

Representations Report
Proposed
Eastern Distributor

VOLUME 2B



Prepared by the
NSW Roads and Traffic Authority
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L061656

ANNEXURE 5

SUMMARY OF REPRESENTATIONS

Representations Summary

1. ROWAN Anthony

- Supports the proposal to alter traffic flow along Crown Street to two-way movement.
- All rights to compensation arising from the loss of value to the property at 27-51 Palmer Street, Woolloomooloo, as a result of the road proposal, are reserved.
- Finalisation of a redevelopment proposal for the site has been halted pending the outcome of the proposed construction of the Expressway.
- Right-hand traffic movement from William Street should be restricted to Palmer and Riley Streets, to relieve congestion on Crown Street.
- The presentation, appearance and treatment of the new roadway should respect the heritage area status and urban setting of Woolloomooloo, for example, by the use of ornate metalwork, appropriate colour schemes, pigmented concrete finishes, sensitively located "urban" trees, etc., in its construction.
- Full details of temporary arrangements for business operations and traffic movements during construction should be made public. Decisions to divert or alter traffic flows within and around Palmer Street could impact upon the potential viability of the business.
- Existing road grade of Palmer Street, adjacent to the site, should be retained, northbound and southbound, to achieve greatest exposure to the commercial operation of motor showroom and to minimise the impact of traffic upon the residential development of the site.
- Access for vehicles from the site and Bossley Terrace onto Palmer Street should be retained.

2. FRENDA G.A

- The Eastern Distributor will prevent through traffic through residential streets of Darlinghurst.
- As part of the traffic management plan for neighbourhoods adjacent to the expressway (to be funded by the RTA) it is suggested that Liverpool Street be closed to through traffic on the eastern side of the intersection with Bourke Street and that Forbes Street be closed to through traffic near the intersection with Clapton Place. The benefit of these two closures to residents would be to avoid the following effects of through traffic: noise and emission pollution; avoid accidents; stop street prostitution; separate commercial traffic from residential traffic; improve safety, including the dropping off and picking up of SCEGGS secondary school children; and decrease of drug use and crime associated with street prostitution.

ROADS & TRAFFIC AUTHORITY

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INFORMATION & REFERENCE CENTRE

3. LORIA Rosa (Dowling Street Residents Group)

- Concerned about the provision of a major alternate non-toll route alongside the Distributor (e.g. Bourke and Crown Sts), which will further impede the local areas and sever the area with two major road systems (north/south).
- Concerned about the combination of state road and motorway alongside each other in South Dowling Street.
- Concerns include: numerous residential street openings, the danger of weaving patterns, impact of jersey barriers between carriageways and speed options.
- Concerned about the visual impact of an eight-lane carriageway, just over 3 metres from residential property, with no provision for an environmental barrier of additional green space on the western side of the route.
- Concerned about the visual impact of the underpass and resulting traffic at the corner of South Dowling Street and Cleveland Street.
- Concerned about the lack of an alternate route for heavy vehicles away from highly populated residential areas.
- Concerned about the potential for hazard risks, due to increase in heavy vehicle traffic from Port Botany.
- Propose a tunnel directly linking the Sydney Harbour Tunnel with Dacey Avenue.
- Concerned about the close proximity of the route to a sensitive conservation and heritage area.
- Concerned about the impact of the construction phase on sensitive property in a conservation and heritage area.
- Concerned about lack of effective community consultation during the EIS process, including the lack of information on noise decibel readings, vibration readings, air pollution studies, traffic projections and percentage vehicle type, speed limits, elevation and cross-sections, ventilation and exhaust stacks, to allow the community to adequately consider the proposal prior to comment.
- Request that the community be given access to data and funding information, and that funding be provided so that the community can engage independent experts to examine the proposals, including the EIS.
- The community be given a further consultation period after the draft assessment report to allow the community to respond after submissions are received and any amendments made as a result of this.

- Concerned about the negative impact on the social fabric of community members of the inner city.
- Concerned about the social impact of the construction phase.
- Concerned about the degradation of the quality of life from the impact of increased noise, vibration and air pollution, especially in communities which already suffer from one of Sydney's worst pollution environments.
- Concerned about the impact to the ecosystem of nearby water bodies and water table.
- Concerned about wind tunnels.
- Request that due consideration be given to the proposal and that it must be adequately addressed and considered for the long term benefit of Sydney, not short term for Olympics 2000.
- Concerned about the capacity of the tunnels (two lanes in each direction) to absorb traffic merging from lanes into tunnels (eg two from South Dowling, two from Anzac Parade, one from Moore Park).
- Concerned about the lack of landscape plans suitable to the heritage architecture of Surry Hills, Moore Park.
- Concerned about the lack of sufficient green space within the carriageways, particularly South Dowling Street.
- Concerned about the encouragement of increased traffic growth, particularly Surry Hills and Moore Park.
- Concerned about the lack of planning to solve east-west traffic management, especially due to the projected population increase from 77,000 residents (1991 census) by 13,000 (Green Square Urban design competition) and the impact of visitor to FOX studios.
- Concerned about the impact of increased ambient noise to streets currently not effected and the impact of constant noise (24 hours/day) to residents along the route. Currently there are rest periods due to traffic light changes.
- Concerned about the loss of parkland, public space and amenity to the communities of Surry Hills and Moore Park (east Redfern).
- Request that there is no loss of parkland of Moore Park.
- Concerned about lack of provision for residential parking.
- Concerned about lack of major pedestrian routes.

- Concerned about access for the community to recreational areas.
- Concerned about the air pollution generated during construction phase.
- Concerned about the noise generated during construction phase.
- Concerned about the impact of the construction phase on soil disposal.
- Concerned about the impact of the construction phase on traffic.
- Concerned about the lack of sufficient time for community groups to adequately assess and evaluate the complex engineering and technical issues in the EIS, especially since there have been substantial changes and increases in traffic volumes and routes leading into the Eastern Distributor (primarily the Sydney Harbour Tunnel) since the 1985 EIS.
- Concerned about the threat to children due to the street (Dowling Street) being an alternative bypass to access the motorway.
- Concerned about the visual impact of the road bridges through Woolloomooloo. The bridges are considered as another "Cahill Expressway".

4. RUNCIE Neil Dr

- The display staff could not advise who would be reviewing the comments on the EIS before the EIS went on display. Questioned whether the RTA would be reviewing its own work.
- It is questioned what the present position is regarding the relocation of the Anzac Parade Anzac Memorial and about the relocation of the Frank Saywell Kindergarten. Would the Anzac Memorial be better relocated just north of Robertson Road in Anzac Parade and would the kindergarten be better relocated in the golf club house area?
- The sliplane from Moore Park Road going west and then south in Anzac Parade for the busroadway is questioned as to why it has not been incorporated.
- Other options for the busroadway have not been examined.
- Aspects of the Community Agreement about the Moore Park Busroadway have not been implemented. The recent success of bus priority operations at intersections suggests that this could be applied to Anzac Parade.
- Options should be considered to get buses out of parkland where they produce visual and noise pollution as well as safety problems but still attempt to give priority to public transport.
- Disappointed that the east/west link with a right hand turn from South Dowling Street to Moore Park Road is not in the current plans. The effect is to direct traffic through the Centennial Park precinct and also into Oxford Street. The turning bays in South Dowling

Street at Dacey and Cleveland going north direct traffic into the precinct and lower the quality of adjoining parklands (Centennial Park and Moore Park). The LATM addresses this problem but the RTA has provided to fail for upgrading.

- The existing proposal will involve undesirable tunnel stacking and impede the flow of traffic in Moore Park Road where the exit tunnel is west of Driver Avenue. The exit should be west of Driver to enable the Driver traffic to flow east and west unimpeded by the tunnel exit.
- It is questioned whether separate studies address the parking and traffic arrangements for the SCG and Fox and Centennial Park, both Park and precinct and whether they take account of the existing LATM and its logic?
- Concerned at the desirability of traffic exiting Greens Road going south to the SCG, Fox and Centennial Park will not be able to cut across two lanes of fast moving tunnel traffic to get to Driver Avenue, the effect will be to divert this traffic along Moore Park Road and into Poate and Cook Roads.
- It is considered that at present the Eastern Distributor exit tunnels in Anzac Parade would produce stopping in the tunnel because of the Gregory St exit from the busroadway. It is questioned whether this is a necessary option as there are other options. The effect is to continue the "Mickey Mouse" turning bay just beyond the Anzac Memorial and going into Moore Park Road and to induce undesirable cross traffic across the buslane into that turning bay.
- The RTA has failed to provide upgrading of the right hand turns into Anzac Parade at Lang and Moore Park Road.
- Concerned about loss of parkland in South Dowling Street to benefit through traffic, therefore consideration should be given to putting the tunnel along the whole of South Dowling Street to Todman. It is questioned what the economy of such an option is in terms of toll level and/or length of the recoupment period.
- If the tunnel in the proposal proceeds who will pay for acoustical and visual mounding to compensate and upgrade the quality of the adjoining parklands and has mounding been considered.
- Concerned regarding what action will be taken in the construction phase. The queries are is there action being taken to facilitate more direct routes such as Botany Road route from the CBD to the Airport, and implementing the Driver Avenue By-Pass or the modified Driver Avenue By-Pass. Also the arrangements at the Driver's Triangle seem unsatisfactory for short run and long run.
- It is questioned whether LATMS will be undertaken after the "event" and who is going to provide funding for the implementation of the LATMS.
- There is no proper account of east/west traffic flows in connection with planning for the Eastern Distributor.(Why?)

- There are a number of vital missing links connecting main roads in the plans on display before the exhibition of the EIS.
- Questioned whether the ten specialist background studies would be released with the EIS (on 11/11/96) with a month to make submissions as suggested by the display staff.
- There appeared to be no attempt to alert residents in the precinct (Moore Park/Centennial Park) that there was the opportunity to make comments to Rust PPK on traffic studies for the Eastern Distributor. There were some newspaper advertisements on the EIS for the Eastern Distributor but this is considered not to be satisfactory.
- The display staff at the display centre were unaware of State and local government reports that have been made, directly or indirectly, with traffic matters affecting the area between the Eastern Distributor study area and the Centennial Park Study area. There appears to be wasted effort in the many studies that have been made and it is questioned whether because they are incomplete and/or incompetent work?
- It is considered that the Eastern Distributor will be constructed (rightly or wrongly) and there is a need to ensure that it yields the best results for the community and not just for the month of the Olympic Games.

5. THOMPSON D Ian (South Sydney Council, Public Works & Services)

- Letters have been received by South Sydney Council from business operators in the Rosebery area who are concerned about the abolition of the right turn from Link Road to the Eastern Distributor and from the Eastern Distributor to Link Road. The Public Works and Services Department, South Sydney Council believes that the proposal will seriously restrict access to Rosebery area which has a mixture of commercial, warehouse, factory and residential properties. The proposal will inconvenience business operators and residents.

6. MANN T.J.

- Objects strongly to change of access via Link Road and request that any proposed abolition of right turn access at Link Road is reconsidered urgently. Motyjay Potteries rent premises on the corner of Epsom Road and Rosebery Ave, Rosebery and have just signed a new lease on the premises on the basis that delivery vehicles have access to the North and South Distributor from Link Road and many customers access the business from Link Road. Concerned that any change of access from Link Road will have a considerable detrimental effect on the business.

7. BROWNE Wesley

- Concerned about the repercussions which would arise with the proposal to abolish the right hand turn access from the Distributor into Link Road and the right turn access from Link Road on to the Distributor.

8. KAPELLAS Joe

- No proposed bus lanes are in place within the Distributor.
- Widen the Eastern Distributor and include two 24 hour bus lanes. Nine lanes merging into three will cause congestion and therefore not improving public transportation. Providing bus lanes will make people use public transport as it will be efficient and quick.
- Provide bus lanes along William Street and Park Street or a bus tunnel into Elizabeth Street. An option is to extend it into Town Hall Station so it can make connections with other buses and trains.
- The Eastern Distributor will not greatly benefit people coming in from Anzac Parade and going into Anzac Parade. It will cause traffic congestion for southbound traffic, and northbound traffic will be charged for the use of a 1.5km length of road.
- Provide an entry point into the Distributor from Anzac Parade and the bus roadway without being confronted with traffic lights at the Moore Park Road intersection.
- Provide an underpass along Anzac Parade and the bus roadway under three intersections similar to the South Dowling Street proposal. The intersections are: Cleveland Street/Lang Road, Robertson Road for southbound traffic and Alison Road. This will alleviate congestion until the traffic splits at the Alison Road underpass, where about 50% flows through Randwick and the other 50% flows through Kingsford. It will improve public transportation and provide value for money for South Eastern commuters using the Distributor. Another alternative is to provide the underpass along the bus roadway under Lang Road, Robertson Road and the Anzac Pde/Alison Road intersection.
- The proposal will encourage more people to drive and thus causing more congestion.
- The Eastern Distributor will not greatly improve public transportation to and from the south eastern suburbs and traffic problems along Elizabeth, Oxford and Cleveland Streets, and Anzac Parade will not be rectified.
- Include a bus stop station at Talyor Square for public transport users. This will allow all bus routes from the south eastern and southern suburbs to take advantage of the Eastern Distributor and make public transport attractive. The use of Flinders Street and Oxford Streets would be abolished, thus saving 15 minutes travel.
- Provide an underpass at Alison Road from the bus roadway to Doncaster Ave near the Randwick Racecourse. This will provide bus commuters from the University of NSW, Randwick Hospital, Kingsford and the other areas south of Kingsford with rapid transport to and from the CBD/North Shore. This would mean that there would be no traffic lights

from Doncaster Avenue and Anzac Parade intersection until the CBD/North Shore and will encourage people to use public transport.

- Provide a bus stop under each underpass along South Dowling Street. Access can be provided by stairs. This may alleviate buses having to get off the expressway to pick up passengers, thus improving travel times. The same should occur along the Warringah Freeway under Mount, Falcon and Miller Streets, providing for a wider choice of buses for commuters.
- If public transport alternatives are not implemented then it will lead to more cars, more pollution, fewer bus commuters and a poor advertisement for the Sydney Olympics.
- It is questioned why the Eastern Distributor will be tolled when the Glebe Island Bridge and Western Distributor is toll free. Extra fuel taxes and vehicle taxes are paid for road improvement but not one improvement has occurred for Eastern Suburbs residents. Residents will be penalised for a 1.5 km journey.

9. SPIRA Peter (Meriton Apartments PTY. LIMITED)

- The proposal does not allow residents of Meriton Apartments to have direct access to South Dowling Street. Instead they will have to travel via Joynton Street. It is felt that the intersection of Joynton Street with Epsom Road and Rothschild Avenue will not be able to carry the additional traffic from the apartments and other proposed residential developments that will follow the New Southern Railway and City South urban renewal strategy.
- It is suggested that additional ramps be provided to the Epsom Road/Lenthall Street underpass as grade separation at this location appears to provide a place to provide a full interchange with the Eastern Distributor.
- Concerned that the right hand connections between Link Road and South Dowling Street will be removed.
- Meriton Apartments is developing a complex of nearly 750 dwellings on Dalmenty Avenue off Epsom Road, Rosebery. At the time of approval local residents were assured by Meriton that traffic from the apartments would use Southern Cross Drive as a more convenient route rather than local residential streets to gain access to facilities and shops to the south. The Eastern Distributor proposal will not allow residents of the apartments to travel to the south of Southern Cross Drive and from the north will not have direct access from South Dowling Street to Link Road.
- Meriton Apartments recommend that all turning movements at Link Road or to/from Epsom Road/Lenthall Street are maintained.

