the final concept design and environmental assessment.</p>
	Trees (Waterloo Oval & Waterloo Park)	Protect the fig trees adjacent Waterloo Oval and Waterloo Park	The proposal would not impact the fig trees next to Waterloo Oval and Waterloo Park. The design intent is to retain trees where possible and to design the shared path in and around the existing trees.

Issue category	Sub-category	Matters raised	Roads and Maritime response
Parking and Clearways	Business impacts of clearways	Object to 24 hour clearways due to loss of business, more parking on local streets, problems with deliveries and taxis, faster speeds and less buffer for pedestrians.	Clearways are proposed to help manage traffic congestion as they minimise the need for road widening which affects properties and businesses. Options to reduce the operating hours of clearways will be considered during development of the final concept design and environmental assessment and displayed for comment during the next stage.
	Timing of clearways	Proposals for clearways including 24/7, peak periods only, Saturday mornings or all weekends, not during 7pm - 6am.	Clearway operating times will be re-considered during development of the final concept design and environmental assessment.
	Parking time limits in side streets	Side streets in the area need shorter parking periods	Local street parking restrictions are decisions for local councils. However, Roads and Maritime will discuss parking times in side streets with City of Sydney Council as part of the development of clearways for the corridor.
	Right turns	There should be no right turns allowed along the corridor where there is not a right turn bay provided	Right turns at intersections along the corridor will be reviewed during development of the final concept design.
	Safety (Elizabeth Street to Bourke Street)	When cars/trucks park along this section near the Hunter Street corner, visibility is severely reduced.	Parking restrictions along this section will be reviewed as part of the final concept design.
	Add parking	Can the road be widened to provide parking bays instead of clearways?	Widening the road to provide additional parking is not proposed due to increased impact on property and trees. Clearway operating hours will be reviewed as part of development of the final concept design.

Issue category	Sub-category	Matters raised	Roads and Maritime response
	Street parking loss – employees	What is happening to the car park on the corner of Stokes Avenue and McEvoy Street?	This land is publicly owned. However, options to reduce the impact on this car park will be considered during development of the final concept design.
Pedestrians and cyclists	Shared path improvement	Can the path between Loveridge Street and Fountain Street be improved?	It is proposed to provide a new shared path to improve pedestrian and cyclist access on the northern side of McEvoy Street between Maddox Street and George Street, and on the southern side of McEvoy Street and Lachlan Street to the east of George Street.
	Design for cyclists	Bicycles need better protection at intersections. Crossings need to be shown at all intersections.	Opportunities to optimise pedestrian and cyclist access will be explored during the final concept design phase and the final concept design will show all pedestrian crossings on plans.
	Separated cycle way not shared path	Need a separated cycleway rather than a shared path along the corridor.	A shared path is proposed to balance needed cyclist and pedestrian access against further tree and property impacts. A separated cycleway would require property acquisition and this is not proposed at this stage. Property setbacks with development would still allow for this to be considered in future.
	Design and location	Support for shared path but should be 3 metres wide eg at Botany Road.	Shared paths would be as wide as possible within available property constraints.
	More crossing locations	Corridor needs more formalised pedestrian crossings. Sections between Elizabeth Street and Bourke Street and from Fountain Street to Wyndham Street are particular issues.	Pedestrian crossings are proposed at all traffic light intersections. Extra mid-block crossings are not proposed at this point.

Issue category	Sub-category	Matters raised	Roads and Maritime response
	Use of slip lanes	No left turn slip lanes as they cause problems for pedestrians eg Bourke Street, South Dowling Street.	Dedicated pedestrian crossing facilities would be provided at slip lanes where they are required.
	Crossings – Anzac Parade, Allison Road & Dacey Avenue intersection	How does the northern leg of the intersection work for pedestrians and cyclists including the elderly?	<p>A key design benefit of the continuous flow intersection is that it allows longer crossing times for pedestrians. This means that the new design would allow a crossing to be provided on the northern leg of the intersection where there isn't one currently.</p> <p>Options to ensure adequate protection is provided for pedestrians who need to cross the intersection in stages would be provided as part of development of the final concept design.</p>
	Crossings – Anzac Parade, Allison Road & Dacey Avenue intersection	Build pedestrian and cyclist overpasses or grade separate the intersection.	<p>An underpass was one option considered at the Anzac Parade, Alison Avenue and Dacey Avenue intersection. However, due to the low lying flood affected area this intersection sits in, an underpass was found to be unfeasible and this option was not progressed.</p> <p>An overpass was also considered. However, the construction footprint, visual impact and land take associated with such a large structure made it an unfavourable option.</p>
	Crossings – Anzac Parade, Allison Road, Bourke Street & Dacey Avenue intersection	<p>Removing the pedestrian crossing from Robertson Road provides no crossing from Cleveland Street/Lang Road to the Dacey Avenue/Alison Road intersection.</p> <p>Design it for pedestrians with either overpasses or underpasses and no slip lanes.</p>	<p>A new crossing would be provided on the northern side of the Anzac Parade intersection with Dacey Avenue, to replace the crossing on Robertson Road.</p> <p>Pedestrian crossing facilities will be provided at this intersection where slip lanes are required. Overpasses / underpasses are not proposed due to cost and property impact.</p>

Issue category	Sub-category	Matters raised	Roads and Maritime response
	Crossings – Bourke Street	Show the cycle path connectivity at Bourke Street – east/west and north/south	Cycle path connectivity will be shown on the final concept design.
	Crossings – Bowden Street	Put traffic signals at Bowden Street to connect the Bowden Street cycleway to a required separated cycleway along McEvoy Street's north-side	Signals are not proposed here due to the closeness of the Fountain Street intersection. Options to provide a better connection for cyclists in this section will be reviewed as part of development of the final concept design.
	Crossings – Elizabeth Street to Bourke Street	Ensure pedestrians can cross safely here and it is well used to access Green Square station.	No new crossings are proposed. However pedestrian safety along this section will be reviewed as part of development of final concept design.
	Crossings & local amenity – Fountain Street	What are the pedestrian crossing facilities at Fountain Street?	Pedestrian signal crossings will be provided at Fountain Street. Pedestrians will be able to cross in one movement.
	Crossings – Gadigal Avenue	What are the pedestrian crossing facilities at Gadigal Avenue?	A new set of traffic signals including pedestrian crossings is proposed for Gadigal Avenue.
	Crossings – George Street	George Street crossing needs to account for importance of link for cyclists.	Shared path users would be able to cross McEvoy Street at George Street in one stage and this will be shown on the final concept design.
	Crossings – side streets	At side-streets provide threshold or kerb buildouts to give pedestrians and cyclists priority.	Local street thresholds will be considered as part of final concept design. Local street thresholds are paved entries to local streets where they intersect with a main road. They alert motorists to a changed road environment.

Issue category	Sub-category	Matters raised	Roads and Maritime response
	Shared path between Bowden Street and Wyndham Street	Along the south-side of McEvoy Street, between Bowden and Wyndham streets, provide a shared path, minimum 3 meters wide.	Shared path widths would be as wide as possible within available property constraints. Generally this means 2.5 metres.
	Crossings – South Dowling Street	Improve pedestrian crossing across the Supa Centre entrance on Dacey Avenue.	Better facilities will be considered here for pedestrians as part of detailed design development.
	South Dowling Street	Build over the Eastern Distributor instead of widening into the park.	A bridge was explored during options development but was not considered further due to construction and grade difficulties with access to the Eastern Distributor.
	New cycle paths or connections	Show how cycle ways tie into existing networks and show missing connections including western side of Anzac Parade, south side of Alison Road down to Doncaster Avenue, use of the buggy bridge to cross Dacey Avenue, Mitchell Road connection and Harley Street connection to Sydney Park Road at western end, and connections to Todman Avenue at Anzac Parade, Allison Road & Dacey Avenue intersection and link from Morehead Street to City of Sydney cycleway on Wellington Street and Danks Street.	While these links are outside the scope of this project, the final concept design will provide further detail around cyclist and pedestrian connections. One of the project’s main design intents is to improve cyclist and pedestrian facilities from Alexandria to Moore Park.

Issue category	Sub-category	Matters raised	Roads and Maritime response
	Design & location - Dacey Avenue & Anzac Parade	Provide more street lighting.	Lighting requirements will be reviewed as part of the final design.
	Design & location – Maddox Street to Fountain Street	A shared path will be dangerous to our school children accessing the bus stop.	Noted. Safety of shared path will be reviewed as part of final concept design.
	Design & location – trees	Put the shared path on both sides of the corridor.	<p>A shared path is proposed on the southern side of the corridor between George Street and South Dowling Street due to:</p> <ul style="list-style-type: none"> - property constraints - multiple pinch points - need to avoid fig trees at Waterloo Park - insufficient space next to the State Heritage Sydney Water Facility at Bourke Street and the local heritage AGM building at the corner of South Dowling Street.
	Design & location – Waterloo Park & Waterloo Oval	<p>Signalised bicycle crossing must be provided across Elizabeth Street and a separated cycleway and footpath along the southern side through Waterloo Park so as to save all significant trees.</p> <p>Investigate a cycleway on west side of Elizabeth Street to link with Allen Street/Short Street cycleway.</p>	<p>Cycle crossing facilities at this intersection and along the park frontage will be considered as part of project final design. Additional cycle linkages are outside the scope of this project, however the City of Sydney is developing an active transport strategy for the area.</p>
	Design & location – WestConnex interface	How do I ride from Sydney Park to the start of the shared bike path at Maddox Street?	Connections to existing and future cycle networks will be better shown on the final design drawings.

Issue category	Sub-category	Matters raised	Roads and Maritime response
	Strategy	Make sure the cycle paths are connected on the map.	The project team will include the broader City of Sydney interconnecting cycle strategy in its Urban Design and Landscape Strategy, to be displayed along with the environmental assessment.
	Web tool	Need a separate category for active transport on the web tool.	A separate category for pedestrians and cyclists will be added to the online mapping tool for the next round of consultation.
Property and Access	Acquisition footprint	Does the new design affect new apartments near Bourke Street?	The land on the south east corner of the intersection of Bourke Street is already owned by Roads and Maritime for the purpose of road widening. Land where new apartments are, or have recently been constructed, is not required for the proposal.
	Acquisition footprint	Can the need for the median be reviewed to avoid property impacts including to small businesses?	The need for the median strip will be reviewed as part of the final concept design.
	Acquisition footprint	How do you tell if and by how much a property is affected?	Roads and Maritime discusses property impact directly with affected property owners. The project team will further discuss property impact when the environmental assessment is released for comment.
	Acquisition footprint	Would more land acquired from the Water building site allow more space to suit your proposal?	Property requirements at this location will be finalised as part of development of the final concept design.
	Acquisition footprint	Is the road widening in front of the commercial premises near Loveridge Street really needed?	The proposal does not change the existing position of the northern road kerb near Loveridge Street, but does include a wider shared path on the northern side of McEvoy Street. This would have a minor impact on the existing landscaping strip. The design focus for the shared path is to avoid trees where possible.

Issue category	Sub-category	Matters raised	Roads and Maritime response
	Existing road widening boundary	Will the setback restrictions on new developments/ redevelopments remain?	The future road widening requirement will remain on the corridor.
	Iron Duke Hotel	Is the Iron Duke hotel impacted?	The Iron Duke Hotel will not be affected by the final concept design.
	Median strip restricting access	Removing the median strip will allow motorists to safely access the IGA supermarket and residents' parking from Wyndham Street from the south instead of funnelling them onto Retreat Street which is already very difficult to access from Botany Road.	The proposal is expected to improve the operating performance of the intersection of Wyndham Street and McEvoy Street.
	Median strip restricting access	Will you still be able to turn right from Lachlan Street into Amelia Street?	Due to the close proximity of Amelia Street to the South Dowling Street intersection, access to Amelia Street will be left in and left out only.
	Median strip restricting access	How do you access properties when there is a median strip banning right turn access?	Medians will be reconsidered for the final concept design. However, with the expected increase in traffic, right turn entry into and out of McEvoy Street will become more difficult and right turn access may be affected by medians in the final design. As with many busy roads, access to properties in these cases would be left in and left out only.
	Moore Park View Hotel	Can the Moore Park View Hotel be left?	Options for reducing the impact on the Moore Park View Hotel will be considered for the final concept design.
	Residual land	What will happen to land that has already been set back but not needed for this project?	Roads and Maritime would keep the land and consider landscaping options during the detailed design phase.

Issue category	Sub-category	Matters raised	Roads and Maritime response
	Setback – Harley Street to Bowden Street	The road widening will bring traffic closer to residential buildings along McEvoy Street.	New residential buildings have been set back along the corridor to take account of future road widening. The need for widening will be reviewed as part of final concept design.
Traffic and Road Safety	Compliance	Red light safety cameras should be installed across the Wyndham Street and Botany Road intersections.	The need for red light cameras will be considered following a safety review and after traffic patterns have stabilised (usually within 6 – 12 months following project opening).
	Compliance	Put enforcement bays along Dacey Avenue.	Not proposed due to impact on trees.
	Construction impacts	Construction activity will cause a disruption to businesses.	Roads and Maritime will prepare a concept construction methodology for inclusion in the environmental assessment which will be publicly displayed for comment. Detailed traffic management plans would ensure businesses have access during construction.
	Crossings	How do we walk kids to and from Alex Park Community School? The crossings are not easily seen in these diagrams.	Pedestrian paths will be more clearly shown in final concept design.
	Design – Fountain Street	What are the impacts of the proposed scheme on local streets - will it increase traffic?	Improving travel flow on the main corridor would attract through-traffic away from local streets.
	Design – Anzac Parade, Allison Road & Dacey Avenue intersection	How does the new continuous flow design work at Anzac Parade and what are the traffic signal phases?	The new intersection design is based on an American concept. It has been shown to improve traffic efficiency by 30 per cent or more and improve safety. More detail on how the intersection works will be shown in the final concept design and environmental assessment display.

