

Save Leamington Avenue

Save our homes

Save Leamington Avenue Inc
c/o 23 Leamington Avenue
Newtown
NSW 2042

Roy Wakelin-King
CEO
Sydney Metropolitan Development Authority
PO Box 1198
Strawberry Hills
NSW 2012

14 May 2012

Dear Mr Wakelin-King

Re: Review of Environmental Factors – North Eveleigh Affordable Housing Project (Infrastructure Works) (REF) and Draft Affordable Housing Strategy

The following submission is made by and on behalf of Save Leamington Avenue Inc¹ (SLA) in response to the REF currently on exhibition.

It is noted the SMDA is also currently exhibiting a *Draft Redfern Waterloo Affordable Housing Strategy (AH Strategy)*. Whilst this submission does not consider affordable housing issues in detail, we request the comments and queries we have raised in respect of affordable housing be taken into account as part of the formal exhibition of the AH Strategy.

Introduction

As you will be aware, SLA and Redwatch are hosting a Community Forum on Monday 21 May 2012 to provide the local community with an opportunity to find out more about proposals for the North Eveleigh Site, including the preliminary works the subject of the REF and the proposed affordable housing project. We understand SMDA representatives have agreed to attend the forum to provide an update on planning issues for the North Eveleigh Site as a whole.

¹ Save Leamington Avenue/Friends of the Pines Estate Heritage Conservation Area (known as Save Leamington Avenue) Incorporated, a not for profit association incorporated under the *Associations Incorporation Act 2009* – Incorporation No. INC9893644

Attachment is a list of questions and issues we request be addressed at the Community Forum on 21 May 2012 or otherwise be responded to by SMDA. Attachment 1 forms part of this submission.

It is acknowledged the REF is limited to certain preliminary infrastructure works for the purposes of facilitating the affordable housing project and open space areas on the western end of the site.

However, SLA believes it is not possible to consider these preliminary works without considering the North Eveleigh redevelopment as a whole. This is because there are a number of key issues, most notably rail and road infrastructure, which impact on all parts of the project, including the preliminary works. This submission, of necessity, therefore goes to various matters outside the strict confines of the preliminary works.

As you will be aware, a request was made to SMDA to extend the exhibition period to a date after the Community Forum on 21 May 2012 so that residents could have an opportunity to consider the information to be provided by SMDA representatives at that meeting. We understand that, whilst the SMDA has not agreed to formally extend the submission period, it has agreed to have regard to submissions made after the Community Forum. In this regard, we reserve the right to make further submissions after the meeting.

Background

SLA is a not-for-profit association formed in 2010 in response to the threat of compulsory acquisition of 34 homes in the Pines Estate Heritage Conservation Area to make way for the City Relief Line (**CRL**)². Unbeknown to residents, the concept plan approved on 16 December 2008 included provision for a 'Rail Exclusion Zone'³ to accommodate the CRL and associated dive tunnel⁴.

We note at no time were residents of the Pines Estate consulted by SMDA or TNSW/Railcorp about the possible threat of acquisition of their homes prior to the concept plan being approved.

The first residents became aware of this threat was when an anonymous flyer was left in their letter boxes in early June 2010 advising their homes had been identified for possible compulsory acquisition by Railcorp (see attachment 4). A few days later, an article appeared in the Sydney Morning Herald confirming the threat was real (see attachment 5). A close examination of plans forming part of the approved concept plan further confirmed this (see attachment 6).

After a long and hard community campaign, SLA was successful in obtaining Government agreement to have the detailed feasibility/investigative studies for those parts of the CRL and Western Express Project (**WEP**) located on the North Eveleigh site

² See the SLA terms of Reference at attachment 2.

³ See attached 'Future Railcorp Infrastructure' Plan prepared by Batesmart and forming part of the concept plan – attachment 3.

⁴ Refer to 'Structural Issues Report – North Eveleigh Concept Plan' (April 2008) prepared by Robert Bird Group.

undertaken in advance of the investigative work for the remainder of the CRL and WEP. The Government subsequently confirmed in August 2010 that:

Extensive design work urgently undertaken by TNSW has established there is no engineering or design basis for acquiring any properties in Leamington Avenue, Holdsworth and Pine Streets⁵.

Since late 2010, SLA has sought through various means (including requests for information under the *Government Information (Public Access) Act 2009*) to obtain copies of those investigative studies and or other information which might confirm how the CRL and dive tunnel can be accommodated on the North Eveleigh site without the need for acquiring our homes or adversely impacting on the historic Carriageworks building. All requests for information have been denied by TNSW and the matter is now set down for hearing before the Administrative Appeals Tribunal in late May 2012.