10. ALEXANDER D.J.

- The issue of quality of life and general environmental amenity are ignored by the RTA. They appear to operate on the assumption that people have a threshold of noise, air pollution, visual pollution and safety threat to their lives which they may tolerably be subjected to. The RTA pursues strategies which exploit these tolerances rather than seeking creative solutions which avoid them all together.
- The need to complete the Eastern Distributor prior to the M5 East receives no mention. The M5 East is said to have a "limited effect on the Eastern Distributor" (paragraph 1, page 10-25) even though it is expected to generate more than 15,000 vehicles per day into the Eastern Distributor collection booths.
- Although the proposal is scheduled to meet the deadline the EIS offers no reasons why and no analysis of the traffic to be generated by the Games nor its effects on the existing road structure.
- The proposal seems costly, with few benefits.
- South Dowling Street is a grand boulevard to the city with scenic qualities and this appears to not have been understood in the proposal.
- More cost effective options include: making Cleveland St one-way east and improving traffic control sequence; widening and landscaping the western verge as a buffer to residential buildings; improving efficiency of all intersections; improving traffic flow by more one-way designation of nearby streets; installing roundabouts in nearby streets; providing an underpass for Dacey Ave; and utilising Anzac Parade for turning traffic.
- The objectives of to "create opportunities to improve the quality of life for residents workers and visitors to the eastern area of Sydney "and to"develop an affordable proposal in an environmentally and socially acceptable manner "are consequently disregarded in the EIS.
- The design has a purely commercial basis and is all about profit for the Airport Motorways. This design has been developed in such a way that its major guiding principle is to capture the maximum number of vehicles possible for processing through the tollgates. This is not touched in the EIS. The EIS reproduces the views and materials contained in the Airport Motorways original offer to the RTA (Volume 4)
- Many of the requirements of the Director General of DUAP have been ignored in the EIS as they were damaging to the proposal.
- There appear to be no subterranean obstructions to his Option 2, outlined in a previous submission included in Appendix F (Pre EIS Submissions) of Working Paper No. 1. One 300 bore sewer pipe laid within Busby's Bore may require relocation. An enquiry made to Sydney Water confirms clearance of the Ocean Outfall Sewer junction at the corner of Oxford and College Streets appears to be achieved. The College Street corridor is clear of services to facilitate the loading ramps.

- His Option 2 would appear to be a feasible alternative for EP & A Regulations purposes in terms of cost and environmental impact.
- Corrective option 2 "College Street option" is included in the pre-EIS submission which involves the deviation from the proposed alignment at Talyor Square down Oxford Street to Whitlam Square to College street and through the Domain . It follows the ridges and wide road reserves and park lands corridors of Hyde Park and the Domain, avoiding stratification of land titles and land acquisitions. The geology is hard sandstone and groundwater problems will be minimised. It allows integration of the City West Tunnel. The additional likely cost of \$30 million can be found from income of the proposed and integrated Market Street car park. This is not the option called W5 in the EIS. This option is not one of the 60 considered by the RTA and Leightons and has not been assessed as a feasible alternative. This should have occurred.
- Feasibility of the option includes:
 - Busby Bores does not interfere
 - Telstra service tunnel in Oxford Street is shallow and does not interfere
 - Bondi Ocean outfall sewer would require further investigation
 - Eastern Suburbs rail twin tunnel in the Domain. Indicates that at the cross over point , twin adjacent tunnel section is required to enable clearance. A Macquarie Street tunnel is not possible.
 - Junction with the existing Cahill Expressway Tunnel at the Domain will require the Toll Plaza to be located elsewhere (South Dowling Street) and some demolition of the existing portal will be required to the southern side of the wall. Staged works will be required to phase in traffic flow to the new tunnel, as well Macquarie Street on and off loading ramps.
 - This option will deliver vehicular traffic from and to the north and south through the city east. This option provides for closure of the Cahill Expressway and replacement with St Marys Road for city north to city east trips as toll free alternative.
 - Additional tunnel fan ventilation is required but a third stack is unlikely. Dispersal of polluted air is more effectively achieved in Phillip and Cook Park rather than the site at Stanley Street. Stack here could be reduced in height.
 - Any construction disturbance would only occur at the portals, shafts and ramps.
 - Unlike the existing services very few will need to be relocated, as the tunnel depth is only exceeded by the depth sewers of the BOOS.
 - The proposal is not suitable to the use of a TBM due to its square section for tunnelling. However it can be bored and later squared up with a road header. The Directors Requirements - Construction noise - draws attention to rock sawings as an alternative to breaking. The removal of the top portion of the tunnel section by road header leaves a

floor suitable for continuous length deep saw cuts and dimensional block removal. There is sufficient quantity of good quality stone, given its depth to establish a new industry and new product for the Sydney and surround market.

- Provides a table of the costs which would be \$49.8m with a cost differential of \$.8m (refer submission for detailed breakdown and analysis). RTA land assets are enhanced in value. The environmental impacts are reduced. The costs of the College Street option are not subjected to the uncertainties of long term traffic deviation, wet weather, bad ground and old existing services, unlike the proposal.
- Benefits of option -refer to 3.2.1 of previous submission "in defence of Woolloomooloo". Additionally this option would: remove the ambient noise from the Domain, Botanic Gardens, Woolloomooloo, Potts Point and Parliament House; Improves visual perception of the City East Region; Allows city to Elizabeth Bay Bicycle track and cycle parking Station; makes the city heart and cultural centre more pleasant, inviting and accessible for tourists.
- Option of Totally driven tunnel concept is presented. There is a need for a separate bypass of South Dowling Street, as it has unaddressed flooding problems, is not supported and will be vulnerable to the nature of the road/tunnel/toll plaza system and the toll maximisation principles. A bypass could be best achieved as a tunnel option of 2X2 lanes, preferably a driven tunnel to avoid the mess and disruption of cut and cover methods. The derelict ACI site is identified as a potential tunnel construction compound and stone recycling depot. This may be preferable to Moore Park site in terms of space, existing facilities and access to tunnel corridor and could be resumed on a short term basis with little inconvenience to the owner/developer.
- The likely cost of the total driven tunnel concept combined with the College Street option is \$234.8m.
- It is clear that route and site selection has not been undertaken as required (Attachment 3, Part B of Director's requirements). Over 60 designs were considered (6.4.1) and the College Street option was not one of these options. This option does not try to maximise toll which the Director General did not require.
- The South Dowling Street corridor is flood prone and was deeply covered and impassable during the November 1984 storms. Flooding of Moore Park Golf course has been a major problem due to the lack of natural drainage paths; recent construction of numerous deep rubble filled soaked pits has taken place. The EIS recognises these flooding problems but there is nothing in the proposal to correct those problems. Road runoff is to be increased. Tunnels can become inundated and there is no system where water can be pumped out to, due to the topographical factors, the water would simply come back into the tunnel. The removal of alternate routes due to trying to maximise the toll makes this situation unacceptable. This is a major flaw in the design and must be addressed.
- Tunnel portals must be kept well above flood levels and the Eastern Distributor in its entirety must be passable in a 1 in 100 year storm. The potential solutions are : 1. Amplify the existing drainage systems to provide at least a 1 in 100 year protection for the Eastern Distributor and its tunnels. 2. Place the Eastern Distributor in a continuous tunnel with

protals above the 1 in 100 year flood. 3. Not build the Eastern Distributor in this flood prone location.

- General Holmes Drive has three lanes and can not cope with the exisiting traffic. With four lanes the occurence of stoppages on the Eastern Distributor could only be expected to increase.
- The proposal requires the elimination of break down lanes. It provides in some cases break down bays at intervals. Several people have been killed o nGeneral Holmes Drive while changing tyres, due to the absence of a break down lane or bay.
- The noise form the current Cahill Expressway is a problem in the Domian and the Wolloomooloo Baisn. It is not at the threshold maximun but is unpleasant. It is disruptive to the Domain, speakers , Botanic Gardnes and st Marys bell recitals and possibly Parlaiment HOuse. This is not adressed in the EIS and the current propsal will exacerbate the problem and its has been ignored.
- Supports no toll. The elimination of toll payment and funding by income generated by increased vehicle registrations and fuel taxes is supported by the Director-General's Guidelines, Attachment No.2
- The design principle of maximising the toll take is an obvious flaw. It focuses on singular rout prinicple, cripples inner city accessibility. The design encourages toll maximisation by: minimising toll free alternatives by reduction of exisiting carriageway capacity to single lane parrallel parking impeded routes, with clearways removed: close streets which are potential toll free routes; occupy South Dowling Street with the orbital road, leaving only access road with funnelling to the Eastern Distributor; Locating the northbound entry tunnel portal opposite the cricket ground and Sydney Football Stadium to capitilise on the take in that location and contribute \$65m to the M5 east to ensure that the diversion of traffic into the Eastern Distributor toll booths.
- Toll elimination is preffered.
- The propsal by being tolled inflicts on teh City East Region a major loss of accessibility, makes residnets subject to a toll for local trips al becuse of toll maximisation. In doing this the transport system has been placed in a vunerable situation. Failure to provide a dual or plural system measn that the following impacts wil occur:
- Accidents on the ED with no breakdown lanes, flooding of South Dowling Street, human acts of anarchy or violence, spills of liquids, structural failure of the Eastern Suburbs Viaduct at Woolloomooloo, complete tunnel closure will be required on an ongoing basis; abandonment of the Sydney Harbout Tunnel at the end of its design life will result in corrosion of steel reinforcements.
- The Director General's requirements Attachment 2 EPA Extra categories set out requirrmnts to prevent unretrained growth in vehicle ussage. The current proposal encourages growth. Public transport deffceicincie are now too large.

- The lessons learnt from past mistakes such as the elevated roadway at the Quay, the severance of the Domain, the location of the Harbour tunnel and the monorail are apparently unlearned. The ED is set to repeat these past mistakes. The EIS covers major effects.
- The proposal for the on load ramp at Spence Street involves the demolition of four substantial and historical buildings and one historic lane way ie Spence Lane.
- The onload ramp at Spence Lane off Bourke Street is better located off William Street near the proposed ramp in Palmer Street. The 1985 proposal failed to recognise Busby's Bore but stage 1 was built (the William Street underpass). The other two stages were then aborted. The current proposal is about finding a use for this redundant structure. There is no need to do so. The underpass has already paid for itself and has commercial uses other than roads. It can be used for parking, storage, access, services of ancillary uses for a new adjoining development. The area of land consumed by the proposal is large and can not be justified given the scarce nature of the resource in this area. There are feasible alternatives that do not have such a profound effect on land resources.
- The proposal breaks established promises by the RTA and DMR that Bourke Street, Woolloomooloo would not be effected. The sale of adjoining land to the Department of Housing and its current development was undertaken on this basis.
- The proposal will cause both north and south bound traffic to increase dramatically in Bourke Street, bringing noise, pollution, loss of pedestrian safety (both young and aged in the Department of Housing) along with general loss of amenity.
- His Option 2, outlined in a previous submission included in Appendix F (Pre EIS Submission) of Working Paper No.1, would see an additional construction cost of \$25m. His Option 2 would also lead to a realisation of RTA land assets to the value of \$35m, thus giving a net financial saving of \$6m.
- A 50 year tunnel crown support life is offered by Airport Motorway. This short life indicates a general intention towards cost cutting construction. The EIS does not observe this aspect. Airport Motorway do not have an interest in the longevity beyond its period occupation, the people of NSW do however have such an interest especially in this vital aspect of construction. A life of 100 years at least should be expected.

11. HAYES Thelma

Form type A

12. NICOLS John and Jeanette BROKMAN

- The threat to children on Ridge Street being a bypass to access the motorway.

13. CARTWRIGHT Peter and Lilian

- The proposal will result in loss of parkland and public amenities.
- Suggested extending, instead of reducing Moore Park across half of South Dowling Street.
- Restrict the use of side streets through Surry Hills as an alternative route.
- Extend the tunnel from the Sydney Harbour Tunnel to Dacey Avenue to reduce noise and pollution and the visual impact of another "Cahill Expressway".
- Considered that Rust PPK have not consulted effected communities widely and have not provided figures on vehicle movements, noise levels, pollution levels, the increase of population wihtin a 5km radius of Green Square station or increased east/west traffic due to the Fox Studio.
- The proposal will result in increased pollution.
- The proposal will result in increased noise levels.
- Concerned that the proposal will result in increased east to west traffic congestion especially when the Fox studio complex is taken into account .
- Concerned that South Dowling Street will be replaced by an M4 type expressway.
- Concerned regarding the visual impact of proposed road bridges in Woolloomooloo and the view from the area around the Art Gallery.
- Ensure that east/west traffic flows smoothly.
- Concerned that due to the proposal that large trucks and other vehicles will use nearby streets and suburbs as an alternative route.
- It is preferable to increase the toll by 50c to enable the following to happen: extension of the tunnel, extension of Moore Park, restricting the use of side streets through Surry Hills, ensuring that east/west traffic flows smoothly, retaining city heritage rather than what is considered to be "cheap", "shoddy" and "short sighted".

14. ANONYMOUS (Residents of Lenthall Street)

- Residents of Lenthall Street are concerned that drivers avoiding the toll on the Eastern Distributor will use the street, thus increasing traffic congestion.
- Residents want the partial closure of Lenthall Street and call on the RTA to withdraw their objection to this proposal or fund Lenthall Street as a regional road.
- If Lenthall Street is a local road and does not carry significant inter-regional traffic then partial closure cannot generate congestion on South Dowling Street.

- Residents ask that care be taken when planning the location of toll booths so as not to increase traffic volumes on adjoining streets by drivers seeking alternative routes to avoid paying the toll.
- Residents believe that the Eastern Distributor will place increasing pressure on the east-west traffic movements across South Dowling Street. Proposals published in the media show that bridges and tunnels will be built to accommodate east-west traffic movement at Fitzroy Street, Cleveland Street and Todman Avenue, permitting greater east-west flow along the identified arterial routes.

15. CHURCHLAND Dawne

Form type A

16. NEILSEN Warring (BizWatch Port Botany Business Group)

- Concerned that there is an efficient road and rail system which provides the necessary access to and from Port Botany, to provide cost effective transport of containers and bulk liquid and to ensure that New South Wales Ports remain competitive. Bulk liquid growth will be steady over the next 10 years, while container growth will grow significantly to approximately 1.8 million containers by the year 2020.
- The areas which need to be considered for transport of containers and bulk liquid are: blocking of dangerous goods vehicles using General Holmes Drive through the Airport Tunnel; interface of Mill Pond Road; Southern Cross Drive Via Wentworth Avenue or Foreshore Road; Access to M4 and M5 and use of Botany Road.
- BizWatch Port Botany Business Group urgently seek consultation to ensure their needs are understood and incorporated into the proposed scheme for the Eastern Distributor as their activity has a significant impact on the surrounding road system.
- Poor road access to Port Botany has lead to Port Traffic using suburban streets of local government councils and will continue to use local roads until planning is put into place.
- The Port generates a total of 2,400 daily truck movements on avergae over the year, with this figure rising to approximately 4,300 by the year 2000. Trucks will use local roads until planning is put into place.

17. MILANI M

- Concerned about the problems associated with merging traffic from Anzac Parade, South Dowling and Moore Park into two lanes into the tunnel.
- Concerned about the clearway restrictions created along the morotway and how these would affect the chaotic parking problems which already exist in the area.

- Concerned about the lack of effective community consultation in the community office, including the lack of information on noise and fume pollution levels, speed limits, numbers of lanes to be constructed, service road requirements, noise barrier erections.
- Concerned about the lack of effective consultation with the local residents. Should be contacting those who live in close proximity to the motorway.
- Concerned that road bridges and hanging roads will destroy the architectural and social life of residents at the Woolloomooloo end of the motorway.
- Emphasis of planning should be on the effects on the local and community residents, the social conditions created and the environmental disaster that would ensue if the project proceeds as it is currently outlined.
- Concerned about the destruction of heritage and period homes along the motorway by fumes and grime.
- The community should be given further time for consultation after the draft assessment report and to respond to the EIS report and amendments.
- Concerned about the lack of protection from noise levels for residents along the proposed motorway.
- The motorway would create another "Parramatta Road" dilemma.
- Wants to know where the "service roads" are for residents in South Dowling Street in the proposed motorway.
- Believes the tunnel should be extended from the Sydney Harbour Tunnel to the proposed exit in Dacey Avenue.
- It would be cost effective if the tunnel is placed under Moore Park - a cut, construct and fill operation.
- Residents will have to cross a motorway with 10 lanes of traffic to get to Moore and Centennial Parks, Fox Studios, the Football Stadium, etc.
- Concerned about the loss of parkland, particularly Moore Park.
- The proposal will be an environmental disaster for local residents, especially those facing South Dowling Street.
- Concerned about the impact on the ecosystem, i.e. drainage into waterways, etc.
- Concerned about the lack of provision of "green space" between the carriageways, particularly along South Dowling Street.