Issue category	Sub-category	Matters raised	Roads and Maritime response
	Design – Anzac Parade, Allison Road & Dacey Avenue intersection	Where is the left turn from Alison Rodd to Anzac Parade?	Left turn to Anzac Parade happens as it does currently before Tay Reserve.
	Design – Anzac Parade, Allison Road & Dacey Avenue intersection	Need two lanes on Anzac Parade heading south and one lane turning left to Randwick Street.	The number of lanes will be confirmed through peer reviewed traffic modelling and published in the environmental assessment later this year.
	Design – Amelia Street	Why are there no right turns into or out of Amelia Street and how do residents get access?	Amelia Street would be left in and left out only to reduce crash risk with increased traffic volumes on Lachlan Street. Options to allow traffic to turn right into Gadigal Avenue from Lachlan Street will be considered in the final concept design.
	Design – Botany Road	What about widening Botany Road to deal with congestion further to the north?	This proposal is only considering the widening of Botany Road to accommodate a new right turn lane into McEvoy Street westbound at the intersection.
	Design – Bourke Street	Is the double right turn from McEvoy Street into Bourke Street needed?	Traffic modelling will test the requirement of a possible double right turn at this location.
	Design – Bourke Street	Is there a dedicated left turn lane proposed from Lachlan Street to Bourke Street travelling south?	There is no dedicated left turn from Lachlan Street into Bourke Street due to insufficient space. The project team will continue to refine the final concept design, informed by detailed traffic modelling.

Issue category	Sub-category	Matters raised	Roads and Maritime response
	Design – Bowden Street	Can Bowden Street be traffic signals or a roundabout so that people can turn right into and out of the street?	Traffic control at this intersection will be considered in the final concept design and in light of the Green Square to Ashmore connector requirements.
	Design – Brennan Street	Brennan Street restricted to left out turn to McEvoy Street only to reduce rat running.	Brennan Street is proposed to be left in and left out only in the preliminary concept design. Closure of Brennan Street is not proposed.
	Design – Bunnings	Bunnings entry should have a dedicated right turn.	A dedicated right turn cannot be provided into Bunnings without major property acquisition. The final concept design will consider a right turn ban at this location to improve through traffic flow.
	Design – Elizabeth Street	Can a right turn be provided from McEvoy Street onto Elizabeth Street northbound?	Changes to turning arrangements at Elizabeth Street are not proposed. Improvements are being investigated for right turns at Bourke Street, Botany Road and Wyndham Street.
	Design – Elizabeth Street	Why widen McEvoy Street when there is no widening near Elizabeth Street?	Minor widening of McEvoy Street would occur near Elizabeth Street to provide two lanes eastbound and two lanes westbound without impacting the fig trees.
	Design – Elizabeth Street	Grade separate the Elizabeth Street intersection.	Overpasses and/or underpasses are not proposed here due to cost and property impact to the park.
	Design – Elizabeth Street	There should be two through lanes in each direction along McEvoy Street at Elizabeth Street.	The design intent is two through lanes in each direction in peak periods at this intersection.
	Design – Elizabeth Street	A dedicated left turn lane is required from McEvoy Street heading east into Elizabeth Street.	A dedicated left turn lane is not proposed due to the impact it would have on mature fig trees.

Issue category	Sub-category	Matters raised	Roads and Maritime response
	Design – Fountain Street	Is the dedicated left turn lane into Fountain Street required?	Preliminary traffic modelling indicates that a dedicated left turn lane is required. However, the length of the turning lane will be reviewed as part of development of final concept design and final traffic modelling
	Design – Fountain Street	Is the right turn lane shown into Fountain Street long enough?	The length of the right turn lane will be checked as part of final traffic modelling on the final concept design.
	Design – Gadigal Avenue	Gadigal Avenue intersection needs all turns.	The Gadigal Avenue intersection design allows for a potential future light rail corridor. This would travel north-south down Gadigal Avenue. Right turns out of Gadigal Avenue would not be allowed. However, options for providing right turns into Gadigal Avenue will be considered during development of the final concept design.
	Design – Pitt Street	Can it have a dedicated left turn bay?	A dedicated left turn bay is not proposed due to the impact on the park.
	Design – South Dowling Street	Intersection needs an overpass or underpass	Major overpasses or underpasses are not proposed due to considerable visual and property impacts, access constraints and construction complexity.
	Design – South Dowling Street	Right turns from the north and south need more time.	Improved intersection design provides more time for right turns from the north and south. Further optimisation of this intersection will be reviewed in as part of the final concept design
	Design – South Dowling Street	Lachlan Street eastbound should be two lanes going straight and one lane turning right.	Turning movements at this intersection will be reviewed as part of final concept design.

Issue category	Sub-category	Matters raised	Roads and Maritime response
	Design – South Dowling Street	Add an extra lane northbound on South Dowling from Eastern Distributor exit to Cleveland Street	Traffic modelling will investigate traffic phases and signal cycle times improvements at the intersection Lachlan Street and South Dowling Street to improve traffic flow at all approaches, including northbound traffic. It is noted that a trial closure of the northbound Eastern Distributor off-ramp to South Dowling Street has recently been implemented. The trial will consider any impacts and benefits to the northbound traffic on the Eastern Distributor and South Dowling Street.
	Design – South Dowling Street	Traffic turning left from Lachlan Street into South Dowling North Street is blocked by pedestrians. Should be one left, one through and one right?	Turning movements at this intersection will be reviewed as part of final concept design.
	Design – South Dowling Street	U-turns should be allowed to allow south bound traffic to go north.	A U-turn bay is not proposed due to the additional time it would take out of the signal phasing, causing further congestion. U-turns at traffic light intersections are not permitted in NSW.
	Design – Supa Centre	Will the Supa Centre traffic lights be coordinated with the main lights?	Traffic light coordination will be considered as part of final concept design and operational planning.
	Design – tunnel	Build a tunnel from the M5 to the Eastern Distributor instead.	<p>The key objectives of the A2MP proposal are to:</p> <ul style="list-style-type: none"> - minimise both existing and future congestion along the corridor - reduce traffic on local roads by improving travel times along the corridor - improve access between nearby urban renewal precincts, Sydney Park and Moore Park. <p>A tunnel would not meet these objectives and the need to provide access to surrounding local and regional roads.</p>

Issue category	Sub-category	Matters raised	Roads and Maritime response
	Design – WestConnex interface	The corridor should be widened to six lanes given the extra traffic.	This proposal concerns improvements at key intersections and changes to parking controls to help manage traffic flow. Upgrading the corridor to six lanes is not proposed given investment in the M4-M5 link, CBD to South East Light Rail and Sydney Metro.
	Design – WestConnex interface	Take into account the WestConnex review of Euston Road before making a decision.	The final concept design will consider the new M4-M5 Link Environmental Impact Statement.
	Design – Wyndham Street & Botany Road	Remove the left hand turn at Wyndham Street as drivers can turn left at Botany Road.	The design of Wyndham Street and Botany Road will be reviewed in the final concept design. However, this left turn is unlikely to be removed due to the CBD access function provided by Wyndham Street.
	Design – Wyndham Street & Botany Road	What about extending the one-way scheme for Botany Road and Wyndham Street?	This one-way scheme is outside of the scope of this proposal. However, this will be investigated as a potential future network opportunity during development of the final concept design.
	Design – Wyndham Street & Botany Road	Need more time for through movements on McEvoy Street at lights at Botany Road/Wyndham Street.	Improvements at this intersection will be modelled and traffic results published as part of environmental assessment later this year.
	Design – Wyndham Street & Botany Road	Create right turn from McEvoy Street to Botany Road heading north. Delete right hand turn to Wyndham Street.	This proposal will be considered in the final concept design.
	Design – Wyndham Street & Botany Road	Wyndham Street is a 'car park' for most hours of the day. Needs better coordination.	Options for improving traffic signal coordination will be investigated in the project traffic model.

Issue category	Sub-category	Matters raised	Roads and Maritime response
	Design – Wyndham Street & Botany Road	Need a right hand arrow at lights on Wyndham Street to enable traffic traveling south to turn into McEvoy Street.	Turning movements along this section will be reviewed as part of final concept design planning.
	Lachlan precinct integration	How do residents access the Lachlan Street precinct?	Opportunities to provide right turn access into Gadigal Avenue will be considered in consultation with Council, as part of development of the final concept design.
	Median strip restricting access	Stokes Avenue should retain access from both directions	Turn bans at Stokes Avenue are proposed to better manage traffic flows. Left in and left out only traffic flow is generally faster as motorists are only giving way to one side. Right turns in and out of Stokes Avenue currently often result in delays to other motorists as vehicles wait for safe gaps to traverse two lanes of traffic.
	Median strip restricting access	Will right turn access from McEvoy Street into Young Street and Hunter Street be permitted?	Due to the close proximity to the major intersection of McEvoy Street and Bourke Street, access to Young and Hunter Streets will be limited to left in and left out. Right turns with traffic lights will be provided from McEvoy Street to Bourke Street.
	Median strip restricting access	Will vehicles travelling westbound along McEvoy Street be able to turn right at Morehead Street or at Elizabeth Street to access Waterloo Estate and Redfern?	The right run into Elizabeth Street will be retained via the traffic lights at the Elizabeth and Lachlan streets intersection. Right turns into Morehead Street will be banned. Access to Morehead Street will be via Elizabeth and Kellick Streets.
	Median strip restricting access	What turns are at Stokes Avenue, McCauley Lane, McCauley Street & Brennan Street?	With the increase in traffic, turns at these side streets are proposed to be limited to left in and left out.

Issue category	Sub-category	Matters raised	Roads and Maritime response
	Rat runs	Will this proposal increase rat running in local streets?	A key objective of the project is to improve travel times along the main corridor and make it more attractive for through traffic than local streets. Local street entry thresholds to further discourage through traffic and improve pedestrian and cyclist access, will be investigated in the final concept design.
	Rat runs	Local streets such as Brennan Street, Loveridge Street and Morehead Street should be for local traffic only.	Threshold treatments, or paved entries to local streets, will be considered for local streets as part of final concept design. If feasible, these would clearly signal to drivers that these are local streets.
	Speed limit	Traffic should be restricted to 50km/h or 40km/h along the corridor.	There are no plans to reduce the speed limit along the corridor at the present time. Roads and Maritime would continue to monitor traffic and potential changes to motorist behaviour following the completion of work. Any potential speed limit changes would be assessed at that time.
	Traffic control signals restricting access	Add traffic lights at Powell Street to provide better access for residents.	Traffic lights at Powell Street are part of this proposal. Westbound right turn access to the CBD from the A2MP corridor, to the west of South Dowling Street, is available at Bourke Street and Wyndham Street.
	Traffic volumes	Expand the map to include Mitchell Road/Henderson Road, Henderson Road/Wyndham Street and Henderson Road/Botany Road intersections, which will all be affected by these plans.	Impacts at these intersections will be considered in the environmental assessment which will be publicly displayed for feedback.

Issue category	Sub-category	Matters raised	Roads and Maritime response
	Traffic volumes	Increase use of Huntley Street and Bourke Road to avoid the corridor.	<p>The concept design for A2MP proposes upgrades of key intersections and changes to parking controls to better manage traffic growth along the corridor north/east of Maddox Street.</p> <p>Changes to Huntley Street/Sydney Park Road intersection/Bourke Road are outside the scope of this project.</p>
Public Transport	Bus bays	Bus stops along the corridor should be indented.	<p>Inclusion of indented bus bays would result in additional and significant land take affecting property owners and businesses.</p> <p>Additionally, they are generally an unfavourable option for bus drivers who prefer to stay in the main traffic lane to assist easy take off back into traffic once they collect or set down passengers, unless they are adjacent to a bus lane or bus only lane.</p>
	Bus lanes	What happens to the bus priority lanes at the continuous flow intersection?	Buses would be able to use the light rail corridor through this intersection.
	Bus lanes	There should be better connections between this area and the CBD via bus lanes and cycle lanes.	Connections to existing and future bus and cycle networks will be shown in the final concept design documentation.
	Bus lanes	Can better bus priority/stops be shown/included in the design eg at Bourke Street, Botany Road, stops for future service to eastern beaches, 370 stop at Fountain Street?	<p>The need for a second right turn lane will be reviewed as part of final traffic modelling on the final concept design. There are no bus priority treatments such as bus lanes or bus only traffic lights included in the A2MP proposal at the present time.</p> <p>The locations of existing and future bus stops will be determined by Transport for NSW. Roads and Maritime will consult with Transport for NSW should the proposed A2MP concept design affect bus stop locations along the corridor.</p>

Issue category	Sub-category	Matters raised	Roads and Maritime response
	Priority	Will light rail have priority when crossing at the new intersection at Anzac Parade?	The new continuous flow intersection design will reduce light rail waiting time.
	Priority	Will the current busway at Anzac Parade operate after the light rail? Eg will Clovelly/Coogee services be terminated at Randwick Racecourse and passengers need to interchange?	While planning of future bus services is outside of the scope of this project, the proposal is expected to create future planning opportunities due to improvements in travel time. Buses will be able to use the light rail corridor at the intersection of Alison Road, Anzac Parade and Dacey Avenue.
	Services	More public transport needs to be added so people aren't relying on their cars.	Public transport planning for the area is underway and the new Sydney Metro stop at Waterloo is being planned to improve options for the 60,000 plus residents who will live in the area by 2031.
Other	Communication approach	Can a walk through/cycle through animation be included in the final display?	The final concept design will provide further detail around cyclist and pedestrian connections. The animation will also be updated with improved visibility of cyclist and pedestrian features.
	Communication approach	Interface with WestConnex is not clear on the drawings.	The project team will review how the interface can be better illustrated on future display materials while the WestConnex designs are being finalised.
	Construction impact	What is the construction impact of the upgrade to local residents and businesses? Will local streets be protected from road upgrade with respect to construction vehicles, site compounds, etc.? Will works be carried throughout the day and not in the evening?	Roads and Maritime will prepare a concept construction methodology for inclusion in the environmental assessment which will be publicly displayed for feedback. Due to the strategic importance of this corridor, it is likely that there would be night work. However, every effort would be made to avoid construction traffic on local streets. Access to businesses would be maintained during construction.