Without this information, SLA believes it cannot meaningfully participate in the planning process for the North Eveleigh site nor have any assurance that properties in the Pines Estate do not remain under a continuing threat of acquisition (with the consequent and ongoing financial and emotional detriment this has on affected residents).

It is imperative the SMDA and TNSW provide details of how the CRL is proposed to be accommodated on the site, particularly if it is proposed to progress the redevelopment on a staged basis, with parts of the site to be packaged up and sold off to private developers and/or affordable housing providers on an ad hoc basis – as appears to be the case with respect to the affordable housing component.

It is in this context that SLA makes a submission in respect of the REF and the AH Strategy .

Key issues of concern raised by REF

1. Rail issues

The REF raises a number of issues which highlight the need for confirmation of how the CRL is proposed to be accommodated on the North Eveleigh site, including:

- the proposed location of the Railcorp 'stub'/access road – where is this road going to extend to? Is it proposed to continue to the south of the site to access the rail line? If so, how does this sit with the proposed location of the CRL and dive tunnel? If the access road cannot be accommodated along with the CRL, then should the 'stub'/access road be relocated *now* to avoid unnecessary and costly additional works down the track? This would also free up this part of the site to allow for continuous, uninterrupted open space up to the Ivery's Lane boundary.
- the REF indicates (at pages 6-7) the access road from Wilson Street is proposed to be two way on an 'interim' basis, contrary to the approved concept plan. Further, that it will revert to one way at a later date '*once the loop road to the*

⁵ See attached letters from Carmel Tebbutt (MLA) dated 30.8.10 and John Robertson (MLC) dated 8.9.10 – attachments 7 and 8.

south is completed (this road is also referred on page 6 as an '*additional exit road to be provided adjacent to the railway line*'). Again, how can a road be accommodated adjacent to the railway line whilst still accommodating the CRL and having regard to the 'Rail Exclusion Zone' identified in the concept plan? Does this mean the road shown in the REF will in fact remain two way on a permanent basis?

SLA is concerned that decisions may be made to proceed with the preliminary works without proper regard for the need to accommodate the CRL. Consequently SLA requests urgent confirmation from the SMDA:

- of the proposed location of the CRL and dive tunnel and the timetable for construction;
- that the CRL and dive tunnel can be accommodated on the North Eveleigh without the need to acquire any neighbouring properties and/or detrimentally impact on neighbouring properties, including during the construction phase;
- that the historic Carriageworks building will not be impacted by the CRL and dive tunnel; and
- that there no other rail proposals for the site which will adversely impact on the Pines Estate.

2. Road issues

SLA is concerned about the future traffic/access implications arising from the redevelopment of the site as a whole. In particular, SLA is not convinced that the proposed access point on Wilson Street (opposite Queens Street) is the best possible access point for the western end of the site.

SLA seeks confirmation that adequate consideration has been given to alternate Wilson Street access options (e.g. Forbes, Golden Grove and Codrington Streets).

The REF does not make clear how traffic leaving and entering the site (both during construction and thereafter) will be effectively managed. In particular, how the increased traffic will access King Street and City Road. Queen Street is an already overly congested one-way street and any further traffic through this route to King Street will result in complete congestion.

If the proposed Wilson Street access point is to be retained, a traffic management plan should be prepared, including identifying changes which may need to be made to surrounding streets to accommodate the increased traffic (e.g. changing the direction of one way streets, opening up further access points to King Street and City Road, possible inclusion of traffic lights on Wilson Street, etc).

The REF indicates (at pages 6-7) there will be a 'loop road' / 'an additional exit road' at some point in the future. Where is this road proposed to exit? See the item 1 above in respect of the implications of this for the CRL.

3. Other matters for consideration

Attachment 1 sets out a number of questions in respect of the REF and the AH Strategy. The main purpose of this list is to identify the matters where further information will be sought from SMDA at the Community Forum. It may be the further information to be

provided by SMDA and other agencies will allay residents' concerns. If so, well and good.

