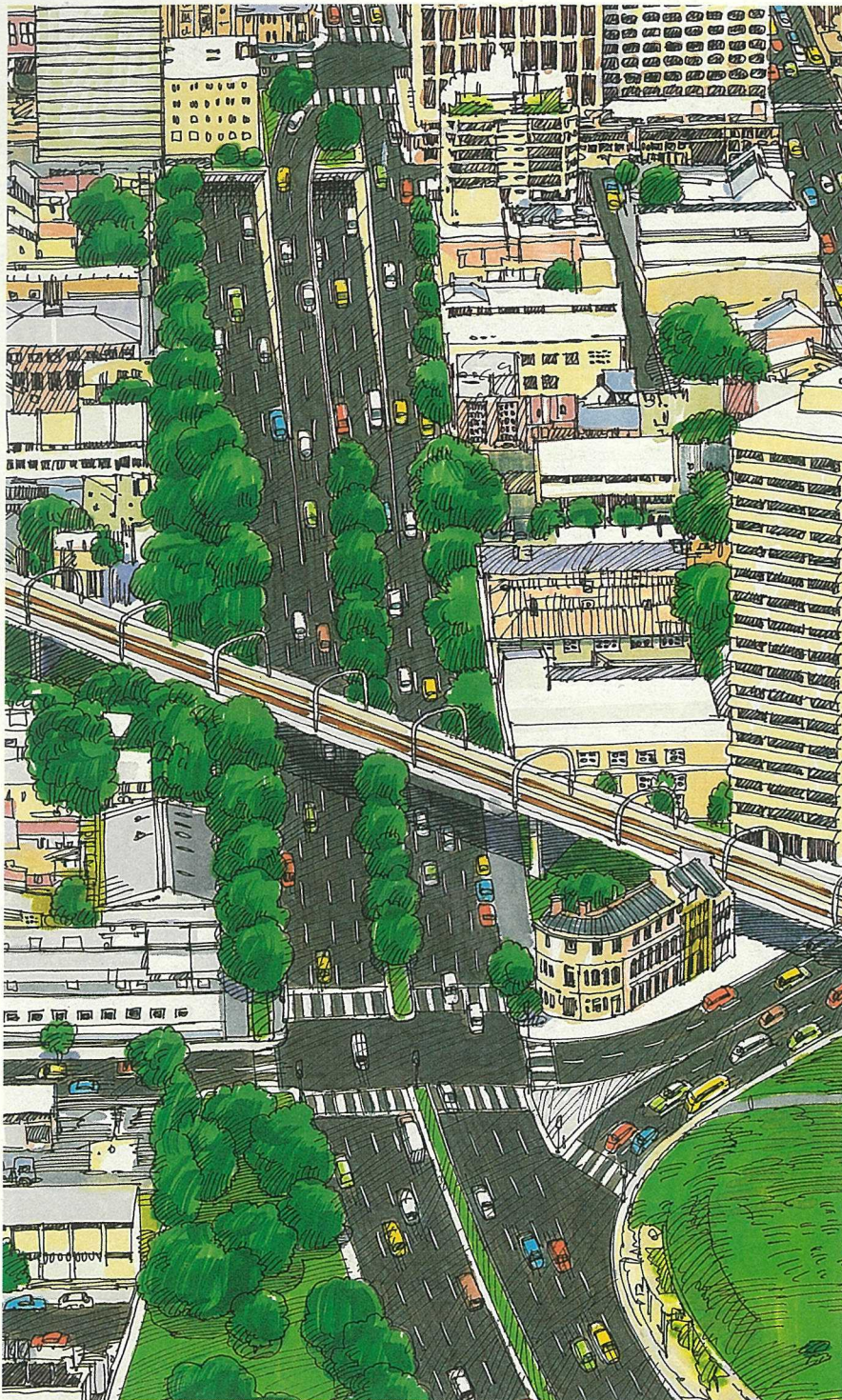


# THE EASTERN DISTRIBUTOR

## *Preferred Scheme*



*This is an artist's impression of the completed twin tunnels at the William Street underpass.  
The view is from the Harbour.*



# Twin Tunnels under East Sydney.

After one of the most extensive programs of public consultation ever undertaken on a major road project, the preferred scheme for the Eastern Distributor provides for twin tunnels under East Sydney rather than an open cut.

The preferred scheme is subject to an Environmental Impact Statement.

This brochure is being distributed to local residents and interested individuals and community groups to allow them to respond to the preferred scheme.

A Personal/Community Group Response coupon has been included on the back page to help those with opinions or suggestions to register them with the EIS consultants.

The major features of the preferred scheme are outlined in this booklet and also in Public Displays at the Sydney Town Hall, the Juanita Neilson Community Centre, Woolloomooloo and the Surry Hills Neighbourhood Centre, corner Crown and Collins Streets.

