

# Victoria Road upgrade



## QUICK SUMMARY – ENVIRONMENTAL ASSESSMENT SUBMISSIONS REPORT

The environmental assessment for the Victoria Road upgrade was on public exhibition for 35 days from 22 October, 2008 to 25 November, 2008. It was displayed at various locations and on the Roads and Traffic Authority's website.

Government agencies and the general public were encouraged to review the environmental assessment and send submissions to the Department of Planning for its consideration in the assessment of the project.

During the exhibition period, the RTA provided opportunities for the community to discuss the environmental assessment with the project team. Opportunities were provided at five community information sessions and resident, stakeholder, and special interest group briefings.

The Director-General of Planning received approximately 700 written submissions including about 550 form letters. These were forwarded to the RTA for its consideration. In accordance with the EP&A Act the Director-General required the RTA to provide a response to the issues raised in submissions.

A submissions report has been prepared that:

- Provides the RTA's responses to the submissions received (Chapter 2).
- Outlines the preferred project report with an assessment of minor changes proposed to the project (Chapter 3).
- Contains a revised statement of commitments (Chapter 4).

Submissions were made by members of the community, sporting clubs, other interest groups, councils and government agencies relating to:

- Implementation of mitigation measures and commitments.
- Management of acid sulfate soils, contaminated material, soil erosion and sedimentation, the riparian corridor and groundwater.
- Land and water quality.
- The CBD Metro project.
- General waterway navigation.
- Impacts on rowing courses.
- Integrated transport.
- Alternative proposals.
- Need and justification of the project, including the benefits of the project in relation to the estimated costs.
- Pedestrian and cyclist safety and facilities.
- Local traffic accessibility, traffic modelling, induced traffic and bus stop changes.
- Social and economic impacts.
- Heritage impacts.
- Urban design and visual impacts.
- Noise and vibration.

- Construction and permanent impacts on parkland, Bay Run and Drummoyne Swim Centre
- Legal obligations under the Kyoto Protocol.

Responses to these matters are detailed in the submissions report. It should be noted that the majority of submissions objected strongly to the project, including those from The City of Canada Bay Council and Leichhardt Municipal Council.

In particular these submissions were highly critical of the options development process and indicated the impacts of the project would be unacceptable.

As well as undertaking a variety of mitigation measures as part of the construction process, the RTA proposes the following changes to the project in response to submissions received:

- A bus bay would be located in the left-turn deceleration lane on the citybound approach to Cary Street.
- A car park would be constructed at the intersection of Henley Marine Drive and Formosa Street as a temporary facility to mitigate the loss of parking during construction.
- The location of bridge piers would be modified to better align with the existing bridge piers parallel with the 2km rowing course. Furthermore the RTA is committed to assisting additional navigational aids in the vicinity of the bridges for rowers.
- The shared-use path on the new bridge would now be 4.3 metres wide, providing further improvements for pedestrians and cyclists crossing Iron Cove.
- Major impacts on The Cove at Drummoyne café would be addressed.
- Commitment to, with councils, examining local traffic access changes resulting from the project operation.
- Commitment to the provision of a new and improved children's playground in King George Park.

In addition, the following minor changes have been proposed to improve the project after opening:

- Deletion of a proposed shared use crossing on the southern leg of the Victoria Road/Park Avenue intersection, eliminating further impacts on egress from east Drummoyne to Victoria Road particularly for citybound traffic.
- Deletion of a proposed pedestrian crossing at Cary Street, Drummoyne to improve safety at this intersection.
- Deletion of barrier fencing on the corner of Terry Street and Victoria Road to retain safe sight distance.

In addition to the preferred project as outlined above, the RTA has been undertaking an ongoing study of improvements in the area for pedestrians and cyclists. These will be the subject of a separate environmental assessment and approval. The concept design of these improvements would include providing alternative cycle routes to Victoria Road through Drummoyne and Rozelle and a ramp connecting the new bridge to the Bay Run at Henley Marine Drive in Drummoyne.