However, in the absence of further information at this point, we wish to place on the record the key issues of concern. These include ensuring that:

- (a) the increased traffic generated by the redevelopment of the site (both on site and in the surrounding streets) is effectively managed;
- (b) adequate car parking is provided on site;
- (c) adequate pedestrian and bike access is provided across the site as a whole and linking to key transport nodes;
- (d) consideration is given to security issues on the Ivery's Lane boundary (including access points, lighting, landscaping, etc)
- (e) storm water management is effectively dealt with on the site so as not to negatively impact on the drainage system in Holdsworth St and Leamington Ave;
- (f) the construction phase is managed so as minimise the impacts on residents in Holdsworth St, including noise, dust, silt, vibration and removal of contaminated material from the site;
- (g) there is a nominated contact person at SMDA to deal with complaints during construction;
- (h) the site remains safe for pedestrians accessing the Eveleigh Markets from Ivery's and Leamington Lanes; and
- (i) the eligibility criteria for the affordable housing to be located on the site include a requirement for a local connection (i.e. either living or working in the area or family located in the area, etc).

4. North Eveleigh Stakeholders Group

We note section 5.1 of the REF (page 21) confirms a '*North Eveleigh Stakeholders Group*' (**NESG**) has been established by the SMDA. We request confirmation of the membership of the NESG, its purpose and how frequently it meets.

As part of this submission, SLA formally requests that it be made a member of the NESG, given the potential impacts of the proposed redevelopment of the North Eveleigh Site for residents of the Pines Estate.

If there are any queries in respect of this submission, please do not hesitate to contact us.

SLA members look forward to the opportunity to be provided with more detailed information about the planning for the North Eveleigh Site at the Community Forum to be held on 21 May 2012 and to establishing of a cooperative and productive ongoing relationship with the SMDA.

Yours faithfully

Donna Barter-Scott
Vice-President
Save Leamington Avenue

**North Eveleigh Site
Community Forum 21.5.12**

Questions and points for discussion

1. City Relief Line and other Railcorp issues

We need

- confirmation of where the City Relief Line (**CRL**) will be located on the site and the timetable for construction;
- **written** confirmation from TNSW and the SMDA that the CRL will not require the acquisition and demolition of homes in the Pines Estate or otherwise impact on those properties;
- confirmation that the CRL will not adversely impact on the historic Carriageworks site (see attached 'Future Railcorp Infrastructure' plan prepared by Batesmart in 2008 and which forms part of the approved concept plan, which shows an 'exclusion zone' extending along the southern end of the site adjacent to the railway line – the exclusion zone cuts across the Carriageworks building); and
- confirmation there are no other rail proposals in or around the North Eveleigh site that are going to impact on residents.

2. Road/bike/pedestrian network

- where will the proposed Railcorp access roads be located?
- what is the proposed road network for the site as a whole?
- what is the purpose of the 'stub road' referred to on page 7 the REF and as shown on the 'General Arrangement Plan' in the Engineering and Landscape plans?
- have alternate Railcorp access routes been considered (so that the open space at the western end of the site could extend to the site boundary to provide one continuous, uninterrupted area of open space?)
- what is the proposed pedestrian network for the site as a whole (including foot bridge)?
- is the only pedestrian access point in Ivery's Lane from the proposed staircase shown in the REF plans? Or will there be other access points lower down Ivery's Lane?
- what is the proposed bike route through the site and how does it link up with existing bike routes?

3. Traffic and Access issues

- Have all alternate Wilson Street access points been thoroughly investigated (e.g. Forbes, Golden Grove, Codrington Streets)?
- The REF does not make clear how traffic leaving and entering the site (both during construction and thereafter) will be effectively managed. In particular, how will increased traffic will access King Street and City Road?

- Queen Street is an already overly congested one-way street and any further traffic through this route to King Street will result in complete congestion.
- If the proposed Wilson Street access point is to be retained, a traffic management plan should be prepared, including identifying changes which may need to be made to surrounding streets to accommodate the increased traffic (e.g. changing the direction of one way streets, opening up further access points to King Street and City Road, possible inclusion of traffic lights on Wilson Street, etc).
- Is the access road going to be one way or two way? The REF indicates at pages 6&7 that the proposed two way road is only an 'interim' measure – what does this mean?
- If it is ultimately only going to be one way, surely you would design it differently at this point?
- If this road is ultimately to be one way, which way will traffic flow (i.e. in or out of Wilson)?
- The REF indicates (at section 3.1, page 6) that an additional exit road will be provided '*adjacent to the railway line*' and (at page7) that a 'loop road' to the south is to be built. Where exactly will this exit road be located and where will it exit to?
- How is it possible to accommodate an exit road adjacent to the railway line and still accommodate the CRL and dive tunnel?
- The '*Future Railcorp Infrastructure*' plan prepared Batesmart in 2008 (attached) and which formed part of the approved concept plan, shows an 'exclusion zone' running along the southern side of the site adjacent to the rail line. How could an access road be accommodated in this area if the 'exclusion zone' (presumably for the CRL?) is still to apply?
- When will this additional road be constructed, if ever?
- What is the extent of the car parking to be provided on the western end of the site? Does it include public parking? If so, what parking restrictions will apply?