## The completed scheme

The aerial photographs opposite outline key aspects of the completed scheme. Simply refer to the numbered captions.

The following pages outline:

- The Stages of Development, scheduled for completion in 1988, 1990 and 1992, and
- the Property Impact, overall, and in each stage.

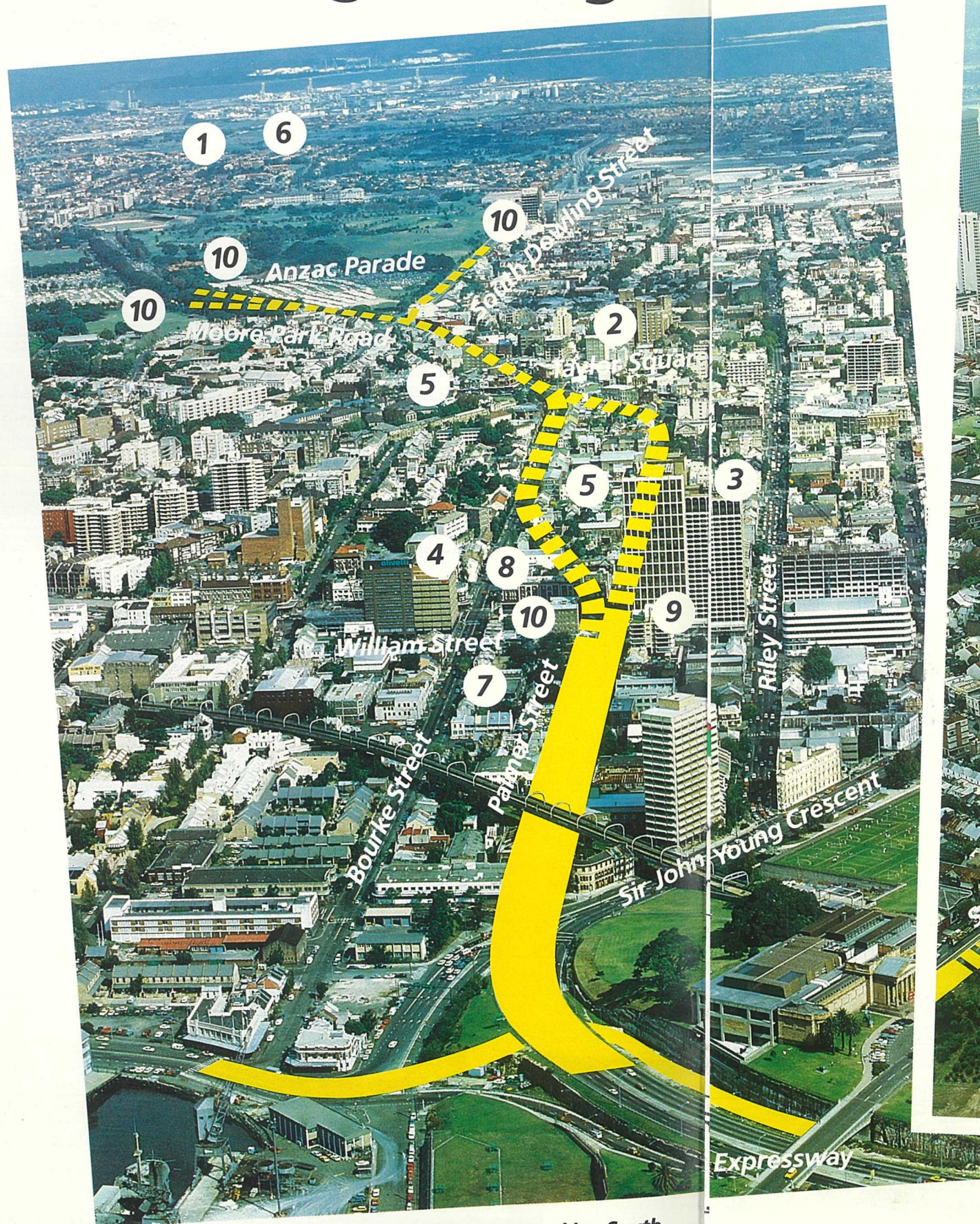
## Key features

- 1 DMR properties no longer required will be sold or transferred to provide for balanced community development including needed public housing.
- 2 The 1.45km Southbound Tunnel will give traffic an uninterrupted flow into South Dowling Street, Anzac Parade and Moore Park Road.
- 3 The 0.67km Northbound Tunnel will be bored from a point on Flinders Street to connect with the William Street underpass. This leads traffic to the Cahill Expressway.
- 4 Traffic congestion at accident 'black spots' will be significantly improved.