Issue category	Sub-category	Matters raised	Roads and Maritime response
	Hydrology & drainage	What is being done about the low point for flooding at Fountain St?	Impacts of the proposed design on flooding, and potential improvements, will be reviewed as part of final design and environmental assessment.
	Hydrology & drainage	Drainage in side streets needs to be improved	While side roads are generally under the care and control of Sydney City Council, Roads and Maritime will undertake a hydrology and drainage investigation for the A2MP corridor as part of the environmental assessment which will be publicly displayed for feedback.

4 Recommendations

Roads and Maritime would like to thank everyone who took the time to consider the preliminary concept design and provide feedback.

We have considered feedback received and will continue to refine and develop the final concept design and prepare the environmental assessment for the proposal.

5 Next steps

Roads and Maritime will display the final concept design and environmental assessment for the proposal for community and stakeholder feedback.

We will continue to keep the community informed of the proposal's progress.

6 Appendices

6.1 Appendix A – Project Update June 2017



McEvoy Street, Alexandria

Alexandria to Moore Park Connectivity Upgrade

June 2017

Display of the preliminary concept design.

Background

The NSW Government is planning road improvements in the inner city suburbs of Alexandria, Waterloo and Moore Park to improve traffic flow and facilities for pedestrians and cyclists in one of the city's fastest growing precincts.

The Alexandria to Moore Park Connectivity Upgrade includes improvements to traffic capacity at key intersections and pinch points to improve traffic flow and provide better access for pedestrians and cyclists. These improvements are being planned to integrate with the CBD and South East Light Rail and WestConnex New M5 projects.

By 2021 traffic volumes along this key corridor are projected to grow by 50% or more in peak periods.

The proposed improvements will support urban renewal along the corridor, and encourage motorists to use alternate routes away from the CBD, a key focus of the Sydney City Centre Access Strategy (Transport for NSW, 2013).

Key features of the proposal

- Pedestrian and cyclist improvements for the length of the corridor
- Clearways on both sides of the corridor for extended periods
- Improvements at key intersections including –
 - the 'dog leg' T-intersections at McEvoy Street and Bourke Street and Lachlan Street and Bourke Street will be rebuilt and combined to form a single more efficient four-way intersection
 - South Dowling Street to be widened on the eastern side north of Dacey Avenue/Lachlan Street to provide an additional right turn lane from South Dowling Street into Lachlan Street and to improve the merge from the Eastern Distributor onto South Dowling Street
 - Anzac Parade, Alison Road and Dacey Avenue intersection at Moore Park to be upgraded to a continuous flow intersection (see image overleaf)
- A right turn bay to be added at Bowden Street and right and left turn bays to be added at Fountain Street, Wyndham Street and Botany Road
- A median to be introduced along McEvoy Street
- Lachlan St to be widened on the southern side to provide four lanes.

A map of the preliminary concept design is included in this project update.

Alexandria to Moore Park Connectivity Upgrade



Continuous flow intersection at the Anzac Parade, Alison Avenue and Dacey Avenue intersection



What is a continuous flow intersection?

A continuous flow intersection (CFI) is an at grade intersection which allows right turn movements to occur at the same time as through movements in both directions. This allows for a more simplified and efficient intersection operation. Continuous flow intersections are progressively being introduced in Australia.

Changing the right turn arrangements at the intersection of Dacey Avenue, Anzac Parade and Alison Road through this innovative intersection arrangement will improve access and efficiency for traffic, pedestrians, cyclists and light rail.

What are the benefits of a continuous flow intersection?

- As it is built 'at grade', or level with the roads it connects to, a CFI often has a smaller construction footprint and less visual impact than other engineering options such as underpasses, overpasses or tunnels
- A CFI also has the ability to better integrate with other transport users such as light rail and pedestrians.

What other options were considered for the intersection?

An underpass was one option considered at the Anzac Parade, Alison Avenue and Dacey Avenue intersection, however, due to the low lying flood affected area this intersection sits in, it was ruled out.

An overpass was also considered however, the construction footprint, visual impact and land taking associated with such a large structure made it unfavourable when compared to the CFI.

Key Facts

- Roads and Maritime traffic modelling show traffic volumes on Euston Road north of Maddox Street will go from around 20,000 vehicles a day in 2016 to 40,000 vehicles a day in 2021.
- This growth is a combination of the WestConnex new M5 St Peters Interchange, the redevelopment of Green Square and the wider growth in Sydney's population.
- The A2MP project is about upgrading key intersections at Fountain Street, Wyndham Street, Botany Road, Bourke Street, South Dowling Street and Anzac Parade so that the route can continue to function as an effective main road and reduce rat running in local streets.
- Clearways are proposed for the corridor seven days a week, to better manage current and future traffic flows and minimise the road footprint and property impacts.
- A new shared pedestrian and cyclist path is proposed along the corridor to support current and future residents and will weave around existing trees where possible.

Feedback from December 2016 consultation period

Roads and Maritime held a two-week consultation period in December 2016 and received 142 comments.

Two submissions were from government agencies or advisory bodies and the remainder were from members of the community and interest groups.

The most common points the community and interest groups raised were:

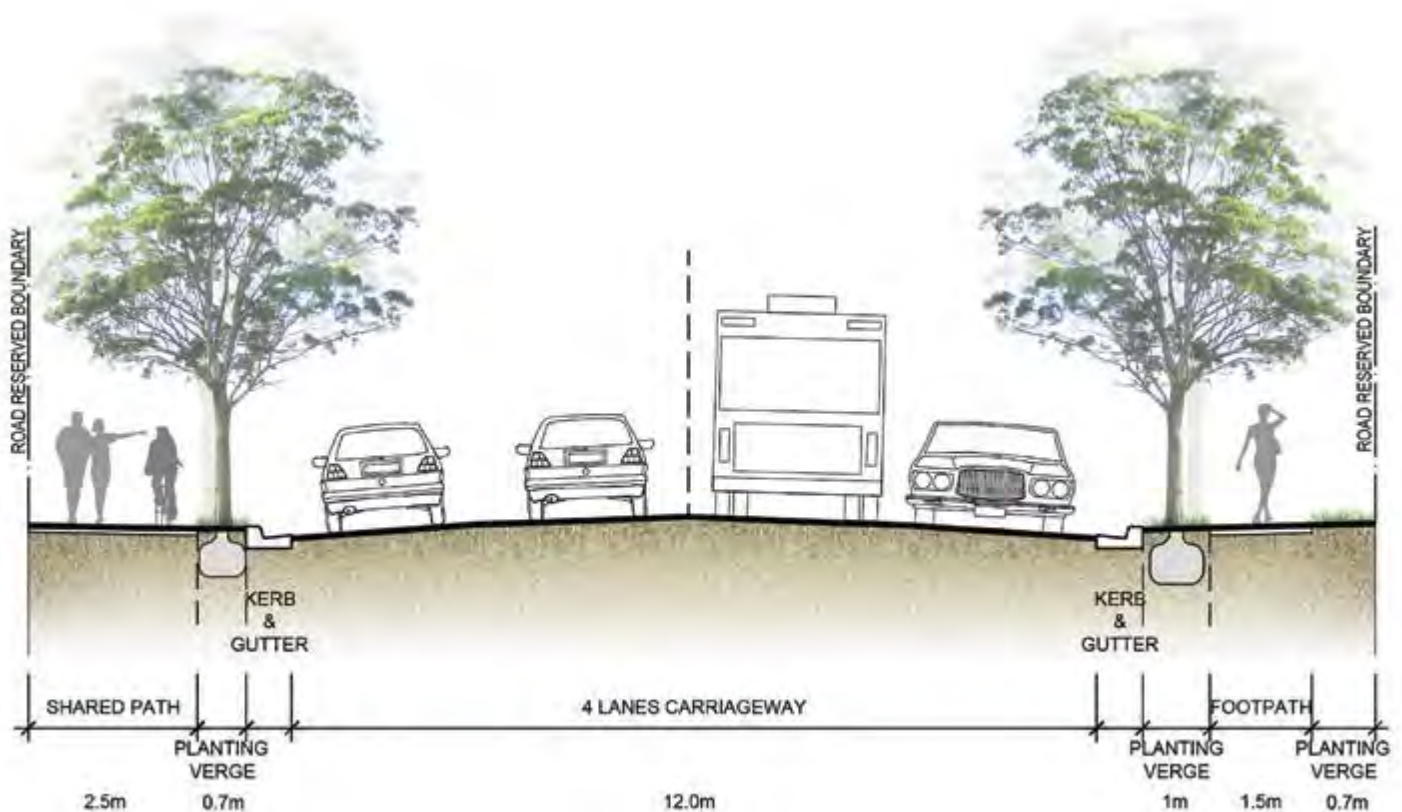
- Consider the inclusion of clearways at various locations and times including weekends along the corridor
- Improve traffic flow, particularly right hand turn movements
- Provide more information about potential property impacts
- Concern about parking availability, property access and traffic impacts
- Minimise environmental impacts, particularly to trees especially along South Dowling Street
- Provide facilities and connectivity for pedestrians and cyclists
- Need more time and information to consider the proposal.

A Consultation Report containing a detailed summary of the feedback can be found on the project web page at (www.rms.nsw.gov.au/alexandria-moore-park).

Aspects of feedback included in this concept design include:

- Proposal for clearways at all times along most of the corridor and some times on weekends
- Pedestrian and cyclist shared path designed to minimise impacts on mature trees
- Extended period of consultation for the preliminary concept design
- Proposal for dedicated left and right turn slip lanes at key intersections at Botany Road and Wyndham Street
- Proposal for improving traffic operations at the intersections of Bourke, McEvoy and Lachlan streets
- Landscape and urban design strategy to factor in shade for pedestrians.

Typical cross section



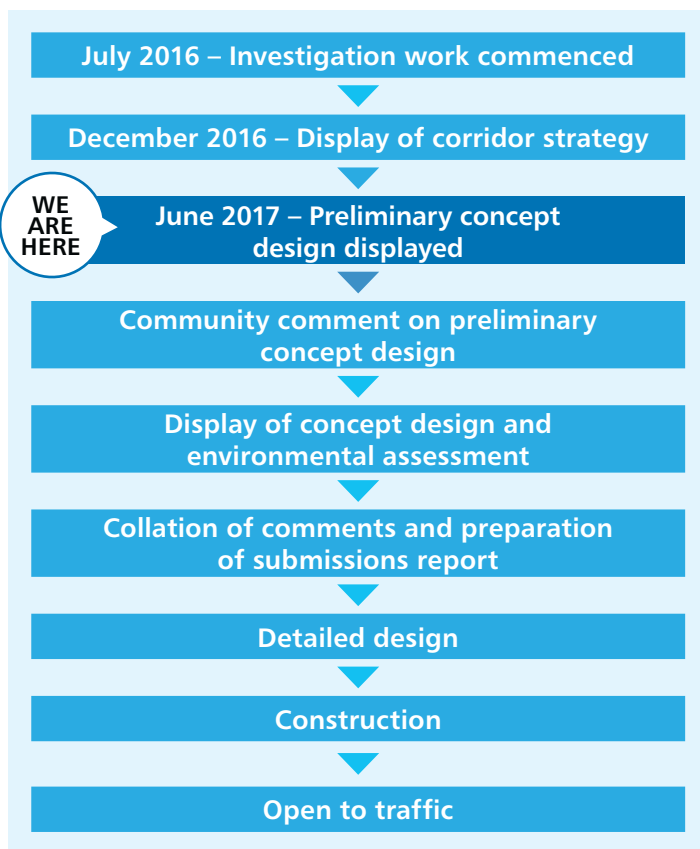
Where are we now?

Roads and Maritime is now seeking feedback on the preliminary concept design which appears overleaf.

During the display period, Roads and Maritime will host two community drop-in sessions and provide an opportunity for the community to provide detailed comments on the proposal via the interactive plans displayed on the project web site.

All comments received before 7 July 2017 will be considered and used to inform the project's environmental assessment and the final concept design.

Roads and Maritime will prepare a second community consultation report to respond to matters the community and stakeholders raise during the display period.