4. Construction issues

- When will construction start and how long is construction planned to take?
- What will the hours of construction be? The REF indicates 7am-7pm (Mon to Fri) and 7am to 5pm (Sat). The REF states that these hours are consistent with the City of Sydney's standard hours. However, CoS's permissible construction hours are 7.30-5.30 (Mon-Fri) and 7.30 to 3.30pm (Sat).
- How will dust and silt control be managed?
- How will noise impacts be mitigated?
- By what means will residents be able to make complaints about constructions issues? Will there be a dedicated contact person at SMDA?
- Will the site remain accessible during construction (including access to the NE markets)?
- What will be the rate of truck movements in and out of Wilson Street during construction?
- Will Wilson Street be kept clean during construction? This is a safety issue for bike users, given Wilson Street is a major bike route.

5. Open space and landscaping

- have alternate routes for the Railcorp access road been considered so that the open space at the western end of the site could extend to the site boundary?
- Will the site boundary (with Ivery's Lane) be permanently fenced or left open?
- What is the proposed landscape treatment on the boundary (this has security implications for pedestrians/properties in Ivery's Lane). The REF notes at page 7 that this area will be planted with large scrubs - is this the only option?
- Will there be street lighting along Ivery's Lane?

6. Stormwater drainage

- stormwater drainage in Holdsworth and Lower Leamington has been a big problem (with substantial works recently undertaken to try and address this issue).
- How will stormwater drainage for the western end of the North Eveleigh site work? Is it part of the same catchment for Holdsworth/Leamington? Will it have adverse impacts on Holdsworth/Leamington?
- The REF indicates on page 8 that the sewer and stormwater connections in Ivery's Lane will require a new line to be installed on the same alignment as the existing sewer – does this mean that Ivery's Lane will need to be dug up and otherwise not accessible to residents in Holdsworth Street with rear lane parking?

7. Remediation

- what is the nature of the contaminated material on site and where is it located?
- Is there asbestos on site?
- How is the site proposed to be remediated? Will the area be safe during the remediation process or will the site need to be cordoned off?
- Will the contaminated fill be disposed of on-site or transported off-site? If the latter, where will it be going?

8. Affordable Housing

- how many units of accommodation will be provided? What is the unit mix? Will the housing be for singles or families?
- In which buildings will the Affordable Housing be located? How will the other buildings on the Western end of the site be used?
- What's the timetable for construction of the affordable housing units? Is this contingent upon the receipt of future developer contributions?
- What is the eligibility criteria for housing? Will people be required to have a local connection to the area?
- Will the housing be short term or long term?
- Will there be an on-site management presence and support for tenants?
- How will the housing provider deal with neighbour complaints?
- Will parking be provided? If so, is it at the same rate as parking for the remainder of the residential dwellings on the site?
- What is the criteria for selecting the community housing provider?

- Is this the only affordable housing to be provided in the Redfern-Waterloo area?

9. Ongoing Consultation

- What is the current membership of the North Eveleigh Stakeholders' Group (**NESG**) and what is its purpose?
- How regularly does the SMDA meet with the NESG?
- What other consultation mechanisms will SMDA utilize to ensure the whole community is kept informed about developments on the NE Site?
- Will there be a dedicated SMDA officer for people to communicate with?
- At what stages in the process will formal consultations be held?

**SAVE LEAMINGTON AVENUE/
FRIENDS OF THE PINES ESTATE HERITAGE CONSERVATION AREA
(Known as 'Save Leamington Avenue')**

Aims of 'Save Leamington Avenue':

1. To ensure the conservation of properties in Leamington Avenue, Holdsworth, Pine, Randle and Wilsons Streets, Newtown, that together constitute the Pines Estate Heritage Conservation Area.
2. To raise community awareness and lobby Government to ensure that any existing or future rail or other infrastructure projects do not involve the resumption and demolition of homes in, nor adversely affect the environs of, the Pines Estate Heritage Conservation Area.
3. To campaign for genuine, fair, transparent and accountable Government and local council consultation and negotiation mechanisms for owners and residents of the Pines Estate Heritage Conservation Area in relation to existing and future rail or other infrastructure proposals.
4. To provide a forum for owners and residents of the Pines Estate Heritage Conservation Area and the surrounding area to be informed, and express their views about, existing and future development, rail or other infrastructure projects that may affect the area.
5. To promote and foster activities aimed at preserving and improving the Pines Estate Heritage Conservation Area and building a sense of community.