18. PETRO Violette

- Concerned about the impact which the proposal will have on children mentally and physically.
- Residents of South Dowling Street are already disadvantaged due to lack of parking facilities in front of residences and long clearway periods and from traffic.
- Concerned that the proposal will turn South Dowling Street, which is the face of Sydney, into an eyesore.
- Concerned that the proposal will encourage an increase of traffic growth overall, particularly East Redfern and Surry Hills.

19. SAMEK Peter

Form type A

20. FREEMAN Peter

- Ensure that the positioning of tunnel access ramps in Moore Park Road continue to afford residents in the area adjacent to Greens Road full access to the Centennial Park/Moore Park area.
- According to the proposal, turning right into Greens Road from Moore Park Road, turning right from Greens Road into Moore Park Road, and turning right out of Moore Park Road into Drivers Road will no longer be possible.
- There is a need for the local community to have ready access from Greens Road, Paddington to the Centennial Park/Moore Park area.

21. GRYGIEL Elizabeth

- Would like to know the details of the submission South Sydney Council intends making in respect of the EIS for the Eastern Distributor in particular, its effect on the residents of the Woolloomooloo area.
- Feels that South Sydney Council has chosen to neglect the interests of Woolloomooloo residents.
- Appreciates that the Eastern Distributor must go ahead, but questions the quality of life for the residents of Woolloomooloo when it is completed.

22. BELL Andrew and Joanna BIRD

- Concerned about the effect of increased traffic on Crown and Cleveland Streets by cars leaving the Eastern Distributor at Cleveland Street to avoid the northbound toll.
- Concerned about the closure of Bourke Street and the consequent diversion of large amounts of traffic into residential streets such as Crown Street.
- Want to know what South Sydney Council are going to do to lessen the impact of the Eastern Distributor on the local residents of Surry Hills.
- What will be done to prevent Crown Street from becoming a major thoroughfare that dissects Surry Hills.

23. PLACKSON Dennis and Jackie EVANS

- Tunnels located in the Cahill Expressway area would replace the need for a ten-lane freeway involving flyovers, pylons and demolition of RTA buildings.
- Tunnels in northern end of Cahill Expressway would see the utilisation of unused land and lessen the impact on Cathedral Street and Woolloomooloo residents.
- Locating tunnels in the Cahill Expressway precinct would decrease traffic levels.
- Locating tunnels in the Cahill Expressway precinct would free up RTA plots of prime real estate in Palmer Street Woolloomooloo for further development, as opposed to wasting them on road lanes.
- Under the proposal, Palmer Street, Woolloomooloo, is being asked to take treble the volume of traffic, both north and south bound. Traffic is already at saturation levels.
- It is unfair to propose a ten-lane highway in a residential area such as Palmer Street, Woolloomooloo, especially when more residential projects are in progress.
- The proposed ten-lane highway at Palmer Street, Woolloomooloo, would run next to the support pylons of the Eastern Suburbs Railway line. This dangerous situation must be considered.
- The proposed ten-lane highway from Palmer Street, Woolloomooloo, to William Street would scar the face of Sydney.

24. ANONYMOUS (Woolloomooloo Residents Without Cars)

- Residents will be blocked in on three sides if Eastern Distributor goes through Woolloomooloo as planned. They will lose easy access to the City, Art Gallery, Botanic Gardens, etc.

- Residents have become aware that there are proposals to by-pass of Woolloomooloo altogether. They would support this plan, rather than only trying to stop the location of toll booths in the area.
- Access to Kings Cross, trains and shops is already difficult
- Inadequate public transport facilities, with only one bus route (311) serving the residents.
- Residents already have pollution problems from Palmer Street traffic and Woolloomooloo's "gully" location.

25. CHESSELL Susan

- Sees the proposed elevated freeway as a cheap and nasty solution that will become an eyesore and will be regretted in the future.
- Elevated freeways such as this have been discredited in Asia and the United States.
- Would like to see the development underground or in a tunnel in residential areas.
- Concerned about the location of two toll stations in front of the Domain apartment block on Sir John Young Crescent.
- Concerned about the increase in noise and fumes in a residential area as traffic halts to pay toll and then roars off.
- Erection of toll stations in this area necessitates a widening of the freeway, leading to a huge increase in noise.
- Asks if there is a non-residential area where toll station could be located.
- Concerned that the centre of Sydney will be split by the freeway.
- Believes that the proposal will cut an historic area with great potential in half.
- Believes the easy access that Woolloomooloo residents have to the city, King Cross and the waterfront would be severely curtailed.
- Believes the proposal denies pedestrian access around the Woolloomooloo area.
- Problems arising from the freeway being directed down what is now an average-sized suburban street.
- Believes community consultation was inadequate. The telephone number quoted on the Eastern Distributor brochure and in the Sydney Morning Herald in the Preliminary Concept

Design (9699 4106) was not answered and that this was a deliberate policy to cut down enquiries.

- No attempt has been made by the planners to consider the impact of the proposed development on the residents of the Woolloomooloo area.
- Believes the proposal will create a ghetto on the edge of the city (Woolloomooloo). The increase in homes for sale in the area shows that the well-heeled are on the move because of the proposal. What sort of society will be left?
- Seems that the proposal is a quick fix for the Sydney 2000 Olympics.
- Concerned about the health of residents if toll stations are located in the area. Toll stations add to a build up in traffic emissions.
- Asks if studies have been undertaken on the health aspects of the proposed development.

26. FLEMING P Jon

- The current plan does not take account of community concern for parking.
- Insufficient time of EIS.
- The Olympics are favoured but the Eastern Distributor is seen to be a short sighted option to slightly alleviate a temporary traffic problem.
- The plan does not take account of noise levels.
- No provision for a green space between the motorway and homes.
- No landscaping plans
- Does not take account of resident safety
- The plan does not take into account community concerns.
- Concerned that the Eastern Distributor will affect heritage homes built around 1883 in the location of South Dowling Street. The homes will be damaged by the increase of cars and trucks due to vehicle emissions/contaminates and vibrations.
- Does not take account of community concern for loss of Moore Park section

27. O'REILLY Ross, Jennifer, Natasha & Sean

- Concerned that there is a loss of parkland, public space and amenities to the communities of Surry Hills, Moore Park, Paddington, Waterloo and Kensington.

- The proposals must be adequately assessed and consideration for the long term benefit of Sydney, not the short term for Olympics 2000.
- Concerned that there is a lack of planning to cater for the impact of visitors to Fox studio, football and cricket venues.
- Concerned that there is not a proposal to link the Sydney Harbour Tunnel to O'Dea Avenue, exiting onto Southern Cross Drive.
- Concerned that there is minimal access for the community to Moore Park.
- Find long term acceptable solutions to parallel traffic corridors for hazardous chemicals, and traffic management during the construction period.
- A plan to manage the East - West traffic flow is required.
- The alternate traffic routes where people have parked their cars on the street outside their residences for years will suddenly be unable to do so.
- Concerned about the impact to the quality of the ecosystem of nearby water bodies and water tables.
- Concerned about the lack of landscape plans suitable to the heritage architecture, particularly of Redfern, Surry Hills and Moore Park.
- The community be given access to data and that funding be provided in order that the community engage independent experts to critically examine the proposals including the EIS.
- The community be given a further consultation period after the draft assessment report.

28. EVANS Jackie (Kidmans & Environs Group)

- Concerned regarding the impact of the proposal on the physical and mental wellbeing of Woolloomooloo residents and how people can live adjacent to a 10 lane highway. It is considered to be a gradual erosion of a nurtured lifestyle.
- There is concern of the large population of elderly citizens using the overbridges and crime occurring on the overbridges.
- Concerned that property values in Woolloomooloo will decrease if the proposal proceeds.
- Considers that the proposal is a fast track option and bandaid approach for the Sydney Olympics to provide a solution for the city's transport and traffic problems for this one event. Questioned how the project fits for the City of Sydney into the 21st Century.

- Concerned that politics and economics are driving the project in the short term and appeals to government ministers and council officials to stop and consider the long term effects of the proposal on the inner-city environment.
- Woolloomooloo is a historic precinct which contains heritage listed properties such as Kidmans Terrace (National Trust Listing). The NSW Government is bound by law regarding heritage issues to examine the accumulative impact of the Eastern Distributor on the back of the Kidman Terrace Houses.
- Concerned about the impact of a 10 lane highway close to the heritage area, including vibrations from increased traffic impacting on houses.
- Concerned regarding the impact of the proposal on heritage properties in Kidmans Terrace including vibration and property values as the owner/occupiers have restored the cottages through their own financial resources.
- Concerned regarding the severance of Woolloomooloo from the CBD and social and cultural networks due to the proposal.
- Neither option A or B (pre-EIS) is supported for resolving transport problems, as it is consider that they will leave the inner city communities to live with an environmental disaster forever.
- Concerned regarding the visual impact of pedestrian overbridges in the Palmer Street-Woolloomooloo section and the visual impact of a 10 lane highway in the inner-city.
- Considers Woolloomooloo to be unique with community style atmosphere with a low percentage of private vehicles per capita by state averages. Considers that the proposals will having a devastating effect on the community atmopshere and lifestyle. Those without cars and therefore environmentally safe are "dismayed" that they should suffer the consequences of the proposals.
- Urban dwellers are the environment (as important as Moore Park fig trees) and shuold be given just consideration within the fabric of the Eastern Distributor proposal.
- The inner-city precinct and socio-economic cross cultural balance should be preserved.
- Questions why the fragile fabric of the old inner-city area should bear the brunt of high levels of traffic noise if the proposal proceeds.
- Transport is an issue for elderly residents in Woolloomooloo where it is considered that taxis are already reluctant to come into the area. There is concern regarding the incovenience and cost of taxis having to bypass a 10 lane highway.
- Cathedral Street is the main pedestrian route into the city. Pedestrian overbridges, even though ramped, make the route longer.

- For the Woolloomooloo-Palmer Street section start the tunnel from the Cahill Expressway Precinct. Not opposed to a tunnel.
- Since the Harbour Tunnel has been built, Palmer Street has absorbed the resulting increase in traffic to a figure in the area of 10K vehicles per day. Residents are already feeling vibratory impacts of the increased traffic through their homes and are concerned that they will increase with the Eastern Distributor. Palmer Street is a residential street with more residential projects in progress.

29. CAPON Edmund (The Art Gallery of New South Wales)

- Proposal is a threat to people's enjoyment of the Art Gallery, Botanic Gardens, and Domain.
- Considers there will be loss of amenities, in terms of view, noise and environmental disturbance as a consequence of the proposal.
- Believes consideration should be given to the alternative scheme put forward by The Lord Mayor of Sydney for the harbourside area outside the Gallery and adjacent to the Botanic Gardens and Woolloomooloo.
- Believes that Sydney will be on show to the world during the 2000 Olympics. The proposal as it stands will have a negative long-term impact on the city.
- In discussions with the Botanic Gardens, the proposed developers of the finger wharf and others, the Art Gallery have mooted the idea of throwing a slab over the roadway, from the present bridge down to Sir John Young Crescent. This would help unite the area around the defunct oil tanks with the gardens proper and thereby the Domain and the City.
- Sees current proposal as completely lacking in imagination and real thought in terms of urban planning. The plan is a superficial and purely functional response to a major and difficult project.
- Recognises that the roadway must be built, but urges a more agreeable, effective and less destructive solution be found by engaging the most imaginative urban planning minds.
- Concerned about the alienation and severance of Woolloomooloo from the City, Gallery, Domain and Botanic Gardens.
- Concerned about the effects the tollway might have on the high standards of care, security, climate and environmental controls the Gallery must maintain on its own and its loaned collections. The international status and reputation of the Gallery may be jeopardised if there are any lapses.
- Concerned about the scale, location and visual impact of the toll booths. Does it have to be that big?

- Location of toll booths immediately beneath the Gallery's outdoor cafe, with constant stopping and starting of vehicles, would impact on visitors' enjoyment.
- Eastern Distributor is seen by many as another Cahill Expressway.
- The proposal will have a negative impact upon the historic and cultural significance of the foreshore and the area around the Botanic Gardens and the Art Gallery.
- Concerned about the adequacy and visual impact of the noise pollution sound barriers being suggested.
- Concerned about the impact of pollution and noise on "inner-city beauties" (foremost among these the Botanic Gardens and the Art Gallery) that a harbourside tollway would have.
- Concerned about the adverse impact on the Gallery's climate and environment control.
- The gallery has hundreds and thousands of visitors, both local and overseas. There is deep concern about the detrimental visual impact a harbourside tollway will have.
- Concerned about the visual impact if the tollway is raised above its present levels.
- Concerned about the scale, location and visual impact of the control tower.

30. BOYD Michael and Pamela JACK

- Will residents of nos. 2-32 Moore Park Road be able to park on the northern side of Moore Park Road between Flinders Street and Greens Road during and after construction of the Eastern Distributor?
- Will the Eastern Distributor result in more traffic using Moore Park Road, either outside their residence or further to the east of the proposed portal?
- To what extent will Moore Park Road carry more traffic than it currently carries as a result of the construction of the Eastern Distributor?
 - To what extent will traffic flow in Oxford Street be affected?
- Wants to know if it is possible to create an entrance portal near the exit portal in Greens Road, as this would further reduce surface traffic in front of their residence.
- Are pleased that the exit portal is now near Greens Road and away from the houses.

31. HUDAK John

- Seeks an extension for the submission period for the EIS to mid February 1997. This will provide for a better consultation process. The current timetable is aggressive and produces a climate where things are rushed.
- Requests that option one and two for Dowling Street is included in any part of the planning process for the Eastern Distributor. These options should be included in the Environmental Impact Statement.
- Requests funding for a consultant to assist the Dowling Street Residents group prepare a formal submission for the EIS.

32. HUDAK John

- Noise monitoring location 14 is used as a basis for determining the noise level for the Stella Maris Child Care located at 35 Dowling Street represents the same environment. Section 4.3 Noise Objectives for Schools, Community Facilities and Recreational Facilities in "Working Paper No 4 NOISE" shows the NSW Department of Public Works and Services criterion of an implied external noise level of 55 d B(A) Leq as being the upper limit. This level is shown in a table in the submission to indicate how much this 55 dB(A) Leq (1 hour) level is exceeded at Stella Maris Child Care Centre). The implied noise objective of 55dB(A)Leq (1 Hour) will be exceeded by 26 dB(A) based upon current traffic noise and taking into account growth projections as outlined in WP 4 Noise and the effect of the South Sydney development. Implementation of three metre sound barrier as outlined in option 3 and 4 of this submission is expected to reduce noise levels by 10 dB(A). The estimated noise level Leq (1hr) dB(A) will be 71 dB(A). This will exceed noise objective of 55 by 16 dB(A). The objective of 45 dB(A) inside a classroom during a teaching period will be exceeded by 36dB(A) based upon traffic projections in WP 4. There is a case for urgent provision of significant noise mitigation measures at the Child Care Centre.
- There has been no assessment of the Stella Maris Care Centre on 35 Dowling Street in the EIS. Schools affected by the proposal have been considered, as has the child care centre near Drivers Triangle.
- The ED will have significant impact on the Stella Maris child care centre regarding noise which is already a serious problem and the effect of traffic related pollution on younger children.
- Ask the RTA to help them obtain State Government funding for a consultancy to assist the Dowling Street Residents' Group with preparing a formal submission for the EIS.
- Request extension for submission period to facilitate better consultation process with residents and relevant authorities.
- Believe the current timetable set by RTA is aggressive and produces a rushed climate.
- Want options outlined included as part of planning processes associated with the Eastern Distributor.