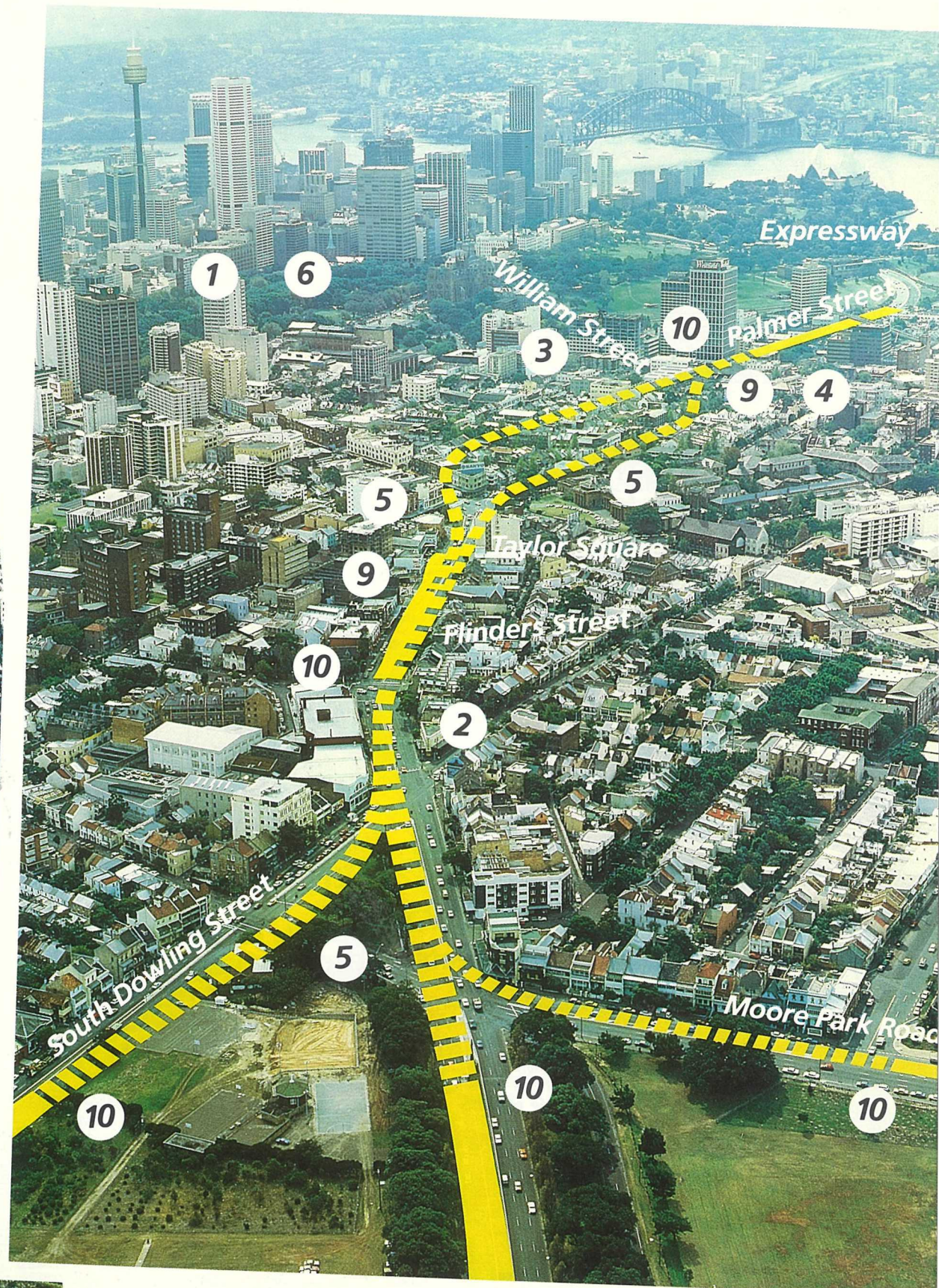
5 The revised scheme will preserve the existing townscape, residential properties, and buildings of architectural or historical importance.