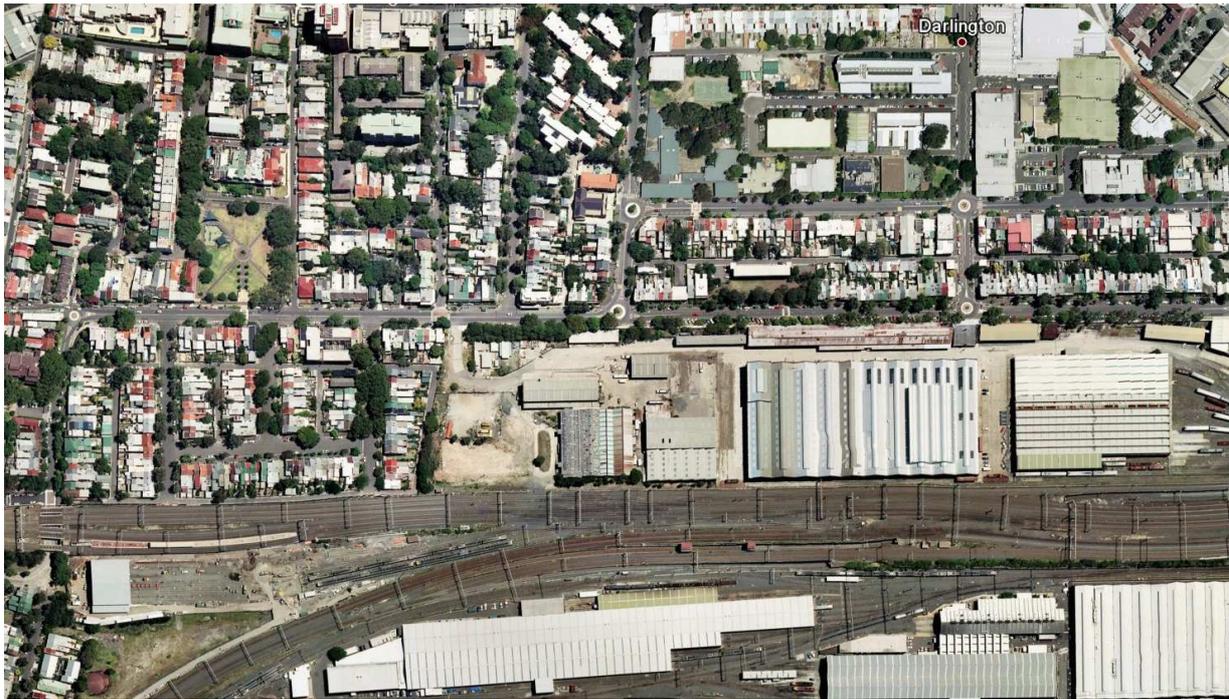


Figure 1 Google Earth Image 2010

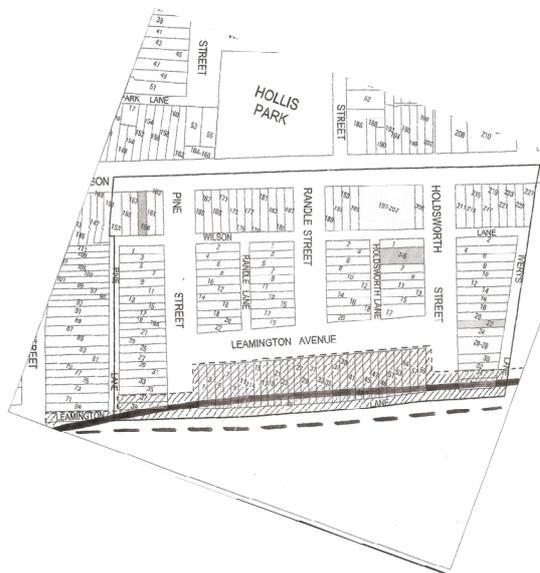


Figure 2: Hyder Consulting Report 'Metro West – Construction Site Investigation' (17.1.02)