- Request RTA's assistance in seeking an extension to the submission period from 7 November 1996 to mid-February 1997.
- Asks the RTA to assist in minimising the adverse effects the Eastern Distributor proposal is likely to have on the Kensington Federation Heritage Precinct.
- Requests the following noise mitigation measures for the Stella Maris Child Care Centre:
Roof insulation: Provide and install dense noise insulation batts in the roof of the Centre to reduce effects of noise. The roof has direct line of sight to the stream of traffic on Dowling Street. Double Glazing: Provide double glazing for the Centre for all windows and doors. Most doors and windows have direct line of sight to Dowling Street traffic. Air conditioning: Provide air conditioning. The environment supports 26 persons. As windows are required to be shut to eliminate traffic noise. RTA commitment: RTA commitment is required to implement the above.
- Two options put forward for the proposed Eastern Distributor (in order of preference):
OPTION 1
- Creation of a "local street" from the corner of Todman Avenue and Dowling Street to Ingram Street, together with the extension of the southbound and northbound tunnels from Todman Avenue to the beginning of Southern Cross Drive.
- "Local street" created by closing the near-side lane (10 metres of kerbside roadway along Dowling Street) to through traffic with a median strip.
- Provide a "local street" barrier from Todman Avenue, with a dead-end at Todman Avenue, to Ingram Street.
- Erect suitable median along the whole perimeter of the "local road" that acts as a noise, safety and privacy barrier.
- Ensure the height of the median barrier takes into account the line of sight from the cars in the western-most curbside lane of Dowling Street to the ridge line of the single storey federation-style cottages to optimise noise reduction.
- "Local street" should have a single-lane carriageway, 10 metres wide between Milroy Avenue and Ingram Street and a two-way carriageway 10 metres wide between Milroy Avenue and Todman Avenue.
- "Local street" be accessible to Dowling Street residents only. No through traffic.
- There should be no street closures for the following streets in the West Kensington area, as they would prevent access to the "local street" by Dowling Street residents; Milroy Avenue, Carminya, Winkurra, Baker, Myrtle and Ingram Streets.
- Council erect signposts along some streets running off Todman Avenue and Lenthall Street to indicate there is no access to the Eastern Distributor.

- The western side of the "local street" be used for trees, shrubs and general landscaping to soften the visual effect of a median barrier.
- Option 1 requires the provision of some of the following noise- and pollution-reducing measures for adjacent residential properties, which include double glazing, roof insulation and air conditioning.

OPTION 2 Same as option 1, except for following points:

- Creation of a "local street" from the corner of Todman Avenue and Dowling Street to Ingram Street, together with the extension of the southbound tunnel from Todman Avenue to Milroy Avenue.
- Extend southbound tunnel from Todman Avenue to provide a staggered tunnel arrangement similar to that currently proposed from Cleveland Street and the north side of Dacey Avenue.
- Utilise the roof of the extended southbound tunnel to enable two lanes of traffic to merge into one southbound lane. This single surface lane forms the third southbound motorway lane midblock between Milroy Avenue and Carminya Street.
- Create "local street" by dedicating 7 metres of kerbside roadway along Dowling Street (6.5 m of "street" and 0.5 metres of a median barrier). "Local street" would start at the corner of Todman Avenue and Dowling Street and proceed to 5 metres south of Ingram Street.
- "Local street" should have a single-lane carriageway, 6.5 metres wide between Milroy Avenue and Ingram Street and a two-way carriageway 7.5 metres wide between Milroy Avenue and Todman Avenue.
- Option 2 requires the provision of all noise- and pollution-reducing measures for adjacent residential properties, which include double glazing, roof insulation and air conditioning.
- Both options will improve safety, reduce unacceptable noise levels by placing more than half the traffic underground, increase the privacy for Dowling Street residents, reduce the effect of traffic-related pollution experienced by Stella Maris Child Care Centre by moving Dowling Street 10 metres (Option 1) and 6.5 metres (Option 2) to the west and placing most of the traffic underground.
- Option 1 would be more effective than Option 2.

Option three and four drawings provided by Rust PPK for Dowling Street residents group represent the requirements of the group. Option three is preferred to option 4. The provision of frontage road is mandatory prerequisite for both options three and four. It is not negotiable and must be included before any other considerations are taken into account. The proposal for Dowling Street shown in the EIS figure 7.5a-d incorporates some of the residents requirements but is not acceptable in its current state.

- OPTION 3

- The main feature of option 3 is that it proposes a frontage road for local access be created by closing the near side lanes on Dowling Street to through traffic with a median strip and noise safety barrier. The tunnel would be extended from Todman Avenue to Link Road. Additional noise mitigation measures would be required for the Stella Maris Child Care Centre.
- The main benefits is expected to be: reducing unacceptable noise levels (far greater extent than option 4), reduce high level of traffic related pollution (far greater extent than option 4), reduce hazard to residential properties (safer access and barrier against runaway vehicles), maintain amenity of the area (increased potential for landscaping) and protect privacy. (minimise impacts on Kensington Federation Heritage Precinct.) Specifications required are (refer to drawing) : fully closed frontage road, extension of Todman Avenue tunnel, Deidcate 5.5 m of kerbside roadway along Dowling Street to create frontage. It should start at teh corner of Todman Avenue and Dowling Street and proceed to Ingram Street. Vehicular access should be provided to Dowling Street residents up to and including 83 Dowling Street. Provide a two-way carriage between Milroy and Todman. A minimum of 5.5 m carriageway between Milroy and a point past the driveway of 83 Dowling Street. Vehicles from the frontage road south of Milroy Avenue would be restricted to south bound movements only, exiting from Carminya, Winkurra, Baker or Myrtle Streets. Access to the frontage road must not be provided from the motorway or Todman Avenue. The proposal must not resume any land from the exisiting footpath and nature strip on the eastern side of Dowling Street. Raise the level of the southbound frontage road for local access between Milroy Avenue and Todman Avenue to allow easier access to properties between these two streets to avoid car damage. Current driveway to these properties is very steep. Implement sound and safety barrier as demonstrated in Appendix B drawing.
- Provide a median strip with a minimum width of 1.8 m along the perimetre of the frontage road that is capable of : a noise and safety barrier located on the motorway side (refer to Appendix A drawing). Install a garden bed 1.2 m minimum adjacent to noise and safety barrier for the provision of landscaping. This is to soften the visual effect of the noise and safety barrier. (Refer Appendix A).
- Erect a noise and safety barrier along the perimete of teh frontage road on Dowling Street from the corner of Todman and Dowling Street to Ingram (Appendix A refer). The height of the noie and safety barrier must take into account the line of sight from the cars in the wetern most kerbside of the motorway to teh ridge line of the single storey federation cottage. This will optimise noise reductionbut will not bring it dwon to RTA daytime noise objective (60dB(A) or less. Consultation and approval with Dowling Street Residents group is essential prior to final motorway design and implementation of a noise and safety barrier.
- Landscaping should include a garden bed 1.2 m on the median strip of trees and shrubs to soften the visual effect. RTA provide funds for lanscaping design and plan for frontage road. Input is required by the residents group. RTA to fund and implement the landscape plan as per design specification.

- Factors affecting noise mitigation for this option are : line of sight, construction (most houses built during the federation era, therefore gaps occur around doors and windows), thin glass in the windows (<5mm), 90% of the houses have wooden floors, many of the doors are lightweight and hallways funnel noise along the length of houses and into bedrooms, houses have air vents, bedrooms are at the front of the houses, and there is no front fence or low fence. the traffic noise level as published in the Eastern Distributor WP 4 shows a TNL of 78 for location 75 Dowling Street. The expected decrease with a tunnel to Link Road is 70 dB(A). Based on figure 4 WP4, a noise barrier two metres and 3 metres is respected to reduce noise by 6 and 10 dB(A). The provision of noise barriers alone is estimated to be inadequate to provide acceptable noise mitigation for Dowling Street residents and St. Mary's Child Care Centre. Additional noise mitigation requirements are: roof insulation batts in all residential properties (characteristics of roofs are described). Also provide double glazing or all shutters for properties on Dowling Street for all front and side windows. Individual residents to have a choice of double glazing or shutters.
- There should be no road closures for Milroy Ave and Carminya, Winkurra, Baker and Myrtle Streets. Council to erect sign posts along some street running off Todman and Lenthall to indicate that there is no access to the Eastern Distributor. Creation of a local road for local access would achieve a similar result to the former proposal of Rindwick Council to implement road closures for the abovementioned streets.
- **OPTION FOUR**
- This proposal provides for a frontage road for local access by closing the near side lane on Dowling Street to through traffic with a median strip and a noise and safety barrier.
- The same benefits will be similar as listed for option 3. Although reducing unacceptable noise levels will not be as effective.
- Specifications for option 4 are shown in appendix D. These are the same for option 3 except: extend the south bound tunnel past Todman Avenue as shown in option 4 diagram, to provide a staggered tunnel arrangement. Utilise the roof of the extended south bound tunnel to enable two lanes of traffic to merge into one lane. This single surface lane forms the third south bound motorway lane. The tunnel extension will also provide some reduction of traffic noise for the flats between Todman Avenue and Milroy Avenue. Implement a very shallow road gradient for the south bound tunnel to the point at which it reaches normal road level. Apply this same principle to the northbound tunnel along Dowling Street. This will provide additional noise reduction by lowering the expressway lane road level. Dedicate 5.5 m of kerbside roadway along Dowling Street to create a southbound frontage road for local access.
- Same issues apply for the median strip, noise and safety barrier, landscaping and factors affecting noise mitigation are the same as option 3. Noise mitigation measures required for option 4 must include roof insulation, double glazing or shutters, air conditioning and door seals.
- Issues concerning road closures are the same for option 3.

33. KALLARAS Timmy

- Concerned for the community in the area of the Distributor due to the impact of the proposal. Considers that her home is the future and that there won't be much of a future due to the current proposal and impacts on homes.
- Concerned about the value of houses once the Distributor is built (along South Dowling Street).
- The homes and terraces along South Dowling Street have heritage attached to them. Concerned that the houses were there first and that this has to be taken into consideration.
- Request that the RTA work with the residents rather than against as it is the residents who have to "put up" with the impacts of the proposal.
- Concerned regarding increased disturbance from increased truck levels on South Dowling Street once the motorway is built. Vibrations from trucks already make the house shake and existing trucks cause sleep disturbance. This has occurred since the trucks were diverted from Baptist Street.
- Requested that the Distributor goes underground all the way to Epsom Road to reduce impacts from the traffic on residents. Believes that construction of the motorway should not proceed with the current proposal.
- Not against the motorway as it should be constructed to deal with traffic congestion but concerned that the Distributor will be extended in the front of homes on South Dowling Street.

34. RUNCIE Dr Neil

- The location of the new Fox/SCG carparks will affect the positioning of the exit tunnels in Anzac Parade and Moore Park Road. These parking arrangements should of been part of the exhibition and does this call for new exhibition? Where are the car parks being located? Next to SFS in Moore Park Road on the east and/or wet side? Under Moore Park? Or a multilevel car park on the RAS site for Fox/Trusts uses?
- Parking on dedicated parkland at Moore Park should not be supported on environmental aesthetics basis.
- As Rust PPK are a consultant to Centennial Park and Moore Park Trust and the interdepartmental traffic committee for Moore Park will this enable coordination with the Eastern Distributor or will this produce biases?
- If the Eastern Distributor proposal proceeds will mounding be employed in Moore Park to contain the sound and visual effects of heavy vehicle traffic volumes? Is there case for

using excavated material for mounding along South Dowling Street/Anzac Parade to improve quality of Parklands?

- Is the Eastern Distributor an ideal route for the industrial/Port Botany traffic? What are the destinations? What would be the implications of another harbour crossing west of the Harbour Bridge? Why is industrial heavy traffic turning into narrow Cleveland Street causing unsatisfactory traffic conditions and where are they going?
- Should there be one or two exits from the Eastern Distributor for traffic to Moore Park facilities. This needs to be resolved as it effects the positioning of the exit tunnel for Moore Park Road, whether it should be east or west of Driver Avenue. The proposed arrangement could produce stacking in the tunnel to facilitate a turn into Drivers Avenue. To avoid this the exit should be east of Driver Avenue. This positioning has advantages for peak and normal traffic flows and seem to reflect consensus of discussions with the DMR/RTA over a long period of time and it would benefit some Moore Park Road residents.
- Agrees that Robertson could and should be closed.
- Asks what are the current proposals for the relocation of the Frank Saywell Kindergarten. Is the Marks Athletic Field area appropriate?. Would a venue in the redesigned Golf Club be more appropriate?
- There has been inadequate consideration of the LATM and peak crowd control problems in the proposal. It is questioned whether it is good engineering to have traffic lights just outside the exit tunnel when after SCG events traffic waiting to exit into Moore Park Road going east and west and north up Greens Road and some south via Anzac Parade and South Dowling Street will require backing into the tunnel.. There is similar criticism to the Anzac Parade exit where cross traffic at Greogory Street is planned.
- The Moore Park parking problems associated with RAS/FOX/SCG/SFS need to be considered now with the Centennial Park and Moore Park Trust as it has implications for the design of tunnel entrances and exits.
- Will a high portion of airport traffic still go and come via Elizabeth Street and Botany/Riordan Street? IS there a case for effecting improvements on this route.
- South Dowling Street should be underground as much as possible to reduce impact on Moore Park and residential areas.
- The following issues have been considered to be ommitted from the EIS:1. options for reintegrating the Botanic Gardens and the Domain by extending the Cahill Expressway Tunnel down to the start of the Eastern Distributor 2. options for protecting Moore Parklands and the historic residential inteface along South Dowling Street 3. options for relocating the busroadway out of Moore Park 4. options for managing traffic and parking problems associated with the SCG/SFS/RAS/FOX/CP&MPT activities 5.options for dealing with Moore Park being "chopped" up by roads 6. consideration of the findings of over fifty State authority and local government reports in the last twenty years. These documents have not been quoted in the bibliography including the South Sydney City

Council LATM and the issues raised in the Save the Parks submission series Moore Park Traffic Chaos 1 to XVIII 7. consideration of the parkland known as Drivers' Triangle. It is requested that these issues are reviewed.

- The EIS is well illustrated and projects the issues but there is a lack of balance to help the community assess whether the proposal is worthwhile compared with other options.
- The completion of the Gore Hill Freeway and the Sydney Harbour Tunnel haven't changed the cost benefit ratio for stages 2 and 3 of the original Eastern Distributor plans and the reasons for this change are not included in the main report of the EIS.
- A brief discussion of economics of the project in the EIS (5-58) is deficient. Economic detail and an outline of other broad options and their economics is not included. This makes it impossible to assess whether the project is worthwhile compared with other options. Micro-economic reform should not exclude informed decision making in government and the community about public works projects. It is considered that this is suppression of information.
- Has the cost benefit studies addressed the issue that the Eastern Distributor will reduce travel time for some and increase it for others.
- The EIS gives the impression that traffic economics from the community's point of view as distinct from the Distributor toll collector, is irrelevant to the outcome. The review process should educate people in traffic and environmental economics. Examples include the route that Port Botany traffic will take and airport traffic routes.
- Public transport options for the Moore Park area have not been realistically considered in the EIS and questions whether the Moore Park Committee has the competency to set out solutions.
- It is questioned what are the plans for servicing RAS/FOX/CP&MPT and the SCG/SFS with public transport and could these arrangements affect the position of the exit tunnels in Anzac Parade and Moore Park Road.
- It is not clear that the Moore Park Traffic Committee has the technical expertise and drive to make effective feedback on the current EIS, as the EIS relies on the Traffic Committee to deal with many issues concerned with Moore Park Traffic.
- The use of Driver Avenue should be considered during the construction phase as a bypass and it is questioned why this has not been considered as the EIS comments on intersection saturation at Anzac Parade and Moore Park Road during and after the Eastern Distributor construction phase. Using the busroadway is an inadequate option that could be enhanced by the Driver Avenue option.
- The use of Driver Avenue should be considered as a permanent bypass and it is questioned why this has not been considered as the EIS comments on intersection saturation at Anzac Parade and Moore Park Road during and after the Eastern Distributor construction phase.