6 Areas of urban blight will be revived.  
7 A footbridge or pedestrian crossing will be installed.

8 The bends between Palmer Street and Bourke Street will be straightened.  
9 Tunnel entrance.  
10 Tunnel exit.



The completed scheme looking South

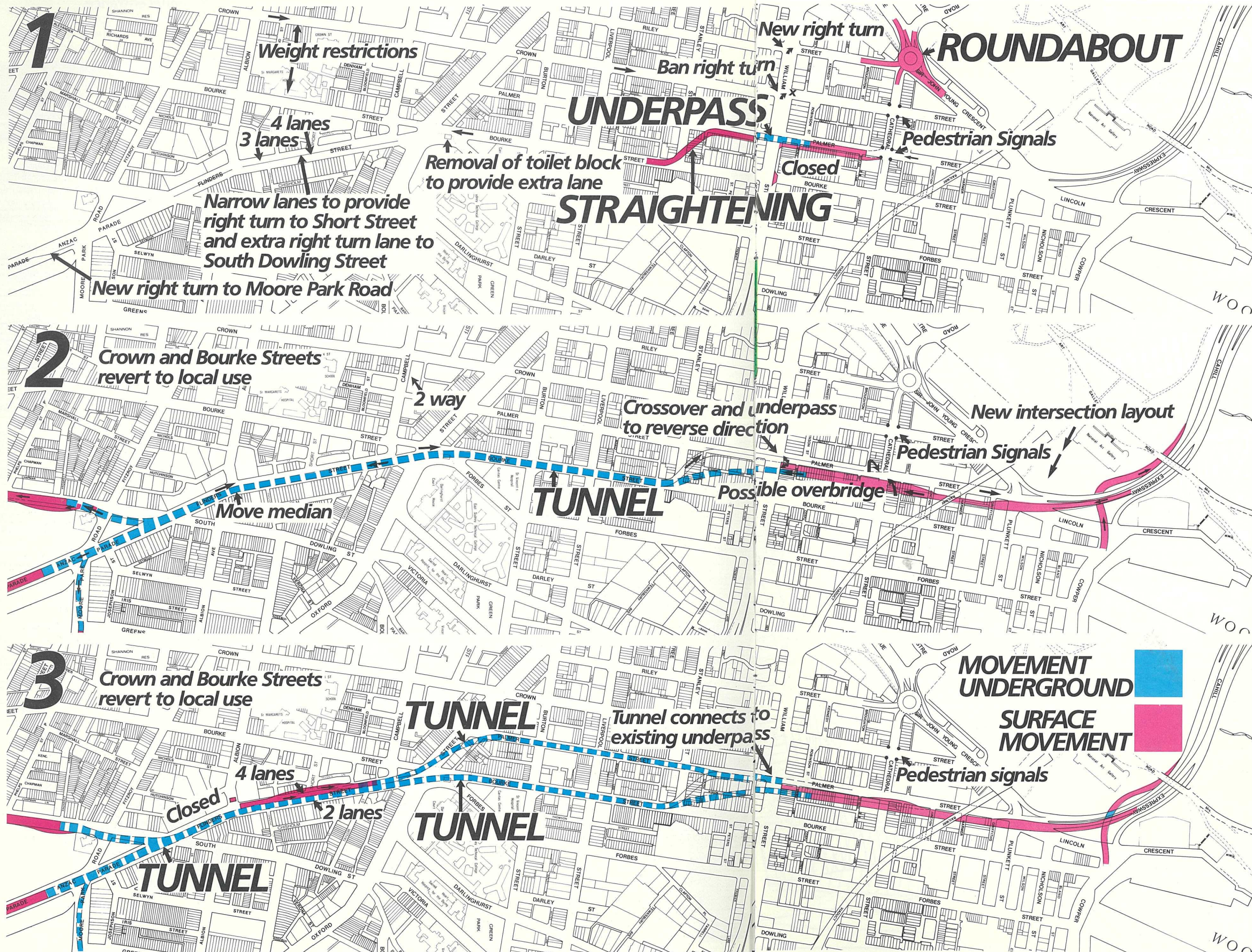


The completed scheme looking North

The solid yellow lines indicate the surface roads which will be part of the Twin Tunnel scheme.  
The broken yellow lines indicate the route which the tunnels will take.



# The Stages of Development.



## Stage 1:

The first stage of the new scheme will provide an underpass of William Street, at Palmer Street, for southbound traffic.

The bends between Palmer and Bourke Streets will be widened and straightened. There will be easier left hand turns into William Street and Oxford Street.

William Street traffic heading toward the Harbour will only be able to turn right at Riley Street.

A roundabout or traffic signals will be provided at Riley Street and Sir John Young Crescent.

Traffic congestion along William Street, Palmer Street and Crown Street will be significantly alleviated.

Stage 1 is scheduled for completion by 1988.

## Stage 2:

In the second stage, a Tunnel will be bored from a point just north of William Street near Palmer Street, through to Anzac Parade, with branches coming out directly onto South Dowling Street and Moore Park Road.

This will give southbound traffic heading toward the east, south east and south, including the airport, an uninterrupted flow.

Bourke Street and Palmer Street will then be used exclusively for northbound traffic.

Together with improvements in the phasing of traffic signals, this will significantly improve the flow of northbound traffic.

Existing busy streets, such as Crown Street, will return to the role for which they were designed — quieter, less congested local roads.

Stage 2 is scheduled for completion in 1990.

## Stage 3:

In the third stage of development, a tunnel will be bored from Flinders Street to connect with the underpass of William Street.