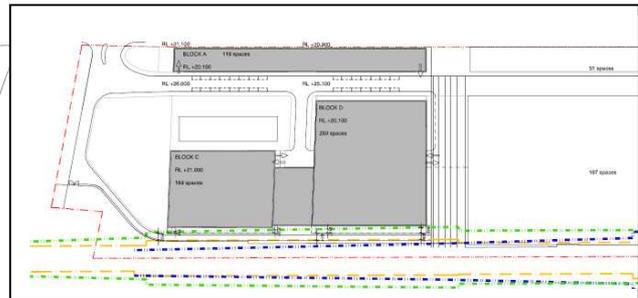
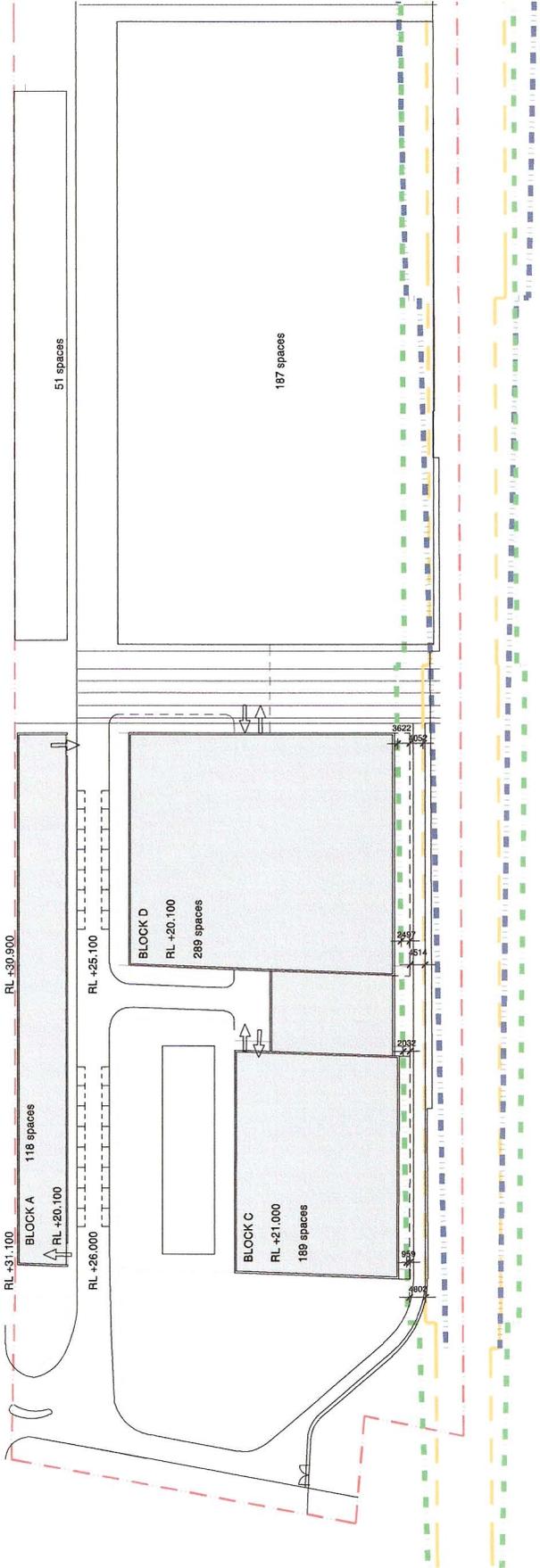


Figure 3: 'Revised Concept Plan – North Eveleigh' approved by the Minister for Planning on 16.12.08.

Indicative Parking Provision Central and Western Sites Scale 1:1250



Future Railcorp Infrastructure

- - - Exclusion Zone
Foundations/Structures not permitted
- - - Zone which may be intersected by discrete foundations eg. piles but within which foundations/structures may not bear and shall be transferred to below the zone. Any basement slabs or 'on ground' slabs must be suspended and any loads thereof transferred to below the zone.
- - - Zone which may be intersected by discrete or continuous foundations/structures but within which foundations/structures may not bear and shall be transferred to below zone.
- - - Site Boundary

Your House may be Resumed, Help Stop It!

You will not have heard about it because it's being kept a **secret by the NSW Government's Department of Transport and Infrastructure** - but your home may have been identified for compulsory acquisition. It appears that all the houses in Leamington Avenue (and either side of that) may need to be acquired and demolished to make way for rail corridor expansion required as part of constructing the Government's proposed CBD Relief Line. The map on the back shows the impacted properties. (Ref: **Hyder Consulting** report: "MetroWest—Construction Site Investigation", dated 17 January 2002, and extensive design work by **Aurecon** (formerly Connell Wagner))

Your house is in an area listed by the City of Sydney Council as a Heritage Precinct and all the properties affected by the project are considered by Council to contribute to the heritage value of the Precinct.