Using the busroadway is an inadequate option that could be enhanced by the Driver Avenue option.

- A proper turning bay should be established in Anzac Parade at Lang Road, especially to deal with peak pressure associated with RAS/SCG/SFS. Such a turning bay would provide guidance about the ultimate size of the Anzac Parade/Moore Park Road turning bay that may have to be suspended in the construction phase.
- Questions whether the turning bay is adequate given that the Council and STA and the CP&MPT resolve to deadend the southern end of Robertson Road.
- Concerned about the traffic management of cross traffic to Moore Park Road in Anzac Parade across the busroadway going north.
- The Eastern Distributor is a narrowly conceived project. It is hoped that the next phase of review will address a greater range of macro and micro problems.
- Important issues to be considered for an objective assessment of the proposal is the logic of an orbital system and the need for an examination of other route options on the grounds of safety, efficiency and environmental impact.
- Critical of the orbital road system.
- East west traffic problems need to be resolved.
- Questions what is being done by the Moore Park Trust to relocate the sandstone columns and Anzac Parade Anzac Memorial as locations are now inappropriate due to the proposed Eastern Distributor.
- Object to the loss of park land as it has an important function in society. There were other options when the original decision was made by the then Minister Pat Hills. Do these other options still exist?
- Does the proposed relocation of Driver Avenue east of its present position produce too sharp a corner in Driver Avenue somewhat like Robertson Road. The existing proposal does not set out the option including the complete straightening of Driver Avenue as set out in the UTS study. This solution will add some parkland which is presently chopped up by the busroadway and two Drivers Avenues and the car park on the old sportsground is not used at capacity.
- Through traffic should be confined to direct main roads such as Anzac Parade, Moore Park Road and South Dowling Street and should be directly linked to reduce impact on park land and residential areas.
- The EIS looks at the traffic implications of the exit tunnel at Moore Park Road from a narrow engineering construction point of view. Should the assessment process be broader as the EIS report suggests that consequent traffic arrangements fall on Council with respect

to LATM and the Moore Park Traffic Committee. It is considered that the traffic problems should be addressed now during the EIS process.

- It is considered that the following options for Moore Park Road have received inadequate consideration in the EIS, only (i) and (ii) are mentioned: (i) tunnel exit east of Anzac Parade; (ii) tunnel exit east of Anzac Parade and before Greens Road; (iii) tunnel exit east of Driver Avenue; (iv), (v) and (vi) entrance as well as exit tunnels; (vii) (viii) and (ix) exit tunnels in the median strip, centre or kerbside lanes; (x) no exit or entrance tunnels in Moore Park Road.
- The proposed toll collection is seen to be cutting off local routes for Centennial Park residents and some SCG/SFS, RAS/FOX and CP&MP patrons when using Greens Road/Driver Avenue route. It is questioned whether a centre lane exit tunnel would enable local traffic using Greens Road to turn right from Moore Park Road into Driver Avenue going south, with the proposed light control, rather than being forced up to Cook Road.
- Consideration should be given to the UTS's suggestion for straightening Drivers Avenue as it would give significant addition to the park and would ease backing pressure in the tunnel if the exit tunnel is not extended eastwards.

35. LACKEY Ray L.

- Concerned that there is no provision for northern and western suburbs visitors to the Fox area to access and exit the showground. The first off ramp south of William Street is a tunnel feeding on to Moore Park Road and adjacent to Driver Avenue which would lead to congested commuter and local traffic. It is recommended that an access on/off ramp is provided in the Fox area or to separate Moore Park Road, through commuter traffic from the visitors to Fox.
- Loss of 20 metres from Moore Park will diminish local space.
- Concerned that the Talyor Square Bourke Street closure will not allow access for Surry Hills residents to travel home from the Harbour tunnel or to reach the southern suburbs without using residential streets or adding to Cleveland Street intersection congestion and will lead to disruption of local resident amenity. It is recommended that Bourke Street remains one way southbound and Crown Street one way northbound for local traffic, enabling Surry Hills residents access to the airport and the south coast.
- Health of residents will be decreased in the immediate vicinity of the Distributor due to increased noise and emission pollution.
- Concerned that Surry Hills residents who use Moore Park to exercise dogs will now have to use local streets and parks leading to increased health and safety risks due to lack of access.
- Concerned regarding the claustrophobic effect of the Distributor on residents in the vicinity of Moore Park.

- It is recommended that the tunnel continues for through traffic with ramped tunnel on/off access to Cleveland Street and Dacey Avenue as planned for Moore Park Road.
- It is recommended that a tunnel is created from Woolloomooloo to Southern Cross Drive and include provision for 1. an access point at William Street 2. a minor exit ramp on to Bourke Street south of Talyor Square, with an integrated local traffic plan 3. separated or looped ramps at Moore Park Road/Driver Avenue/Anzac Parade 4. a looped, tunnelled ramp "cloverleaf" type system for the Cleveland intersection, or eliminate the intersection completely, providing only north- and south-bound entry lanes from Cleveland Street, thereby forcing traffic to distribute at Dacey Avenue or continue southbound to Southern Cross Drive and 5. the major north/south and east/west interchange at the Dacey Avenue intersection where there appears to be land to provide a system to handle such a volume of traffic.
- Concerned about loss of pedestrian access to Moore Park facilities by Surry Hills residents.
- Concerned regarding the 8-10 exposed lanes at the end of Nobbs street restricting Surry Hills residents from access to showgrounds, Sydney Football Centre, Centennial Park and the Sydney Cricket Ground. Currently people can cross South Dowling Street without using existing pedestrian crossings.
- There is no plan to integrate both north-south and east-west traffic. The proposal adds to the confusion of the east-west arteries-William, Albion and Cleveland Street and Dacey Avenue.

36. LEE Brenda
Form type B

37. ROBERTS Gary

- Concerned that not enough consideration has been given to how Surry Hill residents are to manage additional traffic congestion due to motor vehicles using the motorway to access the football stadium, the showground and the cricket ground.
- Considers little thought has been given to community concerns.
- Minimal time has been allocated for community response.
- No inroads have been made into the golf course along South Dowling Street although Moore Park itself will lose parkland.
- Concerned that Sydney Boys and Sydney Girls High School is surrounded by noise, air pollution and traffic.

- Concerned how Surry Hills residents will get to and from their homes. Many children in the area attend school on the other side of South Dowling Street and there is concern about increased difficulties of this journey due to the proposal.
- Concerned that the Distributor will isolate Surry Hills from Moore Park and that it will make it difficult for Surry Hill residents to use Moore Park as recreational open space.
- Concerned that the Distributor will isolate Surry Hills from the rest of the Eastern Suburbs.
- Concerned that Sydney Boys High School and Sydney Girls High School will continue to be isolated.
- Concerned that the Distributor will make significant inroads into the parkland of Moore Park and that there will be a loss of parkland.

38. ESSON Merran

- Wollomoolloo will be further severed from the city.
- There is a need for a traffic solution which caters for existing volumes of traffic through Surry Hills.
- The EIS does not justify the need for a motorway which allows increase in traffic along Southern Cross Drive causing environmental impacts to residents in Sydney City, South Sydney, Randwick, Woollahra and Botney Municipalities.
- The EIS proposal is not the best alternative available and does not resolve significant environmental problems caused by traffic in residential areas.
- The proposal will increase air pollution from diesel particles, nitrogen dioxide and benzene which will damage health of residents.
- The proposal will exceed the World Health Organisation criteria for sleep disturbance in many houses even if acoustic insulation is provided.
- The peak noise level events will be more than 12 dB(A) above background levels which is sufficient to cause sleep disturbance.
- The peak noise level events will be more than 12 dB(A) above background levels which is sufficient to cause psychological health impacts on residents.
- Concerned about loss of Moore Park parkland.
- The historic and heritage area of the Domain will be "scarred" by a toll plaza, interchange and viaducts which will add to the existing wide cutting.
- This is a 1947 proposal being imposed on a heritage area with a high density population.

- Considers that the proposal is no longer the Eastern Distributor but the Great Southern Freeway to link with the M5 and on to Canberra.
- Concerned that pedestrians can only cross the 3km length of South Dowling Street at four points to access the Moore Park facilities. Note should be taken of people who walk from the city especially the amount of potential pedestrians who access the area for current concerts.
- Request that people who live in the Surry Hills area can access parklands as backyards are small.
- Concerned about three years of construction noise.
- Concerned about three years of limited access due to construction.
- To minimise construction delays on traffic and residents a tunnel through Moore Park should be considered, it would be a simple cut and fill. This would leave South Dowling Street alone and allow three years of uninterrupted traffic flow.
- Concerned that peak hour traffic during construction will continue to pass through Surry Hills, further increasing air and noise pollution.
- The EIS has failed to satisfy the Director's requirements by not adequately considering feasible alternatives.
- The EIS in its current form is not acceptable because it does not address additional traffic created by the proposal.
- An alternative to consider is moving the northern portal of the tunnel from Cathedral Street to the Domain Tunnel, therefore rejoining the Domain and the Botanical Gardens.
- Move the southern portal of the tunnel from Drivers Triangle to Epsom Road and keep South Dowling Street as it is, a wide boulevard with trees as an alternative and local traffic street.
- Extending the tunnel will be paid from toll revenue raised thereby letting the user pay.
- An extended tunnel option could be paid for by tolling people using the Eastern Distributor who pass through Surry Hills.
- Airport users should be taxed for the privilege of a quick trip to the city as the motorway can access the airport. This would pay for tunnel extension alternative.

39. HATTON Dennis (ARMAGUARD Security service of Mayne Nickless Ltd)

- Concerned that the proposal does not provide direct access to the Eastern Distributor from Link Road, which the Armaguard Rosebery Branch currently use as entry and egress to South Dowling Street.
- Requests to allow direct access via Link Road for both southbound and northbound traffic, as an extended route will reduce efficiency and productivity as there are a large volume of consignments to and from Sydney airport. It will increase security risk and community exposure as vehicles spend more time on the route and this risk will also extend to airport personnel and patrons as vehicle attendance at the airport will become less controllable due to extended traffic.

40. STOSIC Olga (Moore Park Road R.A.T.S Residents against traffic)

- Object to Moore Park Road being linked to the Eastern Distributor.
- DT1 should be the preferred option for the exit to Moore Park Road rather than DT2. This is based on figures in the EIS which state that the link from the Eastern Distributor to Moore Park Road would be built to accommodate 5,000 extra vehicles per day at a cost of \$2.4m. DT2 will exacerbate the traffic problems which occur at the intersection of Moore Park Road and Gordon Street. These problems increase when there is use of public venues (SFS, SCG, RAS) with vehicles travelling east. It is questioned what factors and interests were taken into account when determining the preferred option DT2.
- Questioned whether there are plans to change the status of Moore Park Road from a regional road to a state road. If this is to occur it is questioned what the effect will be on residential parking and implementation of traffic calming devices.
- The EIS does not address the impact of the proposals on the residents and area east of Greens Road.
- Residents residing east of Greens Road, have never been invited to attend consultations with either the RTA or Rust PPK Pty Ltd.

41. TAYLOR Mike and Sue

- Concerned about the widening of South Dowling Street leading to the removal of trees in Moore Park. This would remove a screen between the park and the noise and pollution of traffic.
- Request that there is provision for off-peak parking in South Dowling Street for the Antique Centre and other businesses.
- Concerned that if there is no off-peak parking then customers would park in local streets, cause congestion for residents and loss of business for the Antique centre.

- Supports the closure of Phelps Street at the eastern end bordering South Dowling Street but concerned that adequate screening is provided in the form of high foliage trees and a paved area. It is questioned whether the form of the closure is being currently planned as there is no information available and if adequate traffic studies have been made to assess the impact the closure would have on local residents.
- Suggest extending the tunnel to the point south beyond Cleveland Street instead of having the tunnel exit in the vicinity of the Antique Centre. Provide tunnel entry/exit points around Cleveland Street. The result of this option would be local traffic would use South Dowling Street, the area would be more pleasant for residents in East Surry Hills, access to Moore Park, reduced traffic noise and pollution.
- Concerned that if the tunnel exit is at the Antique Centre, rather than extending the tunnel, that Surry Hills will not grow as an inner city community, as quality of life will be taken away by through traffic.
- Concerned that the pedestrian crossing at Parkham Street will be removed and that there will no longer be gaps in traffic making access to Moore Park difficult for people who live in the area bounded by Bourke, South Dowling, Fitzroy and Cleveland Streets. Crossing by foot would only be possible at Fitzroy or Cleveland Streets which is considered a long way to walk for children, dogs etc. and loss of access will result in degradation of lifestyle.

42. SEARLE James

- Does the proposal offer any relief to the morning peak gridlock at Drivers Triangle? Would like to see northbound Anzac Parade traffic enter the tunnel before the Drivers Triangle intersection rather than across it.
- As a resident, he would like to know what measures are being undertaken to mitigate the impact of the 50 percent plus increase in traffic volume that Moore Park Road will be expected to carry.
- How will the Centennial Square intersection operate?
- Appears that no thought has been given to the impact of traffic from Fox Studios and major venues on the approaches to the Eastern Distributor before and after events. Studies must be undertaken.
- The East-West traffic movement has not been given any consideration in the preparation of the scheme, so traffic flows will become worse as more cars are attracted to the Eastern Distributor.
- East-West traffic movement may have been improved if northbound Anzac Parade traffic entered the tunnel before the Drivers Triangle intersection.
- Appalled by the brief period given to the public to consider and respond to the Eastern Distributor proposals.

- Believes that funding should go toward expert examination of the proposed scheme to reassure residents and concerned Sydney citizens that the proposal is not being pushed through.

43. SEARLE James

- Concerned that Moore Park will be narrowed.
- The proposal will cause cumulative social impacts to the residents of Woolloomooloo, Surry Hills and East Redfern.-The EIS proposal has been designed by a private consortium to maximise profits rather than achieving a best result for communities and for NSW.
- Concerned that peak hour traffic will be diverted to local streets during the three year construction period, further increasing air and noise pollution and risks to pedestrians.
- Three years of high levels of construction noise within 4 metres of houses is unacceptable.
- Concerned that air and noise pollution at Moore Park will increase above acceptable levels for recreation
- Concerned that pedestrians can only cross the 3km length of South Dowling Street at four points, which will prevent access to Moore Park, Centennial Park, Cricket Ground, Football Stadium and Showground. No mitigating measures are proposed.
- The proposal will increase air pollution from diesel particles, nitrogen dioxide and benzene which will damage health of residents.
- Three years of high levels of construction vibration within 4 metres of houses is unacceptable.
- The proposal will exceed the World Health Organisation criteria for sleep disturbance in many houses even if acoustic insulation is provided.
- The peak noise level events will be more than 12 dB(A) above background levels which is sufficient to cause sleep disturbance.
- The historic and heritage area of the Domain will be "scarred" by a toll plaza, interchange and viaducts which will add to the existing wide cutting.
- This 1947 proposal will impact on a heritage area with high density population.
- The EIS proposal is not the best alternative available and does not resolve significant environmental problems caused by traffic in residential areas.
- An alternative non-tolled route through South Sydney will be signposted which will increase air and noise pollution levels for residents along the route.

- The EIS does not justify the need for a motorway which allows increase in traffic along Southern Cross Drive causing environmental impacts to residents in Sydney City, South Sydney, Randwick, Woollahra and Botany Municipalities.
- The EIS has failed to satisfy the Director's requirements by not adequately considering a feasible alternative which is practical and cost effective and would not increase the financial burden to the State Government. ie extension of the tunnel.
- An alternative which should be considered by the EIS is a tunnel from the southern end of the Domain tunnel to Driver's triangle with the same exits to Moore Park Road and Anzac Parade. A four lane tunnel should continue in cut and cover through Moore Park and then veer under South Dowling Street to surface at Epsom Road. This alternative addresses the environmental problems of the proposal and could be paid for by tollway users.
- There is justification for constructing a strategic motorway which caters for existing volumes of traffic and would relieve local roads in the city of South Sydney which experiences impacts from through traffic.
- The peak noise level events will be more than 12 dB(A) above background levels which is sufficient to cause psychological health impacts on residents.