This will give northbound traffic an uninterrupted flow.

Surface roads will become quieter and less congested as they are used for local traffic movement.

Stage 3 is scheduled for completion in 1992.



# Property Impact.

While earlier proposals for the Eastern Distributor threatened as many as 800 properties, the preferred scheme requires the resumption of only 27.

418 properties will be released from County Road zoning.

326 of these properties are residential.

The impact to property of the Twin Tunnel scheme is thus very significantly less than the impact of previous proposals.

Disruption to community life in the area is also obviously minimised.

In practice, it is anticipated that the preferred scheme will lead to a significant revival of East Sydney.

The pockets of urban blight which have occurred along the "corridor" will give way to balanced development, including needed public housing.

Properties owned by the Department of Main Roads which are released by the preferred scheme can be sold or transferred to other authorities.

The maps on the following pages show in detail which properties are released and those required for the three stages of construction.

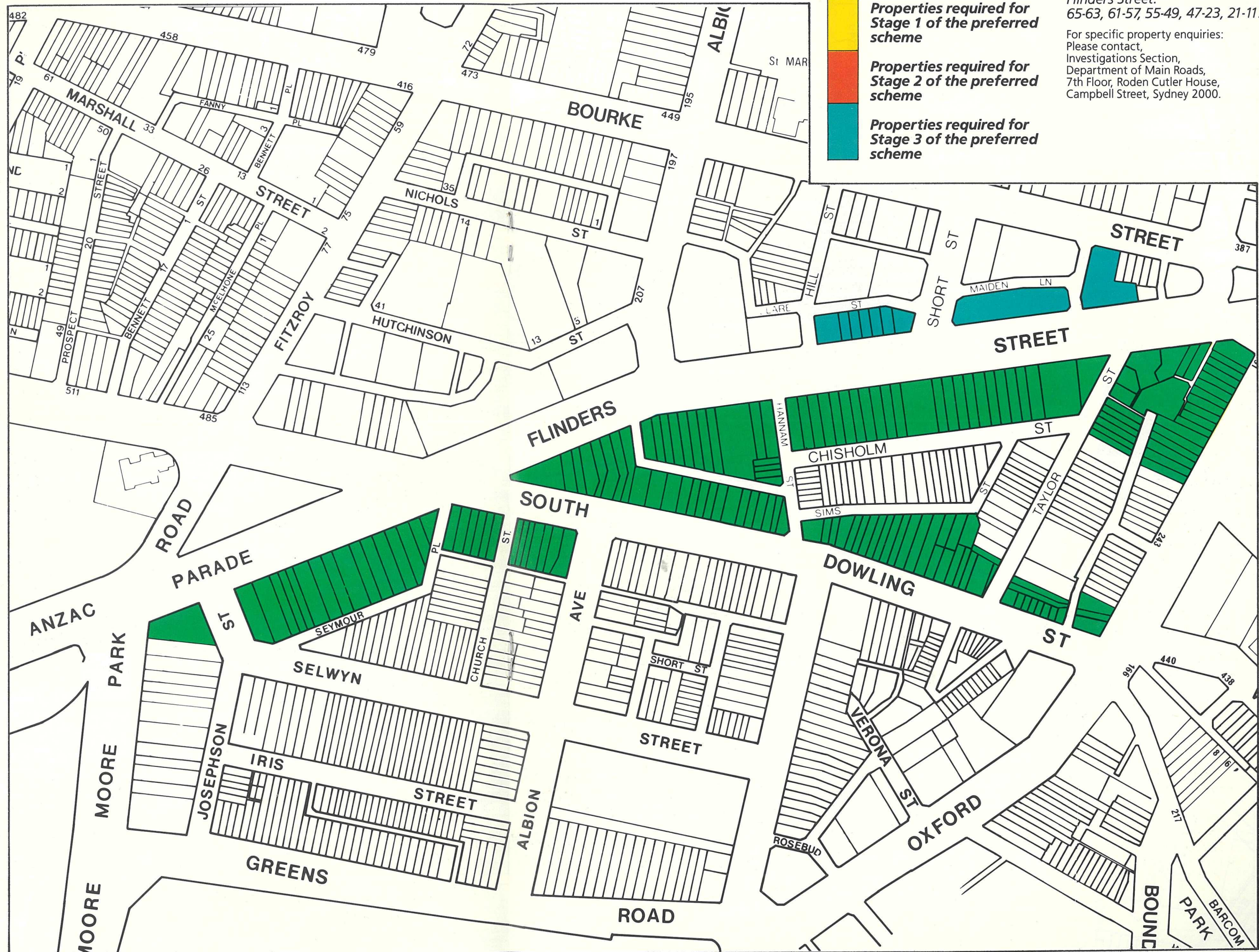
## Preservation

As is clear from these maps, the preferred scheme preserves most of the existing townscape.

