



03 JUL 2006

Office of the Director General

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CSLIS

Mr Simon Johnston
A/Director
Joint Select Committee on the Cross City Tunnel
Parliament House
Macquarie Street
SYDNEY NSW 2000

Q06/74

JSC CROSS CITY TUNNEL

03 JUL 2006

RECEIVED

Dear Mr Johnston

Inquiry into the Lane Cove Tunnel

I refer to your letter of 22 June 2006, concerning questions on notice taken during the Inquiry into the Lane Cove Tunnel on 16 June 2006.

I am pleased to provide the attached responses to the questions raised.

As requested, I have also attached a corrected transcript of the evidence.

I trust this information clarifies these issues for the Committee.

Yours sincerely


Sam Haddad
Director General

30/6/2006.

Friday 16 June 2006

Questions not in square brackets have been drawn from the transcript verbatim. Questions in square brackets have been drawn re-phrased.

- 1) **[In relation to the application from the RTA to modify the Cross City Tunnel project] How many closures does that relate to in terms of that application [to reverse road closures in relation to the Cross City Tunnel]?**

Answer

The modification to the Cross City Tunnel approval relates to the reversal of two general traffic road closures. The remaining modifications relate to road facility changes to improve traffic efficiency.

As requested, attached is a copy of the RTA application to make the modifications. Further information can be found at the Department's website at www.planning.nsw.gov.au

- 2) **Would you enlighten the Committee on the process that occurred for the ramps to Falcon Street on the Lane Cove Tunnel? The Committee has heard evidence that their location altered. Would you run us through this process?**

Answer

Under the *Environmental Planning and Assessment Act, 1979* it is a matter for the proponent (in this case the RTA) to decide if any changes it proposes are consistent with the approved project. If a change is considered consistent by the proponent, then a formal modification of the Minister's approval is not required.

The Department understands that the RTA determined that the changes to the Falcon Street ramps were consistent with the Minister's approval and therefore a modification was not required.

- 3) **Has either Department [Planning and Environment and Conservation] been reimbursed out of the project fee for your costs associated with the project?**

Answer

While there is no prescribed fee for the assessment of major infrastructure projects, the Department has guidelines that assist in determining a negotiated assessment fee based on the capital value of the project.



File: 3M1128
Contact: Garry Humphrey 9218 6491

Mr Sam Haddad
Director-General
Department of Planning
GPO Box 39
SYDNEY NSW 2000

received 14 June 2006

Dear Mr Haddad,

MOD 74-6-2006

Request for Modification to the Cross City Tunnel Approval

I refer to your letter dated 6 June 2006, in which you set out the three categories of proposed changes which the RTA had been considering.

Since our meeting, the RTA has progressed the environmental impact assessment process and considers that the proposed changes, excluding change No. 9 (which has already occurred) and change No. 1 (which is being considered separately in accordance with Condition 288) are to be made the subject of an application for modification.

The Cross City Tunnel project is subject to the approval issued by the Minister for Planning on 3 October 2001, as substantially modified on 12 December 2002 ("Approval"). The Approval was issued pursuant to Part 5 Division 4 of the *Environmental Planning and Assessment Act 1979* ("EP&A Act").

As a result of amendments to the EP&A Act on 1 August 2005, and associated savings and transitional provisions, the Approval is now governed by Part 3A (Major Infrastructure and Other Projects) of the EP&A Act.

The Roads and Traffic Authority proposes to make the following changes to surface traffic arrangements:

- ◆ Reopening Drutt Street to general traffic running westbound between Kent Street and Clarence Street (No. 4);
- ◆ Retaining two right turn lanes from Elizabeth Street northbound into Park Street eastbound and not installing a new bus lane southbound on Elizabeth Street between Park Street and Bathurst Street (Nos. 5 and 8);
- ◆ Provision of an additional traffic lane eastbound along William Street east of Palmer Street to McElhone Street (No. 7);
- ◆ Removal of cycle lanes on Kings Cross Road eastbound between Darlinghurst Road and Ward Avenue and westbound on Craigend Street between Roslyn Street footbridge and Darlinghurst Road (Nos. 12 and 13);
- ◆ The following changes in and around Sir John Young Crescent:
 - Removing the seagull island at the intersection of Sir John Young Crescent and Cowper Wharf Road to allow direct access to the harbour crossings from Palmer Street/Sir John Young Crescent;
 - Reintroducing traffic signals at the intersection of Palmer Street and Sir John Young Crescent to assist efficiency of traffic flow;
 - Changing Palmer St from one lane northbound and one lane southbound between Sir John Young Cres and Cathedral St to two lanes northbound; and,

Roads and Traffic Authority
ABN 64 480 155 255

- Reinstalling a second right turn from the Cahill Expressway off ramp to Cowper Wharf Rd (Nos. 2, 3, 10 and 11); and,
- ◆ Providing an additional right turn lane at Queens Cross for a turning movement from Darlinghurst Road northbound into Kings Cross Road eastbound (No. 6).


This letter and the attached Report, comprise the RTA's application for modification of the Approval under section 75W of the EP&A Act. You will note that the attached Report includes:

- A detailed description of the proposed changes;
- An environmental impact assessment of the proposed changes, which includes an assessment of the impacts on operational traffic and an assessment of the impacts of construction and operational noise. These assessments have been undertaken by expert consultants; and,
- Recommended wording for the conditions of Approval to reflect the proposed modification.

Accordingly, pursuant to Section 75W of the EP&A Act, the approval of the Minister for Planning is requested to modify the Approval as outlined in this application.

Please do not hesitate to contact Garry Humphrey on 02 9218 6491 if you wish to discuss this matter.

Yours sincerely,


Mike Hannon
A/Chief Executive

14/6/06