44. OSBOURNE Janet E. and Robert E. OSBOURNE

- A raised expressway will create a concrete jungle along Moore Park.
- A raised expressway will destroy the community of Woolloomooloo.
- Support a tunnel or sunken roadway between the Domain and William Street instead of the proposed elevated expressway.

45. MILANI M.

- Supports the construction of a strategic road system which deals with the traffic problems, especially those in Taylor Square, Moore Park Triangle and South Dowling Street.
- Concerned about the severance of the residents of the Domain/Woolloomooloo in the north and Surry Hill/Moore Park in the south and the cultural and social impacts it will have. Access to the Domain and City will be restricted in the north, and Surry Hills residents will not be able to access Moore and Centennial Parks, stadium venues and proposed Murdoch Entertainment Park.
- The project is too socially and environmentally sensitive to be left as is currently proposed.
- The proposal is more concerned with economics than with social and environmental issues.

- The cost of tunnelling the motorway should be factored into the tolls paid by the users.
- The proposed motorway points to trying to resolve the traffic congestion forecast for the 2000 Olympics.
- Construction of a 10-lane motorway in front of homes is "urban vandalism".
- The proposed tunnel should be extended from the Domain tunnel to D'arcy (Dacey?) Avenue, with the 4-lane tunnel being cut, built and recovered under Moore Park. This would solve traffic problems during the construction period, would increase the amount of open space for the inner city and solve the noise and pollution problems created by the current proposal. South Dowling Street would become the main entrance to the city centre from the airport.
- High levels of air pollution during a 3-year construction period could be solved by a better proposal.
- The increased volume of traffic to 130,000 (by 2011) will create hazardous health conditions for the residents in South Dowling Street and its environs. Noise levels and air quality will deteriorate to crisis levels.
- None of the golf club's land is threatened (as opposed to Moore Park parkland) and suggests there may be vested interests involved in the current proposals.
- Concerned about 130,000 vehicles per day passing in front of heritage homes in South Dowling Street, sometimes only 3 metres from the front door.
- Residents of inner Sydney have little open space and the proposal does nothing to alleviate the problem. The sale of 11,000 square metres of Moore Park to the RTA by Centennial and Moore Park Trust is a disgrace.
- The sale of the parkland will environmentally erode the "open space" by the destruction of trees and existing landscape.
- High levels of noise pollution during a 3-year construction period could be solved by a better proposal.

46. HAWKINS Mr and Mrs

- Sees great benefit in the right access lane from the tunnel into Dacey Avenue, as southern traffic will not use Todman Avenue, Anzac Parade, Lenthall Street and Doncaster Avenue to get to Alison Road.
- Lenthall Street stands to gain another 7 percent of traffic flow from the Eastern Distributor.
- The RTA have not considered that Lenthall Street is totally residential with many driveways.

- Lenthall Street has become a short cut local road route.
- Hazardous noise above (airport flight path, etc.) and on the street is deafening residents and causing extremely high stress levels.
- The left-hand turn travelling north at Link Road must be omitted on safety grounds first, then on grounds of sending excessive traffic off the Distributor and onto Lenthall Street.
- O'Dea/Todman Avenue intersection should be the first left-hand turn exit. Traffic wishing to go to the Suttons Car Yard should travel via Botany Road, Anzac Parade or turn left off the Distributor into O'Dea Avenue. This will protect quality of life for residents.
- Randwick City Council have not protected residents from the Eastern Distributor proposal. South Sydney and Sydney City Councils have made reductions on their streets.

47. MOORE Clover (Member for Bligh)

- Traffic and public transport planning should be carried out to accommodate the substantial generation of car, bus and pedestrian traffic flow from the major sporting venues in Moore Park, including the proposed Fox Studios and Entertainment complex.
- The Government is now about to impose yet another metropolitan-wide traffic generator in this area with the handover of the Sydney Showground for the Fox Entertainment complex. A day and night all-year-round operation is being envisaged with car and bus parking and circulation providing transportation for between 1.7 and 2.1 million visitors per year.
- The substantial traffic generation has not been addressed by either the proposal or the EIS. There are no plans to remove car parking off Moore Park, and even though Fox Studios are being given a 50-year lease on public land and generous public establishment subsidies, the company has made no contribution to rail or road proposals providing access to this enterprise.
- This complex is now a major source of traffic congestion and gridlock in the area of the ED and yet it has been ignored in the Proposals for Moore Park Road and Anzac Parade.
- Must address access and egress in the most direct way to the Distributor so that related traffic won't use residential streets, and also consolidation and strict limitation on parking should be enforced so that the parklands of Moore Park won't be subject to continuing and increasing parking degradation.
- The consolidation of north-south traffic onto a single route is needed to get through traffic out of residential streets and to ease traffic congestion affecting the amenity and efficiency to the City. It is even more essential if inner Sydney is to become a link in a metropolitan motorway system.

- There is no integrated transportation strategy within which the Eastern Distributor proposal can be adequately assessed. There is little attempt in the EIS to provide a holistic picture of changed traffic patterns over affected areas, or to nominate the future usage of the main surface road over tunnels. There is no new vision for a revitalised inner and eastern Sydney, reclaiming redundant roads and identifying revenue opportunities to fund a better solution.
- Traffic management has been relegated to a later stage of the project and while this may be acceptable for minor neighbourhood roads, the lack of any strategy for reduced usage of more major roads makes it almost impossible to assess the real impacts on the inner city.
- Planning should be carried out on all major surface roads so that future roles and capacities are clearly defined.
- Traffic calming measures for roads adversely affected by the Eastern Distributor, such as Moore Park Road, be developed and implemented as part of the project.
- Traffic management should be applied on surface roads and streets to impede through traffic using residential streets to avoid tolls.
- The Electorate, including former supporters of the Eastern Distributor, feels that the price is too high in terms of environmental degradation and loss of residential amenity.
- Inner city communities are living at the high and economically sustainable densities which are encouraged by governments, and the areas flanking the proposed ED have been nominated by the Government as the principal focus for urban consolidation and urban renewal. Private open space is already at the lowest ratio in the metropolitan area and houses are mostly attached and aligned close to the street.
- Communities are puzzled about why the Government isn't making a effort to ensure better living environments instead of proposing more visual and environmental pollution, extending rather than amending urban blight, and making access more difficult to vitally need parklands.
- The social impact of the urban blight and community dislocation will have an additional detrimental affect on an already troubled community (Woolloomooloo), caused by further isolation, ugliness, pollution and noise.
- What will the facilitated connections and junction do for Cleveland Street, which already suffers from both congestion and fast-moving traffic and yet is a place where people live and shop? What efforts have been made to address truck traffic in that street which is the main source of noise and vibration in the area and what is proposed to remedy problems such as the kink at the Elizabeth Street junction and the difficult left turn from South Dowling Street?
- The spending of in excess of \$1.3m on an EIS to justify a scheme which so obviously imposes such unacceptable impacts on Sydney is a waste of public money and debases the purpose of the EIS and the role of public consultation. This Eastern Distributor proposal

and EIS has been a "toe in the water" exercise to gauge public opinion and the money would have been far more creatively and responsibly spent on getting better solutions for Sydney.

- The proposal must be part of a strategy to put City through traffic underground and for parklands to be restored and public thoroughfares to be returned to the community.
- Supports the Sydney City Council's proposal for the motorway to be tunnelled from Art Gallery Road to William Street, which is essential for Woolloomooloo and the Domain. This will reunite the whole of Woolloomooloo (part of Option A, see submission).
- Also supports additional tunnel extension from Art Gallery Road to the Domain tunnel.
- The tunnel should also be extended from Driver's Triangle to Link Road to defend the residential amenity of the densely populated suburbs of Surry Hills, Redfern and Kensington.
- Eastern Distributor should be tunnelled from Fitzroy Street to Cleveland Street (part of Option A, see submission).
- Eastern Distributor should be a full tunnel from Todman Avenue to Southern Cross Drive, with full access to and from Link Road (part of Option A, see submission).
- The whole proposal should be underground and out of sight (figure 7.2b), encouraging life and activities to develop in the streets and restoring residential amenity.
- Pedestrian circulation and community cohesion is proposed to be achieved by two overhead bridges with long dog ramps to allow for disabled use. These ugly and alienating structures provide the opportunity to bombard the sea of cars passing underneath. The Government is aware that there are serious youth problems in Woolloomooloo.
- As part of Option A, the toll booths should be removed from Woolloomooloo and relocated at the southern end of the expressway.
- Pedestrian and bicycle access between Surry Hills and Moore Park is restricted to the major intersection at Fitzroy and Cleveland Street, approximately 0.7 km apart. The proposed pedestrian bridge at Parkham Street is unlikely to proceed because it would have to project too far in front of the residences in the the street to comply with disabled access requirements.
- The existing but insufficient single controlled pedestrian crossing would disappear and the road (which at present can be crossed in traffic breaks) would be rendered impossible to cross by the proposal.
- The only pedestrian crossing point between Cleveland Street and Lachlan/Dacey Avenue is to be via a bridge, which has been promised for ten years, but which proposes a point of contact on the golf course.

- On South Dowling Street, between Fitzroy and Cleveland Streets, there should be controlled pedestrian crossings to link Surry Hills to Moore Park (see Option A).
- What roles is allocated by the Project for the six to seven-lane Flinders Street above the tunnelled ED? Is its capacity to be reduced and what surface roads will it serve? Will it fill up again with traffic and force Taylor Square back to being a traffic interchange rather than a people place?
- While people understand and respect budgetary constraints on governments, they are also acutely aware of the politicisation of roads funding, with currently a \$500m taxpayer commitment to expand the M5 Motorway, profits approximating \$67m being siphoned away from the ED to fund road projects elsewhere and the Government urging outer Sydney residents to apply for toll rebates budgeted at \$75m p.a. Cost and Financing:
- The ED should be constructed by the NSW Government, exploiting low interest rate borrowings and returning tollway profits to repay the debt and fund other projects. Variations can also be tendered with more cost savings.
- More toll collection points and scaled charges related to travel distance via electronic tolling.
- Toll charges and contract span to be reviewed.
- All profits from the project to be retained to make the ED environmentally acceptable.
- A survey of revenue opportunities be made in the areas surrounding the ED, specifically focused on redundant government lands, properties and road reservations, but also to include government revenues from development, increased commercial activity and real estate transactions.
- Political opportunism and parochialism is totally inappropriate in traffic and transport infrastructure planning. The proposed M5 motorway link to be tolled and the immoral and discriminatory toll rebate scheme to be revoked.
- Negotiations to be initiated for the Light Rail Consortium to extend light rail to serve Moore Park and the south east.
- The extent of concrete and the over-scaled civil engineering works associated with the proposed interchanges will overpower and degrade the appearance of flanking terraced housing on one side and important parkland on the other.
- Not covered by the EIS, but significant in the streetscapes will be large motorway signs responding to the speed of the traffic and the complexity of the intersections.
- Also not covered in the EIS are the crash and safety barriers associated with ramps and road level changes.

- South Dowling Street should revert to a five-lane road with two lanes each way and one lane on the western alignment for parking.
- The grassed central median strip with palm trees should be reinstated, Moore Park widened back to its pre-1950s alignment and the avenue of Moreton Bay fig trees reinstated.
- Objects to the proposal for South Dowling Street, between Fitzroy and Cleveland Streets. There is the alienation of Redfern and Waterloo from Moore Park, up to ten lanes of traffic, there is noise, pollution and danger from over 120, 000 vehicles p/h, the rising and falling concrete ramps with crash and safety barriers, the motorway signs and the appropriation of valuable parkland for roadways.
- The general objections made for South Dowling Street from Fitzroy to Lachland Street/Dacey Avenue applies to Dowling Street, but of particular concern is the degradation of the western edge of Kensington and the pre-empting of future links with the proposed Green Square urban renewal area.
- Traffic generation has to be controlled by providing an efficient public transport alternative and mass transit service to high capacity venues such as the Moore Park Stadium and the Showground Entertainment.
- The approach by Clover Moore to the Minister for Transport in 1995 for consideration to extend the light rail system from Central Railway to Moore Park and beyond, which was rejected, should now be reconsidered.
- Negotiations should be initiated for the Light Rail Consortium to extend light rail to serve Moore Park and the south east.
- The Eastern Distributor is probably the most significant project affecting the City of Sydney under the Carr Labor Government, to the turn of the century. Political Commitment:
- The Government made statements while in Opposition to fund a toll-free Eastern Distributor from public funds. The estimates for the project were well known at the time to both Government and Opposition as in excess of \$500m and the basic design had been developed under the previous Labor Government and was well understood by both political parties.
- At a rally in 1993, the Opposition spokesman said that Labor would build the expressway toll free within 6 months of gaining office. Parliamentary Commitment:
- On 3 March 1993, in response to the Urgency raised in Parliament by Clover Moore, the then Labor Opposition reiterated the commitment to fund a toll-free ED. This was reported in Hansard on 3 March 1993. Campaign Commitment:
- In the 1995 NSW State Elections, Labor campaign material featured as one of its major platforms for the area a Labor Government's promise to build a toll-free Eastern Distributor. The material was properly authorised and prominently displayed in all polling booths. Urban Parkland Obligations:

- The loss and alienation of parkland from the former Sydney Common, now Moore and Centennial Park, is a scandal and should be of concern to any government promoting a better urban environment. All the appropriations of parklands in the Moore Park area have been made by this and the previous Labor Government. This includes the Brambles site, the Sydney Football Stadium site, the Showground and now the ED. Traffic Generation Obligations:
- The imposition of metropolitan traffic generators such as the Sydney Football Stadium and Fox Entertainment in an area not served by public transport and not in the centre of population has been done by this and the previous Labor Governments.
- The emphasis of a private enterprise profit-based tender needs to be supplemented by Government and RTA responsibilities to provide a broader and more comprehensive plan for community information and assessment. Instead of this we are given assurances instead of substance and the constituency is right to be apprehensive.
- It seems that the Government's marginal seats funding strategies are being applied to the point of irresponsibility and it is understandable that inner Sydney communities are feeling discriminated against by Government.
- It would be intolerable, given the privatisation and commercialisation of the Showground, the appropriation of parklands for this roadway, and the associated increase in noise and pollution, as well as the proposal by the Federal Government to put jet aircraft paths over Centennial Park, if the additional capacity of the ED was to result in the continuing and increasing degradation of Moore Parklands for carparking.
- Following on from road widenings in the 1950s when Moore Park lost all its Moreton Bay fig trees on the alignment with South Dowling Street, more of Moore Park is proposed to be appropriated for roads and more landscaping is to be destroyed.
- Has received representations from a number of businesses accessed via Link Road off South Dowling Street. The proposal to block access from this road to Southern Cross Drive for southbound traffic and access to this road from the Distributor will affect the viability of the businesses in this important area.
- Access and egress between the expressway and Link Road should be achieved via a grade separation to maintain and enhance the commercial viability of the area.
- Tunnel extension from Driver's Triangle to Link Road would help prevent the alienation of the communities of Surry Hills, Redfern and Kensington from Moore Park.
- The proposal cuts a swathe through Woolloomooloo, creating a physical and visual barrier and isolating the western section from the main suburb and creating an island surrounded by traffic.