How did this occur?

The Government's proposed CBD Relief Line was first proposed in 1992 (then known as the MetroWest Project). It was abandoned as the Government's preferred option in 2003 after extensive analysis of alternatives indicated that building a new railway through the CBD would produce better results if located under the Pitt Street Corridor. This alternative was announced by Bob Carr in June 2005 (ref: Sydney Morning Herald, 3 June 2005). Importantly this alternative did not require the resumption of any homes in Leamington Ave.

But this Pitt Street route under the CBD was gazumped by the Metro Rail projects announced by the lemma and Rees Governments – and the planners in RailCorp were forced to dust off the only alternative they had left – the discredited plans for the MetroWest Alignment. It was then renamed the "CBD Relief Line" Project.

The Project will Fail to meet its Objectives.

It has been stated that the CBD Relief Line Project will be required to allow the Government's proposed Western Express Services from west of Parramatta to run faster into the CBD, however, all the time savings are achieved west of Redfern and can be achieved on the existing tracks. Furthermore, the new line itself will not allow any additional trains to head towards the city, it will only get existing ones just a little further past Central. This connection to the Western lines was abandoned by State Rail in 2003 because the new line would be located west of Central and Town Hall stations and would not provide any congestion relief for passengers who interchange between train services at these two stations (a stated goal of the project).

The Government's policy of faster trains for Western Sydney can still be achieved without the CBD Relief Line and without the need to resume anybody's homes!

Now that the Government has postponed its plans for a Metro network until at least 2025 there is an opportunity for RailCorp to reclaim the vital Pitt Street route for the new line. This will also allow much needed extra trains from South West Sydney to run into the CBD on a route that will relieve interchange congestion at Central and Town Hall stations.

What can you do about it?

Ask your local member to ask the Minister for Transport and the Premier the following Questions:

- 1) Is the CBD Relief Line necessary to provide faster trains into the CBD from Western Sydney or can these services be run without the proposed new line?
- 2) Will the CBD relief line on the western side of the CBD reduce the need for passengers to interchange at Town Hall and Central Stations or will it increase the overall need for passengers to interchange to reach their destinations?
- 3) Is it true that the Pitt Street route will allow additional services from South Western Sydney whilst also reducing the need to interchange at Central and Town Hall stations, and importantly - will not preclude the operation of faster Trains from the West?
- 4) Why might my home need to be resumed for the CBD Relief Line Project that has been shown to be incapable of increasing the rail network's capacity or reducing CBD station congestion?

Contact your State Politian and ask these questions - or contact **Andrew West** tonight, Transport Reporter at the Sydney Morning Herald, who would like to hear your views on the matter (**M: 0410 582 259**).



- Legend**
-  Construction site area required for CBD Relief Line dives and Main West Connection
 -  Existing Up Main Track
 -  Proposed Relocated Up Main Track

Refer to **Hyder Consulting** report: "MetroWest—Construction Site Investigation", dated 17 January 2002, and subsequent work by **Aurecon** (formerly **Connell Wagner**) in 2007 through 2009.



CA40 - PINES ESTATE

Building Contributions

The City of Sydney is not responsible for the accuracy of the information provided in this document. The information is provided for general information only and should not be relied upon for any specific purpose. The City of Sydney is not responsible for any loss or damage arising from the use of this information.



Sydney Morning Herald

Rail tunnel plan threatens historic homes

ANDREW WEST

June 4, 2010



Uncertain future ... a row of houses on Leamington Avenue, Newtown, that RailCorp is thinking of demolishing. *Photo: Dallas Kilponen*

JUST two months after the NSW government spared the heritage suburbs of Pyrmont and Rozelle by dumping the CBD Metro, another historic precinct is under threat from another controversial transport plan.

It has been leaked to the *Herald* that a block of historic homes between Leamington Avenue and Leamington Lane, Newtown, may be demolished so the government can build a \$4.53 billion CityRail "relief line" under Sussex Street.

RailCorp has confirmed that it has plans, dating back eight years, that would require the acquisition of properties for a "dive" that would allow trains to enter the new five-kilometre tunnel running from Eveleigh - a precinct between Macdonaldtown and Redfern stations - to Wynyard.

"Early work into a city relief line - essentially another rail corridor through the city - suggested that the construction would require some properties in the Leamington Avenue area to be resumed," the rail agency wrote in an email to the *Herald*.