Community information sessions

Roads and Maritime recognise the importance of involving the community in the development of the Alexandria to Moore Park Connectivity Upgrade. We will host two community information sessions. These information sessions will enable the community to speak face-to-face with members of the project team and ask questions. A formal presentation will not be given, so please feel free to drop in at any time during these sessions.

Our project team will be available at:

**Venue: Terrace Room,
All Sorts Function Centre,
184 Bourke Road, Alexandria**

Saturday June 17, 10am – 12pm

Thursday June 22, 6pm – 8pm

Where to get more information

Roads and Maritime Services

Phone: 1800 875 557

Email: a2mp@rms.nsw.gov.au

Web: www.rms.nsw.gov.au/a2mp

Online map: www.rms.work/a2mp

See the A2MP proposal in 3D

To see an animation of the corridor upgrade including the CFI go to www.rms.gov.au/a2mp



Further information

Please contact the Roads and Maritime project team:

- **Phone:** 1800 875 557
- **Email:** a2mp@rms.nsw.gov.au
- **Web:** www.rms.nsw.gov.au/a2mp



If you need help understanding this information, please contact the Translating and Interpreting Service on **131 450** and ask them to call us on **1800 875 557**.

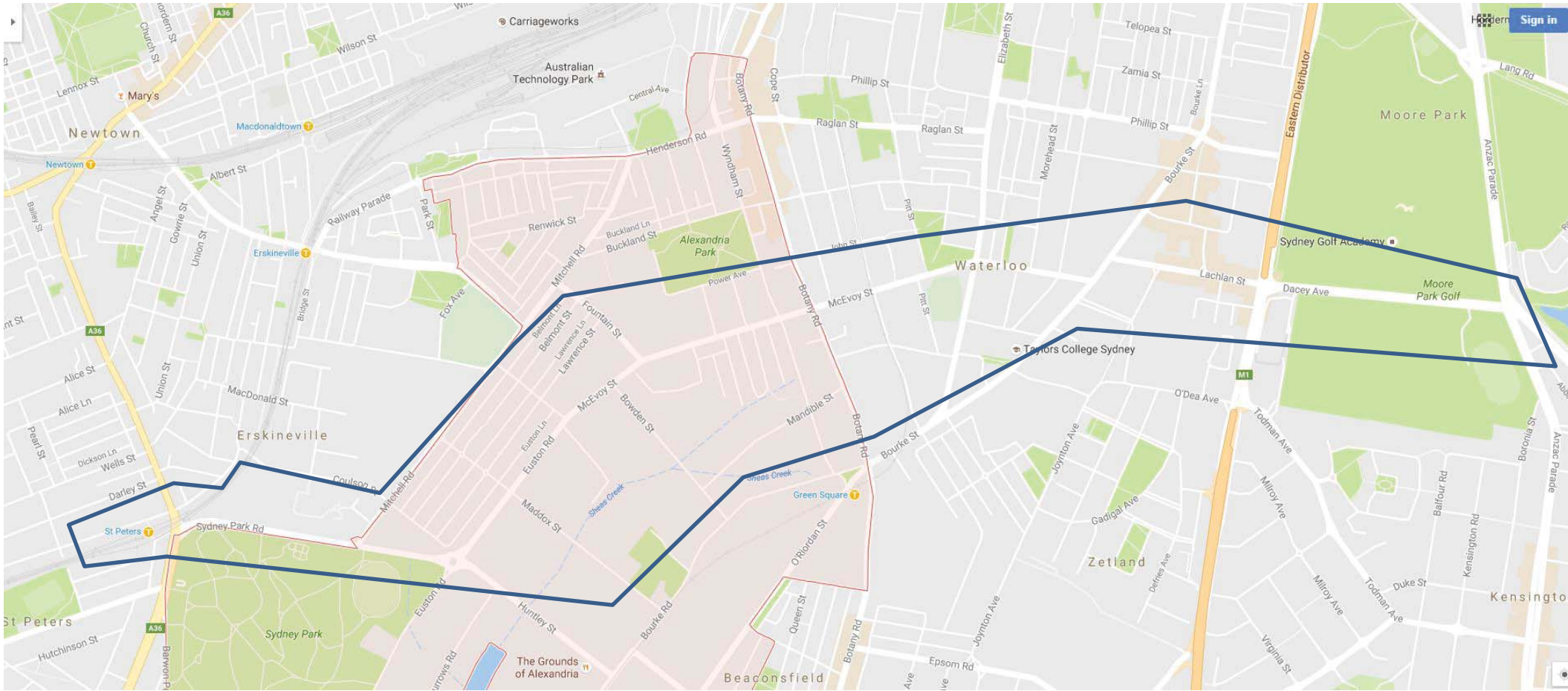


June 2017
RMS 17.278



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6.2 Appendix B – Distribution area





rms.nsw.gov.au



13 22 13



Customer feedback
Roads and Maritime
Locked Bag 928,
North Sydney NSW 2059

October 2017
RMS 17.512

ISBN: 978-1-925659-97-9



29 September 2017

Reference: A2MP/IA108700

Richard Clark
City of Sydney
GPO Box 1591
Sydney NSW 2001

Dear Mr Clark

Consultation regarding proposed Alexandria to Moore Park Connectivity Upgrade

Roads and Maritime Services are proposing to undertake works for the Alexandria to Moore Park Connectivity Upgrade, refer to Attachment A.

Under the State Environmental Planning Policy (Infrastructure) 2007, Roads and Maritime Services is required to consult with the City of Sydney under clause 13, 14, and 15 due to the potential impacts on council infrastructure, flood liable lands, impacts on local heritage.

It has been determined that this proposal may have more than a minor or inconsequential impact upon the following identified local heritage item/areas.

- Centennial Park, Moore Park, Queens Park and Moore Park Heritage Conservation Area
- Moore Park View Hotel
- Former Sydney Water Pumping Station & Valve House and Waterloo Water Pumping Station
- Waterloo Park & Oval Including Grounds and Landscaping
- 23 Lachlan Street (Electricity Substation No. 109) (unlisted)
- 25-27 Lachlan Street, Waterloo (unlisted) (unlisted)
- 90 and 92 McEvoy Street, Alexandria (unlisted)
- 131 Wyndham Street, Alexandria (unlisted).

An outline of the proposal is attached to this letter (Attachment A) as well as a copy of the draft *Alexandria to Moore Park Connectivity Upgrade Statement of Heritage Impact* (SOHI) (Artefact, 2017) (Attachment B) that has been prepared to determine the possible heritage impacts.

It would be appreciated if the City of Sydney could provide any comments about this proposal by 23 calendar days of the date of this letter.

Roads and Maritime Services would be pleased to provide further information if required. In this regard the Project Manager, Paul Peters may be contacted on 02 9352 9526 or by email Paul.Peters@rms.nsw.gov.au

Yours faithfully

A handwritten signature in blue ink, appearing to read 'Paul Peters', is positioned above the typed name.

Paul Peters for

Jim Campbell
Project Director, CBD Fringe Projects
Greater Sydney Program Office

Attachment A: Proposal description

Background

The proposal runs in an east-west direction within Sydney's southern central business district (CBD) fringe area through Alexandria, Waterloo, Moore Park and the northern tip of Kensington.

The proposal consists of:

- Road pavement reconstruction
- At grade intersection improvements at:
 - Fountain Street and McEvoy Street
 - Wyndham Street and McEvoy Street
 - Botany Road and McEvoy Street
 - Bourke Street, Lachlan Street and McEvoy Street
 - Gadigal Avenue and Lachlan Street
 - South Dowling Street, Lachlan Street and Dacey Avenue
 - Anzac Parade, Alison Road and Dacey Avenue
- Road widening along the southern side of Lachlan Street, and on the north east side of South Dowling Street
- Widening of the road corridor along sections of the alignment to accommodate additional turning lanes, medians and shared pathways
- New clearway parking controls for peak periods
- Banning of right turns into and out of un-signalised intersections
- A new 2.5 metre shared path along the corridor running on the northern side from Maddox Street to George Street then on the southern side from George Street to South Dowling Street, then along both sides of Dacey Avenue
- Raised thresholds to provide continuation of shared paths and pedestrian paths across un-signalised local side streets
- Adjustments to Sydney Light Rail overhead cables and support poles along Anzac Parade and Alison Road
- Landscaping adjustments and tree planting
- Relocation of utilities
- Adjustments to traffic signals and street lights where intersections are upgraded
- Construction of around one kilometre of small retaining walls
- Property acquisitions, leases and adjustments
- Ancillary construction facilities, including site compounds and stockpile sites.

An overview of the proposal is provided in Error! Reference source not found. and detailed layout plans are included in **Appendix A**. The proposal is also described in further detail in **Chapter 3**. The key features of each component of the proposal are summarised below:

Euston Road and McEvoy Street improvements

- Maddox Street to Harley Street:
 - Maintaining two lanes in each direction
 - Banning of right turn heading east into Bunnings
 - Provision of a 2.5 metre shared path on the northern side of Euston Road

- Harley Street to Brennan Street:
 - Maintaining two lanes in each direction
 - Banning of right turns into and out of un-signalised local streets
 - Provision of a shared pathway on the northern side of McEvoy Street between Maddox Street and Brennan Street
 - Provision of a shared pathway on the southern side of McEvoy Street between the Bunnings entrance and Fountain Street
 - Provision of raised thresholds to allow continuation of shared paths and pedestrian paths across un-signalised local side streets
 - Widening on the northern side of Euston Road opposite Bowden Street through to Fountain Street to accommodate a shared path and an eastbound left hand turning lane into Fountain Street
 - Widening on the northern side of the footpath of McEvoy Street between Fountain Street and Loveridge Road to accommodate a shared footpath
 - Widening on the southern side of McEvoy Street between Fountain Street and Stokes Avenue to accommodate a raised median and a westbound right hand turning lane into Fountain Street from McEvoy Street
 - Reconstruction of the pedestrian path on the southern side of McEvoy Street between Fountain Street and Stokes Avenue
 - Truncation of the corner on the southeastern side of the intersection of McEvoy Street and McCauley Street

- Brennan Street to George Street:
 - Maintaining two lanes in each direction
 - Banning of right turns into and out of un-signalised local streets
 - Provision of a shared pathway on the northern and southern sides of McEvoy Street
 - Provision of raised thresholds to allow continuation of shared paths and pedestrian paths across un-signalised local side streets
 - Widening on the northern and southern sides of McEvoy Street to the east of Hiles Street and the west of Botany Street to accommodate:
 - A new raised median, in the centre of the road
 - Provision of shared paths on the northern and southern sides of McEvoy Street
 - An eastbound left hand turning lane on McEvoy Street turning into Wyndham Street
 - A westbound right hand turning lane on McEvoy Street turning into Wyndham Street
 - Reconstruction of the pedestrian path on the southern side of McEvoy Street between Hiles Street and Botany Road, including pedestrian path widening next to the Iron Duke Hotel
 - Widening on the northern and southern sides of McEvoy Street between Wyndham Street and to the west of George Street to accommodate:
 - Provision of shared paths along the northern and southern sides of McEvoy Street
 - An eastbound right hand turning lane on McEvoy Street turning into Botany Road
 - A westbound right hand turning lane on McEvoy Street turning into Wyndham Street
 - A westbound left hand turning lane on McEvoy Street turning into Botany Road
 - Widening on the eastern side of Botany Road to the north of the intersection with McEvoy Street to accommodate:
 - Provision of a shared path along the eastern side of Botany Road
 - One through southbound lane
 - One southbound shared through lane and right hand turning lane into McEvoy Street
 - One southbound right hand turning lane into McEvoy Street

- George Street to Morehead Street:
 - Maintain or provide two lanes in each direction
 - Minor widening on the north side of McEvoy Street adjacent Waterloo Park to provide two lanes in each direction
 - Banning of right turns into and out of un-signalised local streets
 - Reconstruction of the pedestrian path on the northern side of McEvoy Street adjacent Waterloo Park, avoiding the fig trees
 - Provision of a shared path on the southern side of McEvoy Street between George Street and Morehead Street and extending through to Bourke Street, avoiding the fig trees adjacent Waterloo Oval
 - Truncation of the corner on the south-eastern side of the intersection of McEvoy Street and Elizabeth Street

Realignment of the Lachlan Street / McEvoy Street intersection and the McEvoy / Bourke Street intersection to a single signalised intersection rather than two offset intersections

- Maintain or provide two lanes in all directions
- Banning of right turns into and out of Young Street
- Provision of a shared pathway on the southern side of McEvoy Street between Moorehead Street and Bourke Street
- Reconstruction of the pedestrian path on the northern side of McEvoy Street between Moorehead Street and Bourke Street
- Provision of raised thresholds to allow continuation of shared paths and pedestrian paths across Young Street
- Widening of the northern side of McEvoy Street between Morehead Street and Bourke Street to accommodate the reconfiguration of the McEvoy Street, Bourke Street and Lachlan Street intersection into one intersection and a shared path on the southern side of McEvoy Street
- Provision of two eastbound right hand turning lanes from McEvoy Street into the southbound lanes of Bourke Street
- Widening of the eastern side of Bourke Street to the north of the intersection with Lachlan Street to accommodate a right and left hand turning lane from the southbound lanes of Bourke Street
- Widening of the eastern side of Bourke Street to the south of the intersection with Lachlan Street to accommodate a right hand turning lane from the northbound lanes of Bourke Street
- Provision of a shared path on the eastern side of Bourke Street to tie into the existing facility