- It degrades Woolloomooloo and the Domain and is estimated to carry a massive 151,000 vehicles per day, almost twice the amount carried by the busiest section of Parramatta Road.
- All the paraphernalia and ugliness of an outer-suburban motorway is proposed to be imposed on densely populated and fragile built environment of the inner city.
- The design of such a route cannot be confined to just engineering considerations, but must also address impacts on the densely populated and environmentally and historically sensitive inner city areas through which it passes.
- The proposal and EIS concentrates on engineering rather than environmentally responsible solutions for the Eastern Distributor and attempts to justify what Sydney can bear rather than proposing improvements and benefits.
- The Government must take responsibility for allowing a roads solution to be proposed rather than a planning solution, despite stated commitments to better urban planning and the creation of an Urban Affairs Department.
- The current scheme, which is being considered as a tolled motorway link in a metropolitan road system, is a much bigger scaled project. Stage 1 at Woolloomooloo is being revisited with the already ugly dividing expressway being raised for a traffic interchange, widened for extra lanes and expanded further to accommodate toll collection.
- The design should allow for major tunnelled connections to be made with the proposed east-west cross city tunnel and for its extension under William Street, facilitating the William Street Boulevard.
- McEvoy Street should be upgraded as the major South Sydney east-west connection with the Eastern Distributor. For Art Gallery Road to William Street (as part of Option/Scheme (A)):
- The curved ramp for northbound traffic off William Street and the exit ramp for the southbound traffic to William Street to be removed and replaced with dual entry and exit ramps, incorporated into the development site on the southern side of William Street, between Palmer and Bourke Street.
- The provision to be made for a connection under William Street with the proposed east-west Cross-City Tunnel and the opportunity for a tunnel extension to Rushcutters Bay and the creation of the William Street Boulevard. For William Street to South Dowling Street (as part of Option/Scheme (A)):
- As per proposal and EIS, but with strategies and traffic management for the more major roads developed as part of the proposal. For Cleveland Street to Lachlan Street/Dacey Avenue (as part of Option/Scheme (A)):
- As for Fitzroy to Cleveland Street, but without entry or exit to the tunnels. For Moore Park Stadium and Showground (as part of Option/Scheme (A)):

- A direct connection to be established to channel Moore Park Stadia and Showground traffic to and from the ED For Todman Avenue to Southern Cross Drive (as part of Option/Scheme (A):
- Full tunnel is still the preferred option. There is a possibility of moving the expressway alignment to the west onto redundant government land, with the principal toll collection point proposed as a combination of manual and automatic tolling. Expressway lanes would be shifted to the west allowing for local road and green buffer to be established in front of the residential areas to the east.
- Eastern Distributor lanes on the surface to incorporate tolling for northbound traffic.
- The road reservation to be moved to the west to create local road and parking plus a landscaped buffer zone to provide a better environment for the residential area along the eastern alignment.
- Access and egress between the expressway and Link Road be achieved via a grade separation to maintain and enhance the commercial viability of the area. Staged Options:
- Based on the premise that it is irresponsible and unacceptable for the Government to proceed with an environmentally damaging proposal on cost grounds, it is better to stage the proposal, deferring sections of the full ring road plan and reduce traffic generation in inner Sydney with an eastern leg of the Pyrmont/ City light rail system.
- SCHEME (A):
- Based on the Chris Stapleton scheme. For the purpose of the data base, the sections of Scheme (A) have been placed under the relevant broad and sub issues.
- SCHEME (B):
- Same as (A), minus road improvements and connections south to Dowling Street.
- This proposal sees the City to Airport link as the immediate priority for the Year 2000 Olympics and that road widening to Southern Cross Drive and expressway links associated with the proposed Ring Road system be deferred until after the Olympics.
- This would provide more gradual traffic increases on the ED and allow traffic management schemes to respond to changing and unpredictable traffic patterns.
- Cost savings could be directed to the Project for Woolloomooloo (Domain Tunnel desirable but optional) to Southern Cross Drive, would be rebated from the tender, with all profits to be ploughed back to tunnel this part of the project with additional automatic electronic tolling opportunities and adjustment of the toll and period of the toll.

- Together with rationalisation of surface roads and an opportunities survey to identify additional revenue opportunities, these measures could be at little additional cost to Government.
- SCHEME (C):
 - Same as (A), minus road proposals south of the tunnel portals aligned with Fitzroy Street, plus a light rail extension from Central Station to Moore Park, Randwick Racecourse, University of NSW and Prince of Wales Hospital.
 - This proposal seeks to further reduce the extent of the project to permit tunnelling under Woolloomooloo (Domain Tunnel desirable but optional) and then revert to the original plans for the Distributor with tunnels emerging at Fitzroy Street, leaving South Dowling Street as it is now, and deleting widenings to Southern Cross Drive and beyond.
 - Although traffic flows are heavy at peak periods already on South Dowling Street, the main points of congestion are in the north Surry Hills/Darlinghurst area where diversion and dissipation into smaller streets occurs. The tunnels in this area would remove these bottlenecks.
 - This is the format of the previous scheme for the ED, but which will now be complemented on the north-south, City to Airport route by the new Southern Heavy Rail Link which will be operating at the same time as the Distributor is completed.
 - The other major source of congestion is the Moore Park Stadia and (in the future) Fox Entertainment Complex. The need for this area to be served by a mass transit connection to Central Railway is essential whatever option for the ED is chosen. A fixed limit on parking for these venues, combined with the banning of parking on Moore Parklands, combined with an extension of the Pyrmont Light Rail System from Central Railway to serve Moore Park, Randwick Racecourse, etc. would remove a lot of cars and buses off the roads.
 - The cost of this option could be minimal to Government, with even greater savings than (B), with the Light Rail leg paid for by the current operators. The environmentally responsible tunnelled solution for South Dowling Street, plus expressway improvements and links further south can be completed as another stage after the year 2000.
- SCHEME (D):
 - Postpone the Eastern Distributor and Ring Road connections until Scheme (A) can be funded and install the light Rail extension as described in (C).
 - The basis of this option is that if the Government cannot do a proper job then it should not do anything at all. The current scheme will be too damaging to much of the inner Sydney's built and natural environment and residential amenity, that the ED should be postponed until an environmentally responsible solution can be funded. It would be immoral to degrade Sydney and exacerbate urban blight to serve Olympic objectives.

- The Light Rail Link as described in (C) would have to be built and this would serve the dual role of removing the sporadic and high intensity traffic generation affecting traffic flows from the Moore Park and Showground venues and also provide mass transit to serve Olympic venues.
- The proposal to provide a ramped portal in this area is both destructive to the small area of parkland and awkward in terms of traffic circulation. The traffic entry point via the acute angle of the junction of Flinders and Fitzroy Street repeats the existing awkward and dangerous bus lane junction on the opposite corner of Anzac Parade and Moore Park Road and complicates an already busy intersection.
- The large motorway signs that will have to be erected will obliterate Drivers Triangle completely and degrade significant views of parkland and significant heritage houses in the area.
- The proposed northbound entry portal should be removed out of the park and put in Flinders Street.
- The park should be re-landscaped and planted with Moreton Bay fig trees and renamed.
- The EIS is fundamentally flawed and a misnomer in environmental terms, because it fails to address the proposed design in context with the important natural and built environment of the City.
- The EIS fails to document the commercial and opportunity costs, as Sydney becomes more significant to the State economy. It fails to put a price on the extension of urban blight degrading the unique area of Woolloomooloo, Woolloomooloo Bay, the Domain, the Gardens, the State Gallery Precinct and the appropriation of Moore Park, the destruction of avenues of trees and the alienation of adjacent historical residential areas.
- In Options Assessment (Ch. 6), the values placed on assessment factors show a bias or a lack of sensitivity. The proposal through Woolloomooloo and South Dowling Street is judged in terms of planning initiatives, land use and acquisition, civic and public places, heritage, noise and visual impacts, as being "relatively neutral"?
- Negative assessments admitted in the EIS have not been addressed and no significant remedial design changes have been suggested.
- The EIS accepts and attempts to justify a profit-driven engineering solution without appreciation of site and location and the particular human, heritage, visual and environmental associations. Any responsible EIS would have rejected the above-ground section of the proposal as being totally unacceptable through residential and parkland areas and inappropriate for the centre of any modern city today.
- The fact that this rejection is not made in the EIS discredits both the exercise and the process which links environmental assessment to the proposal and the proponent, ignoring and restricting broader considerations and responsibilities.

- It is an indictment on the EIS that the section of the proposal from the Cahill Expressway to William Street was not declared unacceptable in social, environmental and heritage terms.
- Location of the ventilation shaft on the corner of Palmer and Stanley Streets is opposite the Edmund Blacket-designed church building (1850s). If the scale of the ventilation shaft is correct in the EIS, it will dominate and obscure the historic building.
- Should be relocated away from the street frontage and the design of the surrounding development to respect the Blacket Church (part of Option A, see submission).
- The impact of the shaft would be lessened if it were located in the centre of the proposed development.
- The design of the enveloping building should complement the Church and principles governing its design should be stated by the Government as a condition of development and be part of the documentation of the Distributor.
- Concerned about Labor promises of a toll-free project. Why are roads used by the populace at large being tolled in some areas and not in others? The Government made statements while in Opposition to fund a toll-free ED from public funds. Estimates for the project were in excess of \$500m and the basic design had been developed under the previous Labor Government and was well understood by both political parties.
- If the community finds it has to pay, it should get a solution which benefits it and contributes positively to its amenity and environment.
- The section of South Dowling Street from Fitzroy along to Cleveland should incorporate Distributor entry and exit ramps with electronic tolling at the northbound entry portal.
- Design of Option A is based on electronic tolling which does not require bulky above-ground toll collection plazas and hence can be placed in a number of locations to increase toll revenue.
- There should be more toll collection points and scaled charges related to travel distance via electronic tolling.
- The toll charges and contract span should be reviewed.
- The proposed M5 motorway link should be tolled and the immoral and discriminatory toll rebate scheme revoked.
- Anzac Parade would be a more appropriate location for the entry of northbound traffic (instead of Drivers Triangle). Also, direct Distributor access and egress for the Moore Park/Showground venues via Anzac Parade is an essential facility which has not been dealt with by the proposal or the EIS.

- Direct access should be provided to an underground car park in Moore Park from Anzac Parade.
- An extension for submissions on the Environmental Impact Statement should be granted until the end of February 1997, because of the complexity and potential impact of the proposals.
- The high number of vehicles estimated at 125,000 vehicles p/h will have a degrading affect on flanking residential suburbs and on Moore Park. The EIS justifies what it regards as a small increase in noise and pollution levels by comparing them with the existing unsatisfactory figures.
- Residents of Moore Park Road are concerned that what is already a wide road with existing congestion points will attract even more traffic and increased congestion in the area associated with sports and entertainment events.
- They are concerned that Moore Park Road could become a State Road and the clearways would ultimately banish curbside parking.
- Traffic management needs to be included as part of the main project, to maintain parking, provide landscaped barriers between houses and cars, and to restrict through traffic to the four centre lanes.
- More adequate public transport services combined with limiting associated carparking capacity needs to be a part of the solution for Moore Park Road residents.
- The movement of the tunnel portal eastwards beyond Greens Road and away from the houses between Flinders Street and Greens Road as suggested by Clover Moore, is supported by the EIS.
- The extension of the tunnel portal east of Greens Road needs to be confirmed.
- The quoted estimated traffic flows are high for country and suburban freeways, but are outrageous for inner city roads through high-density residential areas.
- With the estimated traffic flows being substantial even by international standards, and in the absence of comprehensive traffic management proposals, there is doubt in the community that through traffic will be removed from residential streets.
- There is a feeling that the price of traffic relief in residential streets is the acceptance of an environmentally degrading and alienating motorway scheme.
- Despite assurances to the contrary from the RTA, an additional approximate 10-20,000 vehicles per day are generated through our area as a direct consequence of the Harbour Tunnel. There has been a dramatic increase in traffic in the area and now most residential streets are inundated with dangerous and polluting traffic, attempting to avoid the congestion on the main roads.

- Reunite the Domain to the Botanical Gardens for all Sydney.
- The additional lanes of traffic proposed within the existing road reservation increase the capacity of the road and hence the amount of traffic invading the city. The aim of the exercise should be to re-route and make the road system for existing traffic more efficient, and not to cram as much traffic as possible into the system and ultimately through our City and residential areas.
- An underground carpark off Driver Avenue should be constructed at the same time as, and with direct access to, the Distributor and that no car parking be allowed on Moore Park. With 24 hour parking restrictions imposed in surrounding residential street, most patrons (of Morre park Stadia, etc.) would have to use the promised better public bus service.
- Local Area Traffic Management Schemes for adjoining neighbourhoods should be funded and developed before any decision to approve the ED is made.
- Closures and traffic calming for local and neighbourhood streets relate to what happens on the main surface roads. The abolition of clearways on these roads is expected, but the future of these main roads has not been integrated into the ED proposal and they remain as toll free and attractive alternative through routes. The RTA has been very resitant to surrendering any road space and plans for Bourke and Crown Streets, for example, should be included in the Proposal and EIS, for narrowing and traffic management.

48. LEE Brenda

- Supports the tunnel extension from Taylor Square to Link Road.

49. GREENAWAY G.A.

- Residents of Lenthall Street, Todman Avenue and Doncaster Avenue are anxious, angry and frustrated regarding the level of arterial traffic on their local roads.
- Concerned that the Eastern Distributor will increase traffic volumes on the Lenthall Street by 7% when the EIS claims that the Distributor will remove inappropriate traffic volumes from residential streets. Lenthall Street is a residential Street that contains heritage homes, a 70 bend, extreme camber, a blind crest and is subject to occasional flooding.
- Concerned that arterial traffic rather than just local traffic will use Lenthall Street as it will be the quickest and easiest route available from Southern Cross Drive to Alison Road. The Eastern Distributor restricts access to the arterial road (Dacey Avenue) by drivers having to wait at two sets of traffic lights, priority is not given at the Todman or Dacey Avenue traffic lights. Lenthall Street is the first opportunity to leave Southern Cross for the east for many kilometres as no exit roads were provided at Wentworth Avenue or Gardeners Road. Traffic leaves Southern Cross Drive via a slip road, with no traffic lights to slow them down onto Link Road and then directly onto Lenthall. This makes Lenthall Street the more attractive option than arterial roads.

- Request that traffic be prevented or deterred from exiting the freeway at Link Road or if the exit remains to service the needs of South Sydney and the Holden site, that the left turn into Lenthall Street be prohibited thereby refusing entry to traffic which is arterial not local.
- Concerned that Randwick Council is not protecting residents on local roads from arterial traffic and Lenthall Street residents are now looking to "higher offices" to protect Lenthall Street from arterial traffic. Considers Randwick Council has not supported Lenthall Street residents to reduce traffic on their street.
- The proposal attempts to remove traffic in local streets throughout the city such as Riley Street by 99%. It is questioned why the southern end of the city has been ignored (Lenthall/Todman Avenue) regarding traffic removal from local roads and how this is justified.
- Concerned that Todman Avenue will gain 8% traffic volumes.
- Recommends that subterranean slip roads from the freeway onto Dacey Avenue would encourage more drivers to continue on to the arterial roads rather than using local streets such as Lenthall Street and Todman Avenue.
- The Eastern Distributor proponent states that the Distributor will reduce traffic on local roads. Lenthall Street is a local residential street and is anticipated to increase traffic by 7% due to the Distributor. Traffic will also be exacerbated by a new bus route along Lenthall Street.

50. STREET Brian (Ampol Refineries (NSW) P/L)

- Concerned that the left turn into Link Road is an unsafe design. Traffic wishing to turn left will compete with traffic wishing to proceed to Todman Avenue and Dacey Avenue. The through traffic will be signposted to 90km/h but the hill will lead to speeds approaching 100km/h. The safe entry speed for Link Road 160 bend is 25Km/h. These competing traffic demands will lead to multiple rear end accidents. The Link Road corner should be eliminated from the design as there is sufficient access to Rosebery and Kensington at the Todman Avenue intersection.
- Incremental expenditure for extending the Todman Dacey Avenue tunnel to Dacey Avenue would lead to improved regional and local traffic conditions.
- Randwick Council will need to build a case for its share of LATM funds as the focus for LATM improvements is at the East Sydney end of the project as can be seen from the map in Appendix G of the EIS.
- Recommend that tunnel access and egress to Dacey Avenue is necessary to ensure that there is appropriate volumes of traffic on residential streets in Kensington. A tunnel extension is being built for east bound traffic on Moore Park Road where it is predicted in 2011, low travel demand will only be 800 cars. If this tunnel extension is being built then it is justified that a Dacey Avenue extension is built.