Many properties of historical or architectural significance are saved. The physical fabric which is the basis of community lifestyle in the area is for the most part conserved.

Some of the properties preserved which will be of particular interest to local residents include:

- Taylor Square,
- Three storey town houses on the east side of Flinders Street,
- St Michael's Church on the west side of Flinders Street,
- Blacket's Presbyterian Church and its manse in Palmer Street,
- Terrace houses in Bourke Street, north of Stanley Street,
- four storey Edwardian commercial buildings on the south side of William Street between Bourke Street and Palmer Street,
- fig trees in Anzac Parade and at Drivers Triangle.



Properties released from County Road zoning by the preferred scheme

Properties required for Stage 1 of the preferred scheme

Properties required for Stage 2 of the preferred scheme

Properties required for Stage 3 of the preferred scheme

## Property Required for Stage 3:

Flinders Street:  
65-63, 61-57, 55-49, 47-23, 21-11.

For specific property enquiries:  
Please contact,  
Investigations Section,  
Department of Main Roads,  
7th Floor, Roden Cutler House,  
Campbell Street, Sydney 2000.



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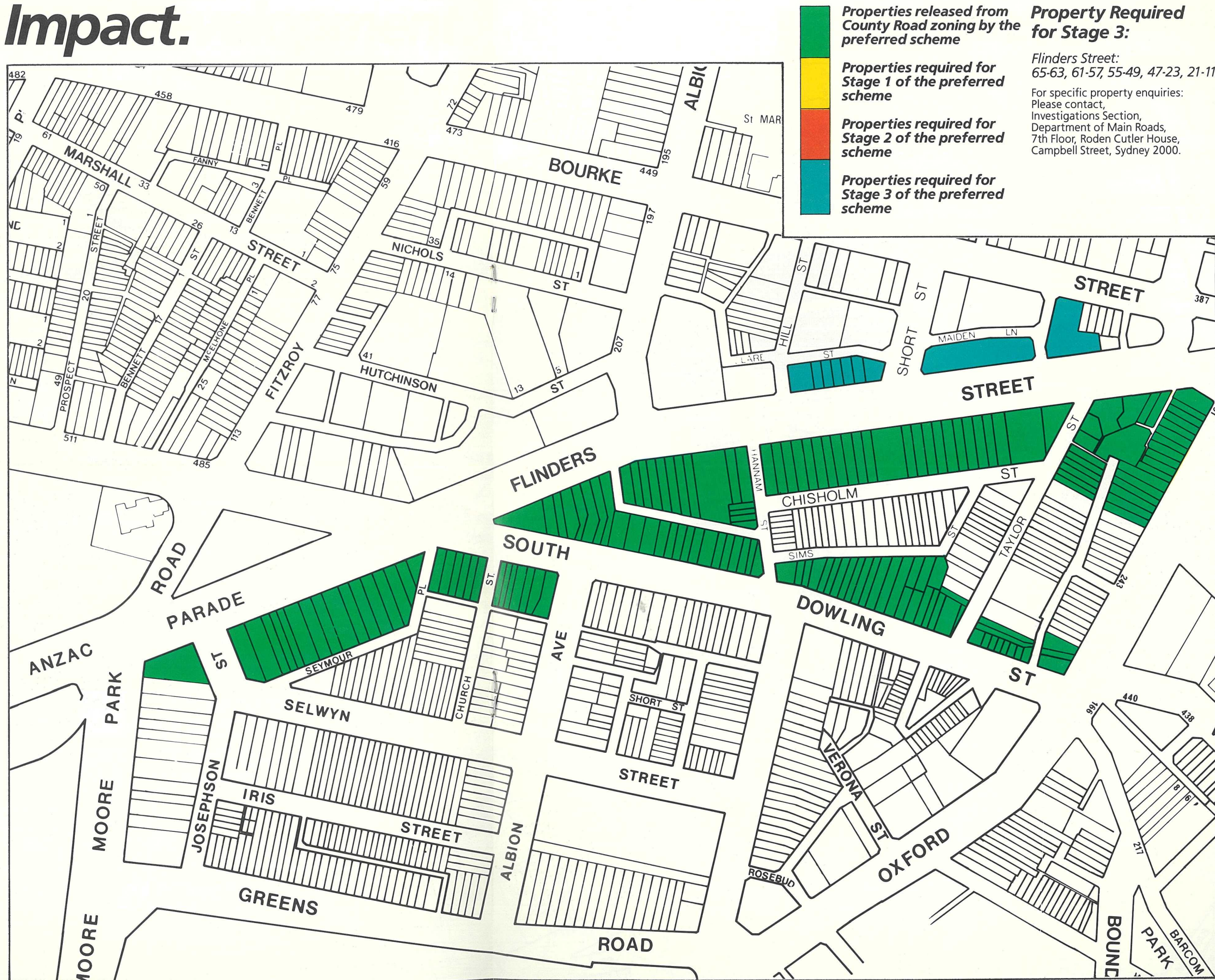
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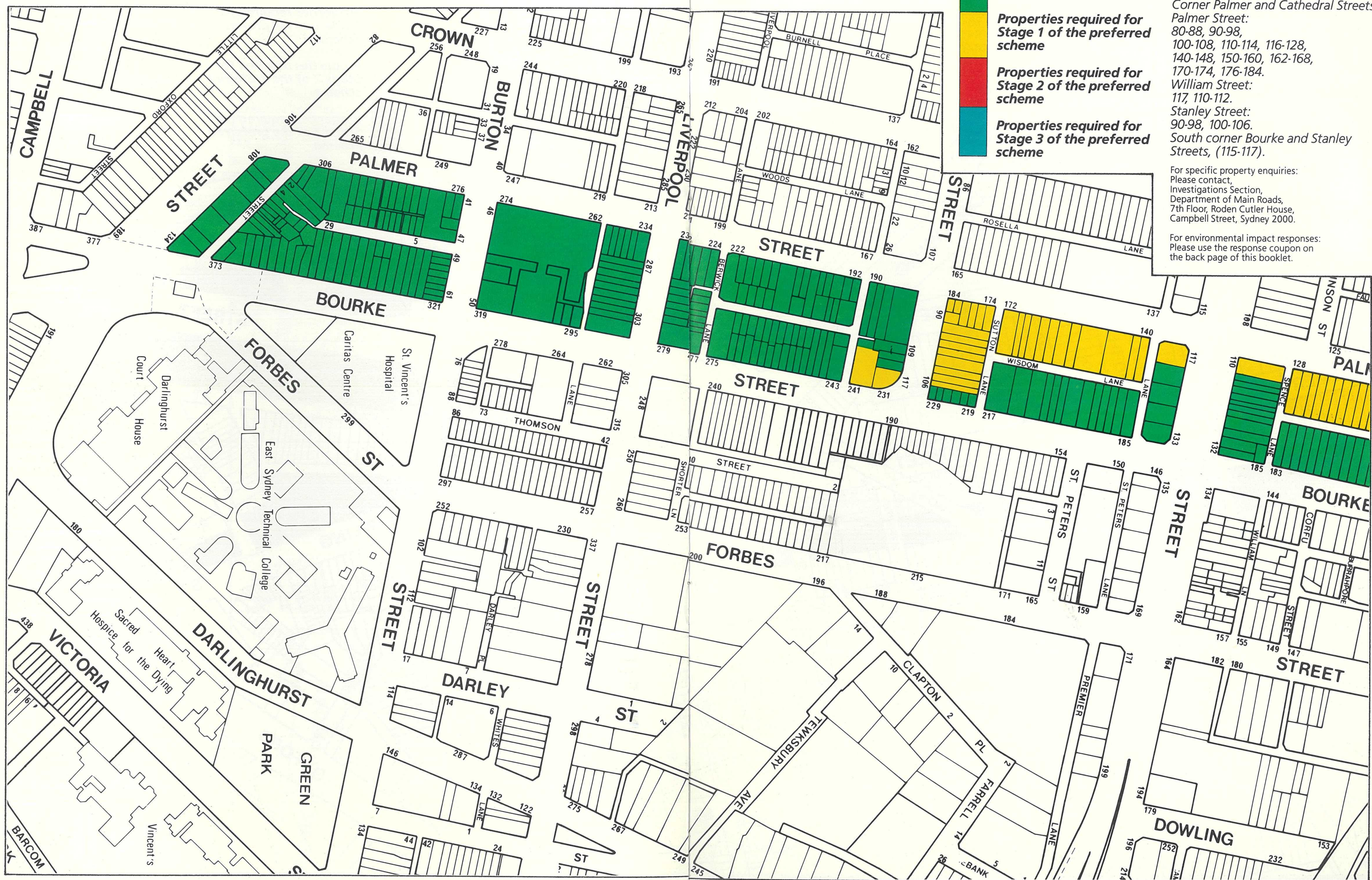
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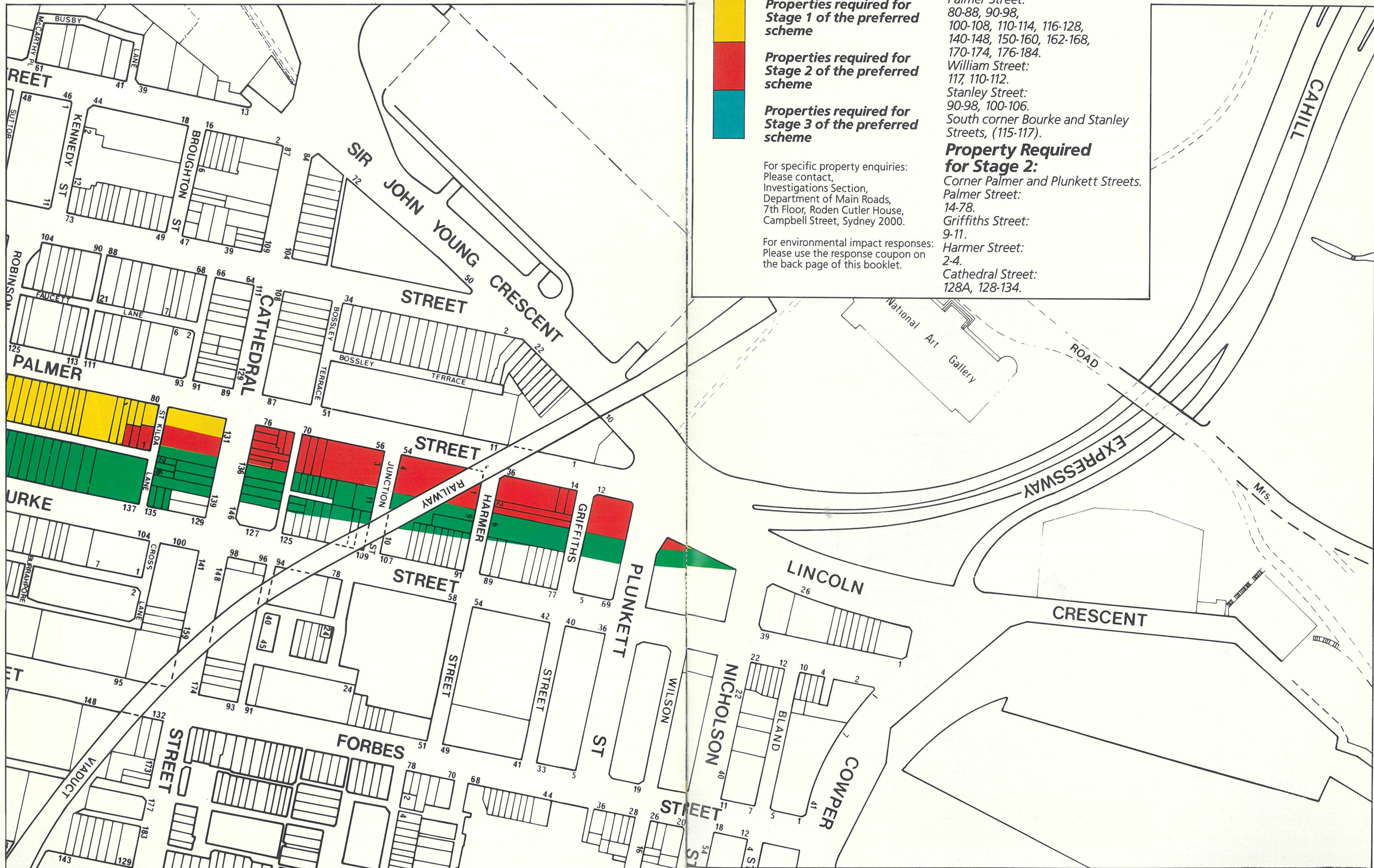
### Property Required for Stage 1:

*Corner Palmer and Cathedral Streets*  
*Palmer Street:*  
 80-88, 90-98,  
 100-108, 110-114, 116-128,  
 140-148, 150-160, 162-168,  
 170-174, 176-184.  
*William Street:*  
 117, 110-112.  
*Stanley Street:*  
 90-98, 100-106.  
*South corner Bourke and Stanley*  
*Streets, (115-117).*

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For environmental impact responses:  
Please use the response coupon on  
the back page of this booklet.





**Properties released from County Road zoning by the preferred scheme**

**Properties required for Stage 1 of the preferred scheme**

**Properties required for Stage 2 of the preferred scheme**

**Properties required for Stage 3 of the preferred scheme**

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170-174, 176-184.  
William Street:  
117, 110-112.  
Stanley Street:  
90-98, 100-106.  
South corner Bourke and Stanley  
Streets, (115-117).

**Property Required for Stage 2:**

Corner Palmer and Plunkett Streets.  
Palmer Street:  
14-78.  
Griffiths Street:  
9-11.  
Harmer Street:  
2-4.  
Cathedral Street:  
128A, 128-134.



DEPARTMENT OF HOUSING  
LIBRARY

Lucian Fawcett

**Laurie Brereton,  
Minister for Roads.**

DMR

# Department of Main Roads