Lachlan Street widening and intersection improvements including potential widening along the eastern side of South Dowling Street on the south side of Lachlan Street

- Widening of Lachlan Street to generally accommodate two dedicated through lanes in each direction
- Widening on the southern side of Lachlan Street between Gadigal Street and Bourke Street to allow for the following:
 - A raised median in the centre of the road
 - A westbound left hand turning lane into Bourke Street from Lachlan Street
 - An eastbound right hand turning lane and an eastbound left hand turning lane into Gadigal Street from Lachlan Street
 - A westbound right hand turning lane into Gadigal Street from Lachlan Street
- Upgrade of the existing intersection of Lachlan Street and Gadigal Street to a signalised intersection
- Provision of a shared path on the southern side of Lachlan Street
- Provision of raised thresholds to allow continuation of shared paths and pedestrian paths across un-signalised local side streets

- Provision of raised thresholds at the northern and southern legs of the signalised intersection of Lachlan Street and Gadigal Avenue to encourage traffic calming for vehicles accessing Lachlan north and south urban renewal precincts
- Banning of right turns into and out of un-signalised local side streets along Lachlan Street

Upgrade of the Lachlan Street / South Dowling Street / Dacey Avenue intersection

- Widening on the eastern side of South Dowling Street to allow for the following:
 - Two southbound right hand turning lanes from South Dowling Street into Lachlan Street
 - Two southbound through lanes along South Dowling Street from Cleveland Street to Dacey Avenue
- Reconstruction of a retaining wall along the eastern side of South Dowling Street and Moore Park
- Banning of right turns from Dacey Avenue heading north and from Lachlan Street heading south
- Widening of the shared path along the northern side of Dacey Avenue between South Dowling Street and Anzac Parade, avoiding the fig trees
- Provision of a new shared path on the southern side of Dacey Avenue, avoiding the fig trees
- Formalising the pedestrian and cyclist crossing along the southern side of Dacey Avenue at the Supa Centre signalised intersection

Upgrade of the Alison Road / Anzac Parade / Dacey Avenue intersection to a continuous flow intersection design

- Reconfiguring the existing four phase traffic signal arrangement to a set of three coordinated two phase traffic signals
- Provision of a new pedestrian and cyclist crossing on the northern intersection leg
- Removal of the Anzac Parade signalised pedestrian crossing and bus stops on Anzac near Robertson Road
- Realignment and widening for left-turn movement from Dacey Avenue to Anzac Parade to accommodate 26 metre B-Double trucks
- Realignment of the left-turn movement from Anzac Parade to Dacey Avenue to accommodate 26 metre B-Double trucks. Minor lane widening would occur on Dacey Avenue for this movement
- Relocation of median strip on Dacey Avenue at approach to Anzac Parade intersection
- Widening of Anzac Parade to the north west of the Dacey Avenue intersection to provide a new left turning lane from Dacey Avenue and continuous flow right turn movement to Dacey Avenue, to accommodate 26 metre B-Double truck movements
- Widening of the northern side of Anzac Parade and Alison Road to accommodate left-through lane reconfiguration from Anzac Parade to Alison Road
- Widening of the eastern side of Tay Reserve and the northern side of Anzac Parade to the east of the intersection to accommodate the relocation of the existing median and configuration of new median strips on Alison Road at the approach to the Anzac Parade intersection to accommodate continuous flow right-turn movement to Anzac Parade
- Provision of raised thresholds to allow continuation of shared paths and pedestrian paths across access driveways to the ES Marks Field and the maintenance depot
- Relocation of median strip on Anzac Parade at the approach to Dacey Avenue
- Provision of a shared pathway on the western side of Anzac Parade

Other works

- Changes to parking restrictions along both sides of Euston Road and McEvoy Street to include clearways during peak times on both sides of the corridor ie 6:00am – 10:00am and 3:00 pm – 7:00pm Monday to Friday
- Restriction of access at un-signalised intersections to left in, left out

- Road surface improvements and reconstruction as required along the length of the proposal and connections to existing roads
- Kerb and guttering repairs / adjustments in selected locations of new works along the length of the proposal
- Relocation of some existing bus stops and removal of some disused bus stops
- Provision of raised thresholds to provide continuation of shared paths and pedestrian paths across un-signalised local side streets
- Adjustments to Sydney Light Rail overhead cables and support poles along Anzac Parade and Alison Road
- Landscaping adjustments and tree planting
- Construction of around one kilometre of small retaining walls
- Ancillary construction facilities, including site compounds and stockpile sites located at:
 - Site 1 is located on the southwest corner of Hiles Street and McEvoy Street (Lot 2 DP 634088) Alexandria
 - Site 2 is located at 204-218 Botany Road (Lot Y, DP 419800), Alexandria.
- Relocation and adjustment of utilities and streetlights
- Property acquisition, demolition, leases and adjustments.

Program

Roads and Maritime estimates the proposal would take about 18 months to construct from funding approval. The proposal is would be constructed in six sections which would be staged to minimise traffic impacts, while ensuring efficient construction and minimising overall impacts on nearby residents and businesses.

Working hours

The proposal would be generally carried out during standard hours (outlined in **Table 1**); however out of hours works are anticipated in order to avoid impacts on traffic volumes and intersection performance in the area during business hours. Stakeholders potentially impacted by the proposal, including local residents and businesses, would be contacted before work begins in accordance with the Roads and Maritime out of hours work procedures.

Table 1 Standard working hours

Standard working hours	
Monday – Friday	7.00 am to 6.00 pm
Saturday	8.00 am to 1.00 pm
Sunday and Public Holiday	No work

Community Update

Roads and Maritime released a Community Update informing the community of the proposal in December 2016 and again in June 2017. The two community updates are included in **Attachment C**.

Figure 1 The proposal (refer to Figure 1-2 of the REF)

Attachment B: SOHI – Refer to Appendix K of the REF

Attachment C: Community updates



McEvoy Street, Alexandria

Alexandria to Moore Park Connectivity Upgrade

December 2016

The NSW Government is investigating key intersection improvements to reduce travel time, improve connectivity and support urban renewal on the southern fringe of the CBD.

The Alexandria to Moore Park road corridor currently serves the function of a southern CBD priority bypass route to reduce congestion within the CBD. Road capacity and access improvements will be required to manage congestion and growth and support substantial nearby urban renewal and transport projects.

The Alexandria to Moore Park Connectivity Upgrade includes improvements at critical intersections and pinch points in the inner city suburbs of Alexandria, Waterloo and Moore Park and can be divided into three areas:

1. Euston Road (at Maddox Street), Alexandria to McEvoy Street (at Young Street), Waterloo
2. McEvoy Street (at Young Street) to Lachlan Street and South Dowling Street, Waterloo
3. Anzac Parade, Alison Road and Dacey Avenue, Moore Park.

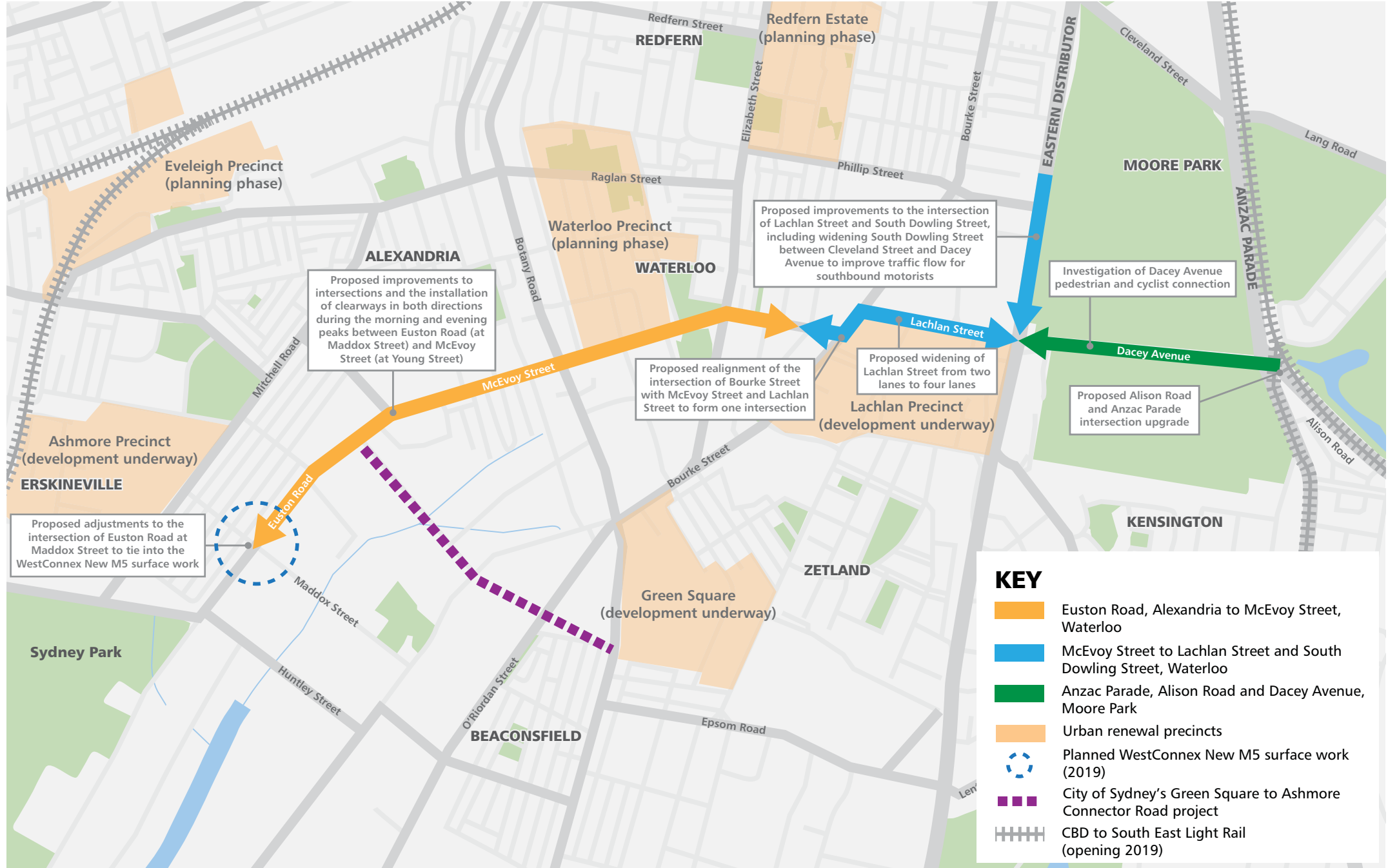
A corridor strategy map shows the key features in each of these three areas.

Key features

Roads and Maritime Services is investigating improvements in three areas as part of the proposed Alexandria to Moore Park Connectivity Upgrade:

1. Proposed improvements between Euston Road (at Maddox Street) and McEvoy Street (at Young Street) would include:
 - Improving intersections and installing clearways in both directions during the morning and evening peaks between Euston Road (at Maddox Street) and McEvoy Street (at Young Street)
 - Investigation of to improve access for pedestrians and cyclists
 - Adjusting the intersection of Euston Road at Maddox Street to tie into the WestConnex New M5 surface work.
2. Proposed improvements between McEvoy Street (at Young Street), Lachlan Street and South Dowling Street, Waterloo would include:
 - Realigning the intersection of Bourke Street with McEvoy Street and Lachlan Street to form one intersection
 - Widening Lachlan Street from two to four lanes
 - Investigation of to improve access for pedestrians and cyclists
 - Improving the intersection of Lachlan Street and South Dowling Street, including widening South Dowling Street between Cleveland Street and Dacey Avenue to improve traffic flow for southbound motorists.

Proposed Alexandria to Moore Park Connectivity Upgrade



KEY

- Euston Road, Alexandria to McEvoy Street, Waterloo
- McEvoy Street to Lachlan Street and South Dowling Street, Waterloo
- Anzac Parade, Alison Road and Dacey Avenue, Moore Park
- Urban renewal precincts
- Planned WestConnex New M5 surface work (2019)
- City of Sydney's Green Square to Ashmore Connector Road project
- CBD to South East Light Rail (opening 2019)

3. Proposed improvements at Anzac Parade, Alison Road and Dacey Avenue, Moore Park would include:
- Providing facilities to improve access for pedestrians and cyclists along Dacey Avenue
 - Changing the right turn arrangements at the intersection of Dacey Avenue, Anzac Parade and Alison Road to improve efficiency for traffic, pedestrians, cyclists and light rail.

Benefits

The benefits of the proposed Alexandria to Moore Park Connectivity Upgrade would include:

- Reduced travel times and congestion
- Integration of the corridor with new transport infrastructure such as the CBD and South East Light Rail and WestConnex New M5 surface work
- Improved intersection performance at key points for all modes of transport
- Improved road safety for all road users
- Better facilities and connectivity for pedestrians and cyclists between Sydney Park and Moore Park.

Have your say

Community drop in session

Roads and Maritime recognise the importance of involving the community in the development of the Alexandria to Moore Park Connectivity Upgrade. We will host a community drop in session to provide an opportunity for the community to speak face-to-face with members of the project team and ask questions. A formal presentation will not be given, so please feel free to drop in at any time during this session.