The *Herald* understands a 2002 report by Hyder Consulting, *MetroWest: Construction Site Investigation*, shows the government would need to turn Leamington Avenue into a huge construction zone.

The neighbourhood would be spared if the government built a relief line between Redfern and Circular Quay, on an alternative route under Pitt Street. But the Premier, Kristina Keneally, said in February she might reserve that corridor for future Metro trains.

RailCorp says it may not need the properties if it can use a government site at North Eveleigh for building the tunnel entrance.

"That work is continuing, with no final decisions yet made," the RailCorp email said. "As is the case with every major infrastructure project, the community will be given opportunities to have their say on the proposal."

One resident, Louise Alley, who lives in Holdsworth Street, metres from the proposed demolition zone, predicted another dispute with the government - in the seat of the Deputy Premier, Carmel Tebbutt, who is vulnerable to the Greens - if the plan proceeds.

"Look at what the residents and businesses in Balmain and Pyrmont had to suffer - speculation about their future for more than a year - because of the Metro, and it all came to nothing," she said. "It's extremely disappointing that this plan has emerged as the result of a leak and not through consultation with the residents."

The government says building the relief line on the western side of the city would bring passengers from the western suburbs into the city faster and relieve congestion at Town Hall and Wynyard but has so far refused to release the analysis to support its claim.

**Mr Peter Cannon &
Ms Eloise Murphy
17 Leamington Ave
NEWTOWN NSW 2042**

Dear Mr Cannon & Ms Murphy

A GREAT RESULT FOR OUR COMMUNITY

I'm pleased to confirm that properties on Leamington Avenue, Holdsworth and Pine Streets will not be required for construction of the City Relief Line as part of the Western Express project.

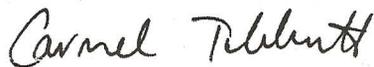
Extensive design work urgently undertaken by Transport NSW has established there is no engineering or design basis for acquiring any of these properties.

Since I first became aware of the possible impact of this project on homes in Leamington Ave and surrounding streets, I have worked hard to ensure Transport NSW acted swiftly to provide certainty for local residents.

I know this decision will be a huge relief to local residents who I have met with a number of times.

This is an excellent outcome for our community and I want to take this opportunity to thank the residents of Leamington Avenue, Holdsworth and Pine Streets, Newtown for their professionalism and commitment during this process.

Yours sincerely



Carmel Tebbutt, MP
Member for Marrickville

P.S. If you have any questions, please don't hesitate to contact me on 9558 9000.

30 August 2010



The Hon John Robertson MLC

Minister for Transport

Minister for the Central Coast

ML10/07472

Ms Elouise Murphy
17 Leamington Avenue
Newtown NSW 2042

Dear Ms Murphy

I'm writing to advise you of the outcome of investigations in relation to Leamington Avenue, Newtown as part of the Western Express Project.

Following extensive analysis, Transport NSW has established that no properties in or around Leamington Avenue will need to be acquired for construction of the City Relief Line.

Transport NSW has advised that the analysis has established that there is no engineering or design basis to acquire properties in the locality.

There has been understandable concern amongst Leamington Avenue residents and the Government has moved quickly to resolve the issue by accelerating early design and engineering work.

Transport NSW will now undertake detailed assessments for the new underground City Relief Line including design, engineering, survey and geotechnical drilling work.

It is important to take the time to get the right solution for the local area and commuters across the rail network.

The Western Express is a critical infrastructure project that will improve public transport for hundreds of thousands of commuters every day.

While it will significantly speed up journey times and capacity for passengers travelling to and from Western Sydney, the benefits of the Western Express are much wider.

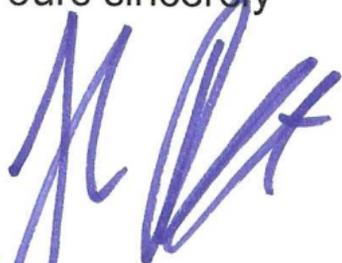
The project will ease congestion for services right across the CityRail network as trains enter and leave the Sydney CBD. It will allow for additional services on the Inner West, South, Northern and the Western Lines.

The detailed design and engineering work on the new City Relief Line is likely to take some months.

Once a preferred alignment has been identified it will be incorporated into a project application and Environmental Assessment for the Western Express Project, which includes the City Relief Line.

This will be subject to extensive community consultation before any final decisions are made.

Yours sincerely



John Robertson MLC
Minister for Transport
Minister for the Central Coast

8/9/10