St Joseph's Catholic Church Hall

Corner of Rosebery Avenue and Kimberley Grove, Rosebery (entrance off Kimberley Grove)

Wednesday 7 December, 6pm–8pm

Interactive online map

Visit the project web page to submit a variety of comments directly onto an interactive map and see what others in the community have to say about the road corridor at rms.work/a2mp

We welcome your feedback on the proposed Alexandria to Moore Park connectivity upgrade by Friday 16 December.

Written comments should be sent to:

Email: a2mp@rms.nsw.gov.au

Mail: A2MP connectivity upgrade Roads and Maritime Services PO Box 973, Parramatta CBD NSW 2124

Further information

For further information about the project, please contact the Roads and Maritime project team or visit the project web page:

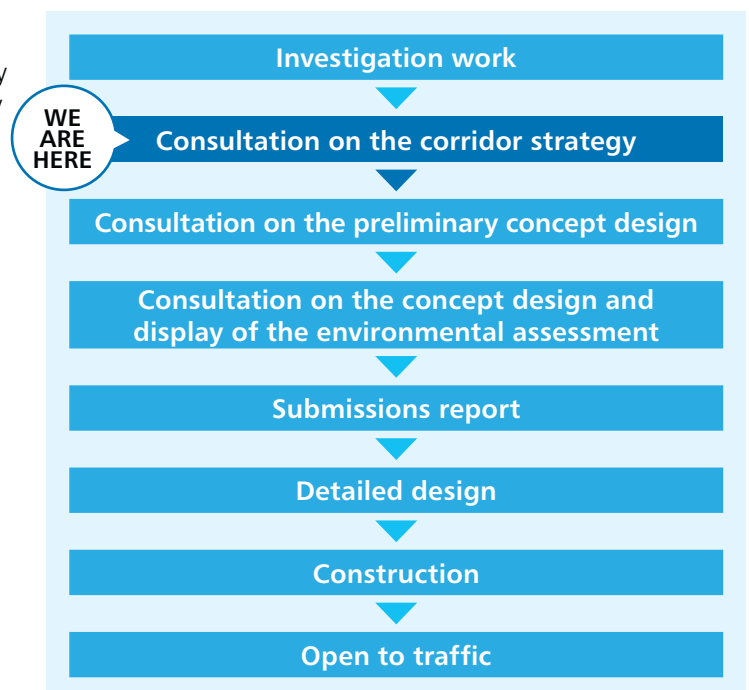
 1800 875 557

 rms.nsw.gov.au/projects/alexandria-moore-park

Where are we now?

Roads and Maritime is continuing investigation work around Alexandria, Waterloo and Moore Park. Findings from the investigation work will inform the preliminary concept design which is due to be displayed for community and stakeholder feedback in the first half of 2017.

A concept design and environmental assessment is then due to be displayed for community and stakeholder feedback in the second half of 2017. We will consider all comments in developing the proposed upgrade and we will continue to keep the community updated as the proposal progresses.



December 2016
RMS 16.565



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McEvoy Street, Alexandria

Alexandria to Moore Park Connectivity Upgrade

June 2017

Display of the preliminary concept design.

Background

The NSW Government is planning road improvements in the inner city suburbs of Alexandria, Waterloo and Moore Park to improve traffic flow and facilities for pedestrians and cyclists in one of the city's fastest growing precincts.

The Alexandria to Moore Park Connectivity Upgrade includes improvements to traffic capacity at key intersections and pinch points to improve traffic flow and provide better access for pedestrians and cyclists. These improvements are being planned to integrate with the CBD and South East Light Rail and WestConnex New M5 projects.

By 2021 traffic volumes along this key corridor are projected to grow by 50% or more in peak periods.

The proposed improvements will support urban renewal along the corridor, and encourage motorists to use alternate routes away from the CBD, a key focus of the Sydney City Centre Access Strategy (Transport for NSW, 2013).

Key features of the proposal

- Pedestrian and cyclist improvements for the length of the corridor
- Clearways on both sides of the corridor for extended periods
- Improvements at key intersections including –
 - the 'dog leg' T-intersections at McEvoy Street and Bourke Street and Lachlan Street and Bourke Street will be rebuilt and combined to form a single more efficient four-way intersection
 - South Dowling Street to be widened on the eastern side north of Dacey Avenue/Lachlan Street to provide an additional right turn lane from South Dowling Street into Lachlan Street and to improve the merge from the Eastern Distributor onto South Dowling Street
 - Anzac Parade, Alison Road and Dacey Avenue intersection at Moore Park to be upgraded to a continuous flow intersection (see image overleaf)
- A right turn bay to be added at Bowden Street and right and left turn bays to be added at Fountain Street, Wyndham Street and Botany Road
- A median to be introduced along McEvoy Street
- Lachlan St to be widened on the southern side to provide four lanes.

A map of the preliminary concept design is included in this project update.

Alexandria to Moore Park Connectivity Upgrade



Continuous flow intersection at the Anzac Parade, Alison Avenue and Dacey Avenue intersection



What is a continuous flow intersection?

A continuous flow intersection (CFI) is an at grade intersection which allows right turn movements to occur at the same time as through movements in both directions. This allows for a more simplified and efficient intersection operation. Continuous flow intersections are progressively being introduced in Australia.

Changing the right turn arrangements at the intersection of Dacey Avenue, Anzac Parade and Alison Road through this innovative intersection arrangement will improve access and efficiency for traffic, pedestrians, cyclists and light rail.

What are the benefits of a continuous flow intersection?

- As it is built 'at grade', or level with the roads it connects to, a CFI often has a smaller construction footprint and less visual impact than other engineering options such as underpasses, overpasses or tunnels
- A CFI also has the ability to better integrate with other transport users such as light rail and pedestrians.

What other options were considered for the intersection?

An underpass was one option considered at the Anzac Parade, Alison Avenue and Dacey Avenue intersection, however, due to the low lying flood affected area this intersection sits in, it was ruled out.

An overpass was also considered however, the construction footprint, visual impact and land taking associated with such a large structure made it unfavourable when compared to the CFI.

Key Facts

- Roads and Maritime traffic modelling show traffic volumes on Euston Road north of Maddox Street will go from around 20,000 vehicles a day in 2016 to 40,000 vehicles a day in 2021.
- This growth is a combination of the WestConnex new M5 St Peters Interchange, the redevelopment of Green Square and the wider growth in Sydney's population.
- The A2MP project is about upgrading key intersections at Fountain Street, Wyndham Street, Botany Road, Bourke Street, South Dowling Street and Anzac Parade so that the route can continue to function as an effective main road and reduce rat running in local streets.
- Clearways are proposed for the corridor seven days a week, to better manage current and future traffic flows and minimise the road footprint and property impacts.
- A new shared pedestrian and cyclist path is proposed along the corridor to support current and future residents and will weave around existing trees where possible.

Feedback from December 2016 consultation period

Roads and Maritime held a two-week consultation period in December 2016 and received 142 comments.

Two submissions were from government agencies or advisory bodies and the remainder were from members of the community and interest groups.

The most common points the community and interest groups raised were:

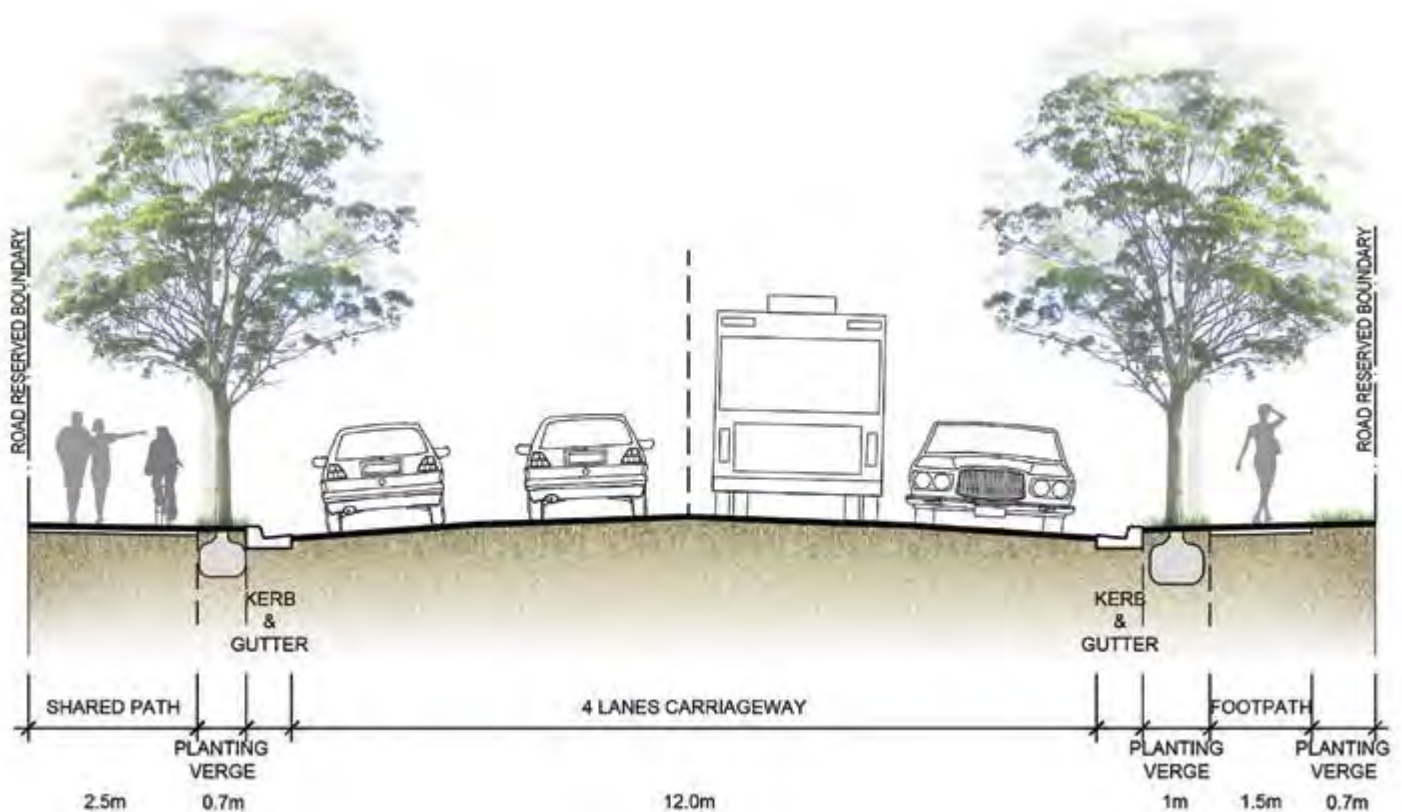
- Consider the inclusion of clearways at various locations and times including weekends along the corridor
- Improve traffic flow, particularly right hand turn movements
- Provide more information about potential property impacts
- Concern about parking availability, property access and traffic impacts
- Minimise environmental impacts, particularly to trees especially along South Dowling Street
- Provide facilities and connectivity for pedestrians and cyclists
- Need more time and information to consider the proposal.

A Consultation Report containing a detailed summary of the feedback can be found on the project web page at (www.rms.nsw.gov.au/alexandria-moore-park).

Aspects of feedback included in this concept design include:

- Proposal for clearways at all times along most of the corridor and some times on weekends
- Pedestrian and cyclist shared path designed to minimise impacts on mature trees
- Extended period of consultation for the preliminary concept design
- Proposal for dedicated left and right turn slip lanes at key intersections at Botany Road and Wyndham Street
- Proposal for improving traffic operations at the intersections of Bourke, McEvoy and Lachlan streets
- Landscape and urban design strategy to factor in shade for pedestrians.

Typical cross section



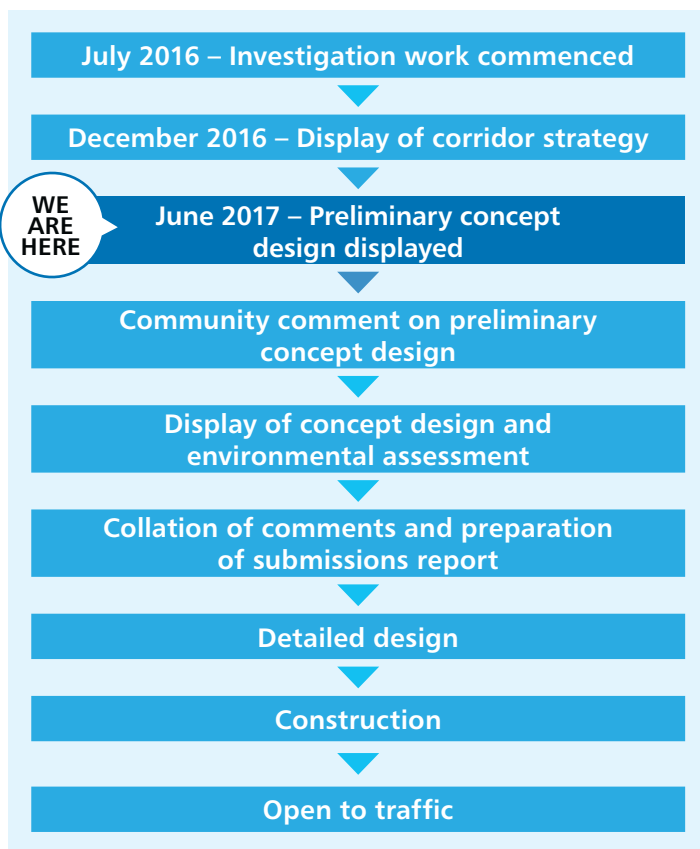
Where are we now?

Roads and Maritime is now seeking feedback on the preliminary concept design which appears overleaf.

During the display period, Roads and Maritime will host two community drop-in sessions and provide an opportunity for the community to provide detailed comments on the proposal via the interactive plans displayed on the project web site.

All comments received before 7 July 2017 will be considered and used to inform the project's environmental assessment and the final concept design.

Roads and Maritime will prepare a second community consultation report to respond to matters the community and stakeholders raise during the display period.



Community information sessions

Roads and Maritime recognise the importance of involving the community in the development of the Alexandria to Moore Park Connectivity Upgrade. We will host two community information sessions. These information sessions will enable the community to speak face-to-face with members of the project team and ask questions. A formal presentation will not be given, so please feel free to drop in at any time during these sessions.

Our project team will be available at:

**Venue: Terrace Room,
All Sorts Function Centre,
184 Bourke Road, Alexandria**

Saturday June 17, 10am – 12pm

Thursday June 22, 6pm – 8pm

Where to get more information

Roads and Maritime Services

Phone: 1800 875 557

Email: a2mp@rms.nsw.gov.au

Web: www.rms.nsw.gov.au/a2mp

Online map: www.rms.work/a2mp

See the A2MP proposal in 3D

To see an animation of the corridor upgrade including the CFI go to www.rms.gov.au/a2mp



Further information

Please contact the Roads and Maritime project team:

- **Phone:** 1800 875 557
- **Email:** a2mp@rms.nsw.gov.au
- **Web:** www.rms.nsw.gov.au/a2mp



If you need help understanding this information, please contact the Translating and Interpreting Service on **131 450** and ask them to call us on **1800 875 557**.



June 2017
RMS 17.278



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19 October 2017

Our Ref: 2017/525557

File No: S112830

Paul Peters
Project Manager, Alexandria to Moore Park
Greater Sydney Program Office
paul.peters@rms.nsw.gov.au

Dear Paul

The City of Sydney received the consultation letter regarding the proposed Alexandria to Moore Park Connectivity Upgrade dated 29 September 2017.

The City has reviewed the information that the proponent (RMS) has submitted to satisfy its requirements under clauses 13, 14 and 15 of the State Environment and Planning Policy (Infrastructure).

The City's response to each of the relevant clauses is provided below.

Clause 13 – Infrastructure

Clause 13 (1) (b) of SEPP (Infrastructure) requires consultation with the council where the development “*is likely to generate traffic to an extent that will strain the capacity of the road system in a local government area*”

RMS has not provided any traffic modelling data or outputs to the City (or the broader stakeholder community). This in itself calls into question the validity of the project and the pre-REF consultation process. Our own assessment indicates that the development of the Alexandria to Moore Park Connector will generate significant traffic and strain the local roads adjacent to the project corridor.

The City's definition of *mitigation measures* will likely differ significantly to RMS.

- RMS generally focusses on mitigating delays to through traffic by augmenting road corridors through some or all of the following: intersection and road widening, banning parking in local centres, removal of trees, footpaths and cycling facilities.
- The City has a different view on mitigation. In areas where the Alexandria to Moore Park Connector risks leading to additional traffic demand on the surface street network, the City's priority will be to protect the amenity of the local areas and avoid these impacts by constraining traffic flows and the associated noise, emissions and safety risks

To this end the REF must provide sufficient detail of the likely impacts for communities affected by the Project. The City requests a copy of the peer reviewed traffic model

looking at the impacts on local side streets, including all proposed *mitigation measures* that will address the issues the traffic model highlights.

Once the City receives the above requested information we will be able commence engagement with RMS on this issue.

Clause 14 – Heritage

As per the requirements of clause 14 a Statement of Heritage Impact (SoHI) has been prepared and submitted for the City to review. The City provides the following comments on the SoHI.

Waterloo Park and Oval

The proponent is to minimise any impact on the existing significant trees surrounding the park.

The proponent is to minimise visual clutter associated with the operation of the road to protect the landscape setting of the heritage park. The form and building material of the new retaining walls must relate to the existing retaining walls (in particular those on the northern section of the park) and be blended naturally with the park landscaping.

The proponent must consult with the City on the design of the retaining walls.

Substation at 336 George St

The substation at corner of George and McEvoy St is listed under South Sydney LEP 1998, which is still a valid local listing (<https://www.legislation.nsw.gov.au/#/view/EPI/1998/225/sch2>). The substation is No. 174. The SOHI does not mention this heritage item in the assessment.

The proponent must update the SoHI to include an assessment of the substation and to provide advice on mitigation measures.

Water board site at 903-921 Bourke St

The proponent will demolish parts of the curtilage of the heritage site.

The proponent will demolish the footings of the former factory buildings and fences to facilitate the widening.

The proponent must update the SoHI to ensure the affected footings are recorded before and during the demolition process.

Waterloo Conservation Area

The City notes that the proponent will protect or reinstate stone street kerbs.

23, 25 and 27 Lachlan Street

The City considers that the recommended mitigation measures for the old buildings at no 23 and no25-27 Lachlan Street are acceptable.

Weatherboard buildings at 90 and 92 McEvoy Street, Alexandria

The two weatherboard buildings at 90 and 92 McEvoy Street, Alexandria were constructed as dwellings in the early twentieth century, c.1915. These weatherboard buildings were not included within the North Alexandria industrial heritage conservation area (C74) because they were not part of the inter-war and post-war industrial development of Alexandria.

Section 3.10.2 of the Sydney Development Control Plan (DCP) 2012 has specific objectives and provisions for weatherboard buildings older than 50 years. Where permission is sought to demolish a weatherboard building, Section 3.10.2(5) of the DCP requires the applicant to demonstrate, with independent documentary evidence, that the building has little significance or that retention of the building is no longer viable for either structural or pest management reasons. The SoHI assessed these weatherboard cottages as having historical and aesthetic significance at a local level.

The SoHI recommended comprehensive archival recording of the two weatherboard buildings at 90 and 92 McEvoy Street prior to demolition (p.108). The City supports this as it is consistent with Section 3.9.1(7) of the DCP.

The SoHI recommended a Heritage Interpretation Strategy (to include the two weatherboard buildings at 90 and 92 McEvoy Street) be incorporated into future designs and planning (p.108). *“Opportunities for interpretive displays in appropriate locations along the proposal design route would be explored.”* The City supports this as it is consistent with Section 3.9.1(7) of the DCP.

Notwithstanding the above, the City recommends that consideration be given to the salvage and relocation of whole buildings if these buildings are in good physical condition and could be re-used elsewhere. They do not have to be relocated within the City of Sydney LGA.

131 Wyndham Street, Alexandria

The building (single-storey rendered brick residence with attached workshop) at 131 Wyndham Street, Alexandria was constructed in the late nineteenth to early twentieth century. It is not located within any heritage conservation area.

Where permission is sought to demolish a building older than 50 years old, Section 3.9.1(2) of the DCP requires a heritage impact statement to assess the heritage significance of the building and the impact the proposed demolition has on the building and its setting. The SoHI assessed the building as having historical and aesthetic significance at a local level.

The SoHI recommended comprehensive archival recording of the building at 131 Wyndham Street prior to demolition (p.108). The City supports this recommendation.

The SoHI recommended a Heritage Interpretation Strategy (to include 131 Wyndham Street) be incorporated into future designs and planning (p.108). The City supports this recommendation.

Protection of heritage item in the vicinity: 32-42 Macauley Street, Alexandria

The brick warehouse building at 32-42 Macauley Street, Alexandria is a heritage item listed in Schedule 5 of the Sydney Local Environmental Plan 2012 (Item No. I21).

The SoHI recommended Temporary Protection Zones *“TPZs will be required in all areas where works about a heritage item to protect the item, or within a heritage item, where only part of that item is being impacted, to protect the remainder of the item”* (p.108).

The proponent must conduct consultations with the stockholders of the neighbouring heritage site, record and monitor the conditions of the heritage building and take suitable measures to control and minimise any risks to the heritage fabric during demolition and construction. The proponent must include these protection measures in the construction management and protection plan.

Protection of heritage item in the vicinity: 20-30 Maddox Street, Alexandria

The brick industrial building (“Frank G Spurway”) at 20-30 Maddox Street, Alexandria is a heritage item listed in Schedule 5 of the Sydney Local Environmental Plan 2012 (Item No. I20). It lies just outside of the proposal area at the intersection of Euston Road and Maddox Street.

The SoHI recommends Temporary Protection Zones *“TPZs will be required in all areas where works about a heritage item to protect the item, or within a heritage item, where only part of that item is being impacted, to protect the remainder of the item”* (p.108).

The proponent’s works will create vibration impacts which could damage these brick buildings. The proponent must include these protection measures in the construction management and protection plan.

Potential archaeology: Remains of Chinese Market Gardens

“A survey plan of the area completed in the late 19th century shows a Chinese market garden occupied land between what is now Botany Road and McCauley Street. Potential remains of the site may be impacted by the proposal” (p.137).

The proponent must stop work immediately and contact Heritage Council of NSW if relics are discovered, in accordance with section 146 of the Heritage Act 1977. The proponent must also inform the City of Sydney.

Moore Park Conservation Area

The works extend into Moore Park Conservation Area. The Statement of Significance for the Moore Park Conservation Area in the Heritage Inventory report includes the following paragraph:

Moore Park is of aesthetic significance for its large expanse of open space and important tree plantings, as well as numerous elements including the entry gates and five memorial fountains. The majestic fig trees, which are set off the expansive fields, or line the main roadways, including Anzac Parade, Federation Way, Cleveland Street, Lang Road, Dacey Avenue, South Dowling Street and Moore Park Road, are significant landscape elements.

Whilst the recommended mitigated measures in the SoHI are generally acceptable for the Moore Park Conservation Area, please note the following comments:

- (1) Removal of trees – the removal of any trees is not supported by the City. The trees are an important part of the character of Moore Park. In the occurrence of any tree removal, the proponent must consult with the City to agree mitigation measures.
- (2) Opportunities for retaining or re-instating items – The proponent must retain and conserve all heritage items listed within the SoHI, if they cannot be retained in-situ they be relocated to appropriate locations.

Clause 15 – Flood liability

The project is located within the Alexandra Canal drainage catchment. The City has completed flood studies for this catchment.

The flood studies indicate that a number of locations within the corridor are flood affected in 1% Annual Exceedance Probability (AEP) flood. The flood risk for all users

including drivers and property owners should be reduced, desirably to safe levels where practicable.

This should be supported by RMS submitting a flood report on pre and post development and showing no changes to flood levels for the 1 in 100yr and PMF design floods. This flood study will determine flood affects that the RMS will have to mitigate against.

Once RMS provides the information requested above the City will consider consultation to have commenced on this issue.

Should you wish to speak with a Council officer about this submission, please contact Andy Aspden, Manager Transport Planning, on 9265 9333 or at aaspden@cityofsydney.nsw.gov.au

Yours sincerely,

A handwritten signature in black ink, appearing to read 'G Jahn', written in a cursive style.

Graham Jahn AM
Director
City Planning | Development | Transport



13 November 2019

Reference: A2MP/IA108700

Laura Wythes
SES Headquarters: City of Sydney
PO Box Locked Bag 17
Granville NSW 2142

Dear Ms Wythes

Consultation regarding proposed Stage 1 of the Alexandria to Moore Park Project

Roads and Maritime Services (Roads and Maritime) propose to upgrade four intersections and introduce clearways between the Euston Road/Maddox Street intersection in Alexandria and the Anzac Parade, Alison Road and Dacey Avenue intersection in Moore Park (the proposal). The proposal is located about three kilometres south of the CBD in the suburbs of Alexandria, Waterloo, Moore Park within the City of Sydney local government area (LGA). An outline of the proposal is attached to this letter (Attachment A)

Under the State Environmental Planning Policy (Infrastructure) 2007, Roads and Maritime Services is required to consult with the State Emergency Services under clause 15AA as the proposal would be located on flood-labile land.

It would be appreciated if SES could provide any comments about this proposal by 23 calendar days of the date of this letter.

Roads and Maritime Services would be pleased to provide further information if required. In this regard the Project Manager, Paul Peters may be contacted on 02 9352 9526 or by email Paul.Peters@rms.nsw.gov.au

Yours faithfully

A handwritten signature in blue ink, appearing to read 'Paul Peters'.

Paul Peters
RMS Project Development Manager

Attachment A: Proposal description

Background

The proposal runs in an east-west direction within Sydney's southern central business district (CBD) fringe area through Alexandria, Waterloo, Moore Park and the northern tip of Kensington.

The proposal consists of:

- New clearways on both sides of Euston Road and McEvoy Street between Maddox Street and Bourke Street from 6:00am to 7:00pm Monday to Friday and 9:00am to 6:00pm on weekends
- New clearways at all times along Lachlan Street and Dacey Avenue between Bourke Street and Anzac Parade
- Right turn bans at most intersections without traffic signals and a right turn ban into Bunnings from McEvoy Street
- Improving the intersections and road re-surfacing at:
 - Fountain Street and McEvoy Street
 - Botany Road and McEvoy Street
 - Elizabeth Street and McEvoy Street
 - South Dowling Street, Lachlan Street and Dacey Avenue
- Kerb adjustments at:
 - Stokes Avenue and McEvoy Street
 - Kensington Lane and McEvoy Street
- Landscaping adjustments and replacement tree planting where works are undertaken
- Relocation of utilities and adjustments to traffic signals and street lights
- Property acquisitions, leases and adjustments
- Temporary construction facilities, including site compounds and stockpile sites at:
 - Roads and Maritime car park on the south-west corner of the McEvoy Street/Stokes Avenue intersection, Alexandria (Site 1)
 - Road reserve at the southern end of Cope Street, Alexandria (Site 2)
 - Road reserve at the southern end of George Street, Alexandria (Site 3)
 - Vacant land (Lot 2 DP800705) at the corner of intersection of McEvoy Street and Bourke Street, Waterloo (Site 4)
 - Lot 1, 2 and 3 DP 76985, Lot 4 DP 86722 and Lot 14 DP80926 on the west corner of the Lachlan Street/ Amelia Street intersection, Waterloo (Site 5).

An overview of the proposal is provided in Error! Reference source not found.

Program

The proposal would be constructed in four stages centred around the four main intersections that are to be upgraded. This approach would minimise traffic impacts on residents and businesses. The duration of construction impacts within each of the four intersection construction zones would typically be between 12 - 36 months. Construction is expected to commence in early 2020 and would take around 36 months to complete.

Working hours

The proposal would be generally carried out during standard hours (outlined in **Table 1**); however out of hours works are anticipated in order to avoid impacts on traffic volumes and intersection performance in the area during business hours. Stakeholders potentially impacted by the proposal, including local residents and businesses, would be contacted before work begins in accordance with the Roads and Maritime out of hours work procedures.

Table 1 Standard working hours

Standard working hours	
Monday – Friday	7.00 am to 6.00 pm
Saturday	8.00 am to 1.00 pm
Sunday and Public Holiday	No work

Community Update

Roads and Maritime released a Community Update informing the community of the proposal in December 2016 and June 2017. The two community updates are available at <https://www.rms.nsw.gov.au/projects/alexandria-moore-park/index.html> #



Proposed clearways in both directions
Maddox Street to Bourke Street
 Monday - Friday: 6am-7pm
 Weekends: 9am-6pm



Legend

- Concept design
- Road

Proposal area

Construction impacts:

- Construction footprint
- Construction compounds

Operational impacts:

- Clearways and intersection upgrades
- Parking changes in side streets

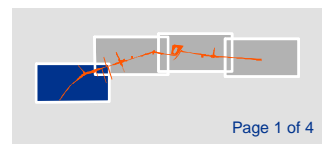
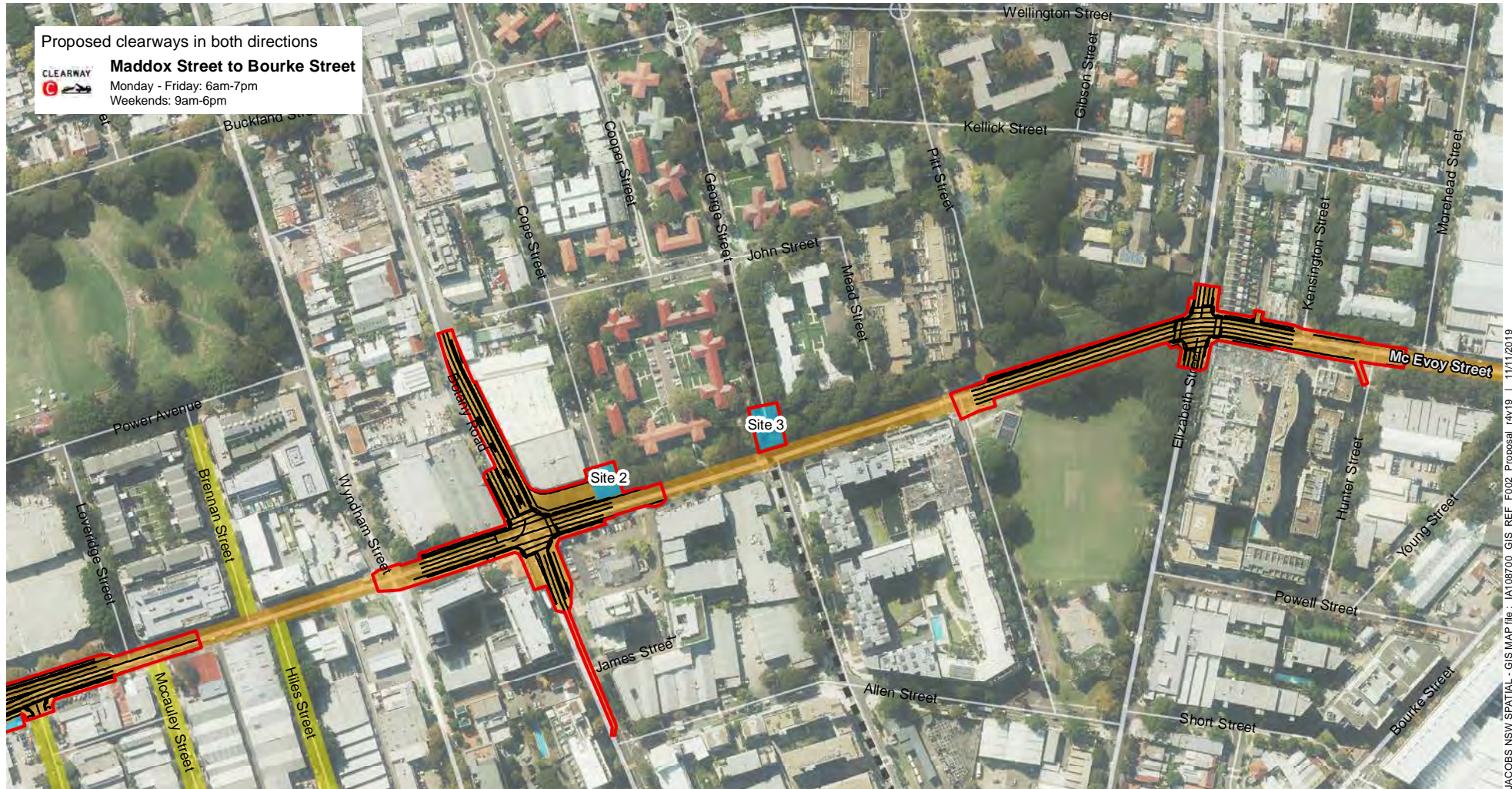


Figure 1 | The proposal
 Alexandria to Moore Park Stage 1

JACOBS NSW SPATIAL - GIS MAP file : I:\108700_GIS_REF_F002_Proposal_14v19 | 11/11/2019



JACOBS NSW SPATIAL - GIS MAP file : I4108700_GIS_REF_F02_Proposal_r4v19 | 11/11/2019

Legend

- Concept design
- Road
- — — Railway line
- Proposal area**
- Construction impacts:
 - Construction footprint
 - Construction compounds
- Operational impacts:
 - Clearways and intersection upgrades
 - Parking changes in side streets

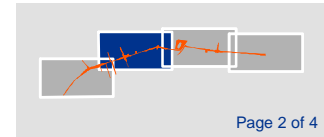
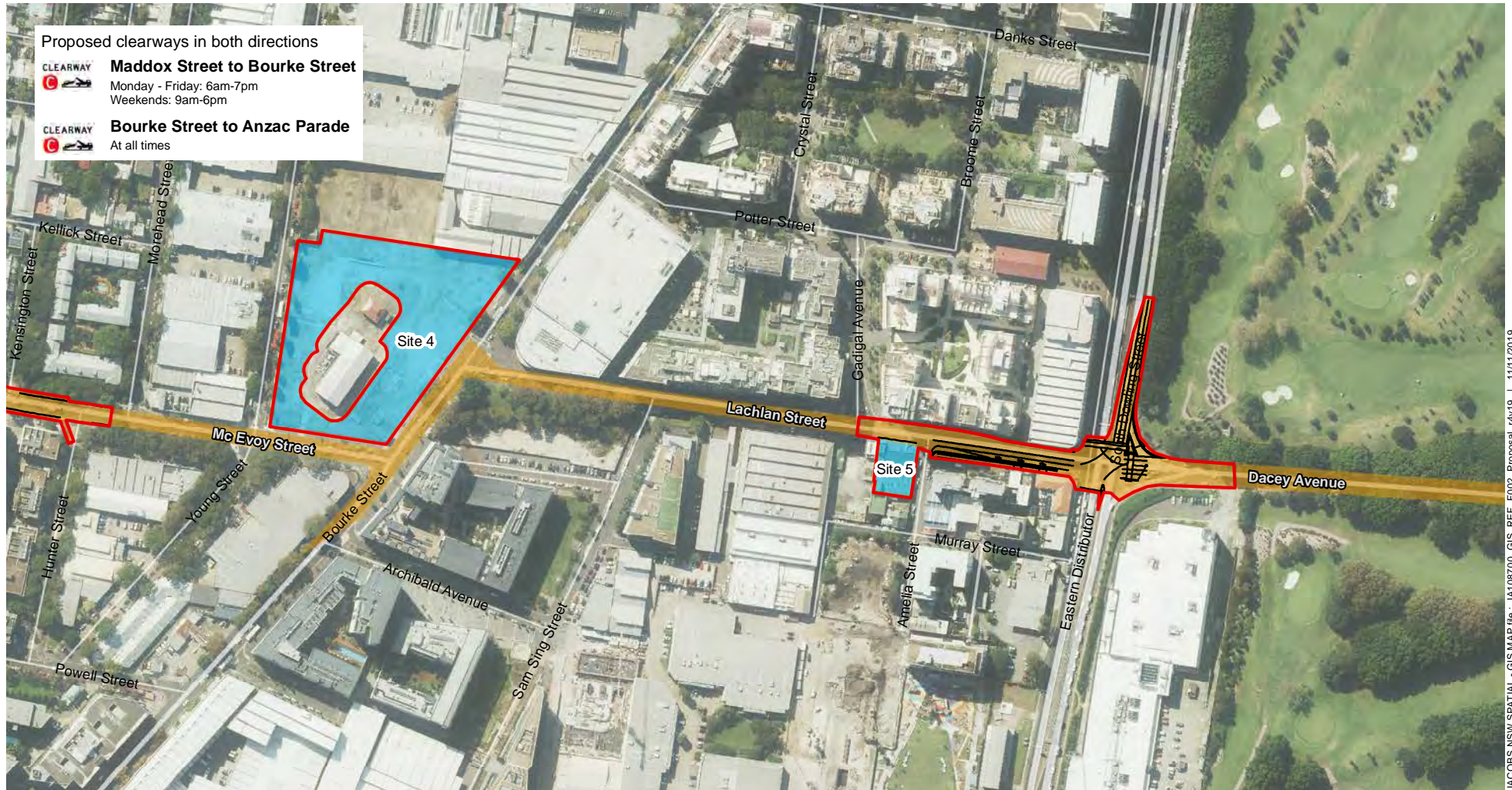


Figure 1 | The proposal
Alexandria to Moore Park Stage 1



Proposed clearways in both directions

CLEARWAY Maddox Street to Bourke Street
 Monday - Friday: 6am-7pm
 Weekends: 9am-6pm

CLEARWAY Bourke Street to Anzac Parade
 At all times

Legend

- Concept design
- Road

Proposal area

Construction impacts:

- Construction footprint
- Construction compounds

Operational impacts:

- Clearways and intersection upgrades
- Parking changes in side streets

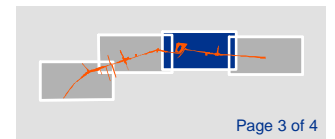


Figure 1 | The proposal
 Alexandria to Moore Park Stage 1



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Legend

- Concept design
- Road

Proposal area

Construction impacts:

- Construction footprint
- Construction compounds

Operational impacts:

- Clearways and intersection upgrades
- Parking changes in side streets

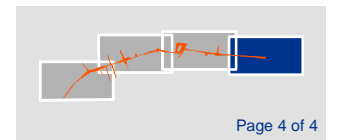


Figure 1 | The proposal
Alexandria to Moore Park Stage 1

Our Ref: ID 1097
Your Ref: A2MP/IA108700

19th November 2019

Mr Paul Peters
Roads and Maritime Services
PO Box 609
Pyrmont NSW 2009

Via email: Paul.Peters@rms.nsw.gov.au

Dear Mr Peters,

Notification under clause 15AA of the State Environmental Planning Policy (Infrastructure) 2007 in relation to the proposed Stage 1 Alexandria to Moore Park intersection upgrade project

Thank you for the notification under clause 15AA of the *State Environmental Planning Policy (Infrastructure) 2007* in relation to the proposed intersection upgrades, Alexandria to Moore Park.

The NSW State Emergency Service (NSW SES) has reviewed the proposed upgrade using the information provided with the proposal and the flood risk information (e.g. local flood Plan, flood studies etc.) available to the NSW SES. Based on this review the proposed works appear to have minimal risk to NSW SES response operations.

However, if the construction phase of the upgrades causes disruption to the operation of the roads, this may impact the ability for emergency vehicles to use this route. The NSW SES requests that notification be provided where there are likely to be significant delays in the operation of the roads affected by the upgrades.

Please feel free to contact me on 0458 737 188 or via email at maria.frazer1@one.ses.nsw.gov.au should you wish to discuss any of the matters raised in this correspondence.

Yours sincerely,



Maria Frazer
Coordinator Planning
NSW State Emergency Service

Cc: Unit Commander, City of Sydney SES Unit