- Extending the Todman Dacey Tunnel to Dacey Avenue would lead to improved regional and local traffic conditions. The present design of the Lachlan/Dacey Avenue and South Dowling Street intersection will encourage use of alternate routes through residential streets. The current design means there will be no long term benefits to the Randwick Council local road network and will require the Council to build in traffic delays on local roads to be greater than the delays on the state road network to prevent inter-regional traffic using local roads inappropriately. This design does not appear to be safe or effective.
- If the design does not accommodate east turning traffic from southern Sydney via South Sydney, it will not be cost effective to incorporate the right turn at a later stage, as Dacey Avenue and Lachlan Street are part of the County Road Reservation Scheme, which permits resumption of land for developing a link from the Princes Highway to Anzac Parade.
- The EIS figures (Table 5.7) support the assertion that Dacey Avenue will not function as a State road carrying inter-regional traffic as designed.
- The present design of the Eastern Distributor does not meet the objective of "removing inappropriate traffic volumes from residential streets resulting in improved amenity and pedestrian, cyclists and vehicular safety" in the Kensington area.
- Concerned that the traffic diversions during construction along South Dowling Street and Cleveland Street will lead to drivers detouring through Kensington (Todman Avenue or Link Road, Lenthall Street and Todman Avenue) rather than using the convoluted route suggested in the EIS (Section 9.2.1) to join Anzac Parade. It is suggested that the direction of traffic flow on Bourke Street is changed to northerly all the way from O'Dea to Campbell Street so that drivers are encouraged to use the EIS route rather than making their own detour.

51. ANONYMOUS (Resident petition)

- Suggest that a full capacity tunnel access and egress to Dacey Avenue from the Eastern Distributor is provided. This is to reduce motorists using Doncaster Avenue, Todman Avenue and Lenthall Street as an alternate route to the eastern suburbs. The Eastern Distributor proposal restricts access to the arterial road (Dacey Avenue) where drivers have to wait at two sets of traffic lights and vehicles accessing Dacey Avenue do not have priority at the Todman or Dacey Avenue lights.

52. LIM S.

- Randwick Council have already supported the partial closure of Lenthall Street.
- Suggests building a traffic tunnel turning section into Dacey Avenue from South Dowling Street to cater for traffic heading east, so that traffic levels on Lenthall Street are reduced.

- Concerned that the removal of the right hand turn from Link Road onto Southern Cross Drive will mean that heavy traffic from the industrial area of South Sydney will be forced to gain access to Southern Cross Drive via Epsom Road, Lenthall Street and then Todman Avenue.
- Concerned that the proposed Eastern Distributor will have adverse impacts on Lenthall Street as it is a residential road. Lenthall Street is used as a short cut from Southern Cross Drive to the eastern suburbs by exiting via Link Road and carries more traffic than its design capacity. It is suggested that there is a partial closure of Lenthall Street at the junction of Epsom Road. This would mean that traffic from Southern Cross Drive would use the arterial road Todman Avenue. Todman Avenue currently carries less vehicles than Lenthall Street.
- The goals for local areas affected by the Eastern Distributor include various measures to calm traffic, improve safety and amenities and possible street closures. Solutions could be incorporated into the Eastern Distributor plan for Lenthall Street traffic levels. With the building of the Eastern Distributor, improvement of the local area and the safety of residents should be of the utmost importance.

53. GRIFFITHS JAMES

Form type C1

54. LEIGH David

Form type C1

55. PASSMORE F. WILLIAM

- Agrees with the tunnel proposal.
- Strongly objects to the ventilator tower on the site in Hitchinon Lane as the fumes will permeate his residential building. Considers the second alternative in Moore Park, away from domestic residents is more appropriate.

56. PORTEOUS Peter (Bourke Street Public School)

- Suggest that a pedestrian bridge is built over South Dowling Street to replace the pedestrian crossing and lights behind the school for the safety of the school children..
- Concerned that air quality will suffer with a major above ground roadway. This is considered to cause undesirable pollution levels close to the school and to have health impacts for small children.

- Concerned that the pedestrian lights located behind Bourke Street School on South Dowling Street will be removed. These lights are used by the school to take students to Moore Park and to the Moore Park Recreation Centre. The removal means that small school children will have to walk to the nearest set of lights at either Cleveland Street or Fitzroy Street along South Dowling Street which will have nine lanes of traffic. This is considered to be a hazardous operation.
- Staff and parents feel it would be safer and less polluting if the majority of the road system was moved underground along South Dowling Street.

57. UMMERSEN Van Link

- Disappointed with the process of informing the Woollomooloo community at large of the RTA's intentions. Many residents do not speak English or read newspapers bearing RTA's advertisements.
- A proposed newsletter drop publicising the proposal in the Woollomooloo area seems not to have gone ahead. Residents of Kidmans Terrace, Junction Lane, Cathedral/Bourke and Palmer Street or Woollomooloo have not received them.
- Many of the important questions and problems facing the community are not being answered, stymieing the community support needed to give meaningful input into the EIS process.
- The residents/owners of Kidmans Terrace are concerned about the proposal's design. Their properties face 10 lanes of the Distributor behind their western wall.

58. GREENAWAY G.A.

- Slip roads from the tunnel onto Dacey Avenue would encourage motorists to continue on to the arterial road (Dacey Avenue), rather than the current design of two sets of lights (Todman and Dacey Avenue) impeding progress, encouraging motorists to use local streets such as Lenthall.
- Concerned that Link Road links freeway traffic to a local system. The use of Link Road exit encourages traffic and only the dangerous angle of the slip road causes decrease in freeway speed before cars travel along Lenthall Street. As the RTA is responsible for Link Road they should improve not worsen the traffic situation on Lenthall Street. Request that traffic is prevented or discouraged from using Link Road to access and exit the Eastern Distributor and encouraged to use roads designed to accommodate heavier traffic.
- Concerned that traffic forecasts in the EIS shows a low demand change of +8% on top of the 18100 vehicles per day using Lenthall Street. Volume of traffic has increased in the Street as it is a short cut from Southern Cross Drive for commuters to the University of New South Wales and the Prince of Wales Hospital.

- The arterial roads of Wentworth Avenue and Gardeners Road fail to contribute to distributing traffic to the east as there are no exit roads from the freeway. Therefore Lenthall street suffers from high traffic levels.
- Concerned that Lenthall street is used by main street commuter use and not just local traffic.
- Traffic must be encouraged to use main streets but this is not the situation. Freeway traffic using Lenthall Street combines with that of Todman Avenue and a significant portion goes past Kensington Public School along Doncaster Avenue which is a local road.
- Todman Avenue will have an increase in traffic due to the proposal but they have four lanes to Lenthall Street's two. Todman is expected to serve 3,000 cars less than Lenthall Street daily.
- Concened that Lenthall Street will be used as an arterial road when it is a local road and that it is the responsibility of the council to alleviate the effects of the traffic load. Randwick Council appears to be unable or unwilling to reduce the traffic.

59. ANDERSON Jane

- Concerned about the reemergence of traffic from the tunnel onto South Dowling Street straight into a residential/parkland area. This would severe the community from other parts of the community and amenities.
- Concerned about the severance due to the roadway at Wolloomooloo
- Concerned about the visual impact of elevated roadways in the Woolloomooloo area.
- Concerned that the proposal to make Crown Street two way and further suggestions to make Liverpool Street two way leading up to Whitlam Square and to remove existing street closures in the neighbourhood is unacceptable to residents because it will increase the number of vehicles circulating in the streets and add to the traffic problems which already exist in Liverpool Street.
- The section of Liverpool Street between Whitlam Square and Crown Street is currently under pressure from traffic and considers that through traffic entering East Sydney at Whitlam Square should be stopped.

60. TRUSWELL Andrew

- It is requested that the City of Sydney's tunnel alternative is given favourable consideration despite the additional cost. The mistake of the Cahill Expressway and Western Distributor should not be made again.
- The proposal will substantially increase traffic along the northern end of Palmer Street.

- The proposal will obstruct important views from the Domain and Art Gallery over Woolloomooloo and the Harbour.
- Concerned that the proposal will sever Woolloomooloo from the city, Domain and Botanic Gardens.
- Concerned that the proposal will sever Surry Hills from Moore Park for pedestrians and residents. Surry Hills is a high density area which should not be severed from an urban park.
- Concerned about the damage the proposal will cause to inner city life of Woolloomooloo and Surry Hills
- Agrees with the proposed tunnel to run underneath Taylor Square.
- The proposal will substantially increase noise along Palmer Street north of William Street.
- Concerned that there will be loss of public land along South Dowling Street.
- Suggests that some money from the toll should be allocated towards revitalising Moore Park in conjunction with the Moore Park Trust.
- Concerned that the proposal will increase traffic along South Dowling Street.

61. CARRICK John

- Concerned that by connecting the Eastern Distributor with the M5 motorway that there is a conflict of interest in the Government encouraging increase in induced traffic to provide toll revenue for Leightons and the Government's duty to manage and to preserve one of the city's oldest, and densely populated quarters.
- Concerned that the proposal will increase traffic in local streets due to toll avoidance and induced traffic.
- Considers there will be a decrease in amenity of the Art Gallery due to the proximity of an unsympathetic two storey toll plaza.
- Place the toll plazas within the Domain tunnel.
- Concerned about the resumption of areas of Moore Park in a region which has increasing population from medium density housing developments. This is already pressurising open space.
- Further increase in already high noise level, exceeding WHO maxima on South Dowling Street (12 dBA above current background levels predicted).

- Agrees that traffic congestion in the East should be addressed but not with the current proposal.
- Further increase in already high pollution levels (No2, Benzine, Lead, Colloidal Rubber abd Diesel particles) from the projected trebling of traffic volumes.
- Suggest extending the tunnels on the southern end of the distributor as a four lane cut and cover route under Moore Park emerging in the vicinity of Lachlan Street. Exit and entry ramps for Moore Park Road, Anzac Parade and Moore Park facilities could still be incorporated in the vicinity of Lachlan Street. This alternative could induce traffic but avoids some of the pitfalls of the current proposal.
- Concerned that the historic areas of Woolloomooloo, Darlinghurst and Surry Hills will be converted into "a Los Angeles-style motorway wasteland", which will be a loss felt beyond the Sydney community.
- Appears the Eastern Distributor is being rushed through for the Olympics.
- Concerned about the division of Wolloomooloo.
- Concerned about the alienation of Surry Hills from Moore Park due to an uncrossable road 10 lanes wide.

62. LOMAS Chris

Form type C2

63. COMOS George

Form type C2

64. MORGAN Richard

- Improve public transport.

65. RUSSELL J

Form type C1

66. DEMIRGELIS Hercules

Form type E

67. FAMILY KALLARAS

Form type C1

68. OATES Christopher

Form type C1

69. WOODFORDE Eric

Form type C1

70. BEECROFT Sarah

Form type B

71. BRACEY Susan

Form type B

72. KILLICK S.

- Further exploration of increased public transport services versus increasing road space in NSW is encouraged.

73. LOVELL C

Form type B

74. BROWNE David

Form type B

75. DOOHAN R

Form type B

76. HEMPHILL A

Form type B

77. KABLE Vicki

Form type B

78. MARSCHAM Janita

Form type B

79. VAISVILA Olya

- Rejects the current proposal for the Eastern Distributor. The proposal is only acceptable if the tunnel is extended to the Domain tunnel in the north and to Link Road in the south.

80. VENGUST Steve

Form type C2

81. LENNAN Gary

Form type C2

82. CAMPBELL Scott

Form type C2

83. FRASER Leland

Form type C2

84. BAIRD J.M.

Form type C2

85. SPENCE Liza

Form type C2

86. RUDD Mandy

Form type C2

87. MARTIN Rowan and Michael

- Rejects the current proposal. The proposal is only acceptable if the tunnel is extended to the Domain tunnel in the north and to Link Road in the south.

88. VRACHNAS Judith & Paul

Form type C1

89. NEDELJKOVIC Sylvia

Form type C1

90. EDWARDS Jean

Form type C1

91. SANCHEZ Jane

Form type C1

92. PHELAN Martin

Form type C1

93. CHURCHLAND L

Form type C1

94. JACKSON L.M.

Form type C1

95. O'BRIEN Phil & TAYLOR Jacqueline

Form type C1

96. RAHR Penny

Form type C1

97. ROUEN Kayleen (Moore Park Road Residents)

- Moore Park Road Residents do not agree with the alternative proposal of the Eastern Distributor Taskforce which is a tunnel from the southern end of the Domain tunnel to Driver's Triangle with the same exits to Moore Park Road and Anzac Parade.

98. SERGI Leigh

Form type C2

99. SERGI Sergio

Form type C2

100. SERGI N.

Form type C2

101. PULIE Elisabeth

Form type C1

102. GIFFIN Micheal Rev Dr

Form type C1

103. CROZIER Peter

Form type C1

104. HALL Dorinda

Form type C1

105. ZINTGRAFF Juan & Alain

106. FERRIS Geoff (Bus and Coach Industrial Association (NSW))

- Wants clarification of whether public bus services would not be charged a toll (see 6-6 Working Paper no. 3 - Traffic and Transport). Does this mean a public passenger bus under the definition of the Passenger Transport Act 1990 will not have to pay a toll?

107. READ Roger

- Suggests an exit ramp from the northbound Eastern Distributor at Wentworth Avenue to permit easy access to the south-eastern suburbs and relief of traffic pressure closer to the city.
- Wants traffic diverted from Lenthall Street and Todman Avenue during construction of the Eastern Distributor. The planned detour from northbound traffic through O'Dea Avenue and Bourke Street is very unattractive to motorists and most will travel along residential Kensington streets to Anzac Parade.
- Make Bourke Street one way, in a northerly direction, from O'Dea Avenue to Campbell Street for the duration of the detour period.
- Recommends that the left-hand turn from northbound South Dowling Street into Link Road be removed for safety reasons and because it directs inappropriate traffic onto local roads, such as Lenthall Street.
- Lenthall Street already bears excessive traffic loads. Unless action is taken, the Eastern Distributor will force more vehicles to use this road for access to the eastern and south-eastern suburbs.
- Supports the objective of moving traffic from local roads.
- Wants an unobstructed, northbound right-hand turn into Dacey Avenue (a non-residential street) to cater for vehicles travelling to the eastern suburbs. This will provide long-term access to Randwick, Randwick Racecourse, hospitals and the University of New South Wales, while relieving the impact of traffic in Lenthall Street, Todman Avenue and Doncaster Avenue.
- Todman Avenue already bears excessive traffic loads. Unless action is taken, the Eastern Distributor will force more vehicles to use this road for access to the eastern and south-eastern suburbs.

108. RYDGE Richard

- Believes the Eastern Distributor should continue underground from Driver's Triangle to Link Road. This would preserve Moore Park, give safer access to the park for residents and

school children and not adversely impact on local residents by way of additional traffic, noise and pollution.

- Government should ensure that the Eastern Distributor is built in a manner that will not harm the inner city, but rather be a source of pride for generations to come.

109. HUTCHISON E.L.

- Believes a tunnel exit into Moore Park Road is not feasible for Centennial Square.
- Believes consideration should be given to a underground carpark at the end of the exit tunnel.

110. EVERETT Diane

Form type C1

111. WIGLEY D

Form type C2

112. GLOVER Paul

- Request an extension to February to enable a fair opportunity to gain further information and professional advice to make reasonable submissions.
- Believe the exposed multi-lane freeway sections of the Eastern Distributor will destroy some of our most treasured conservation and heritage areas.
- Believe the exposed multi-lane freeway sections of the Eastern Distributor will steal huge chunks of parkland from Moore Park.
- Believe the exposed multi-lane freeway sections of the Eastern Distributor will destroy Woolloomooloo as it cuts through the rear of the Art Gallery. It will give Sydney another Cahill Expressway.
- Asks the Government to make funds available for the engagement of consultants to assist the local community in analysing the EIS information and preparing viable alternatives.
- Believes the current proposal is being railroaded through without due consideration and consultation.

- Believe the exposed multi-lane freeway sections of the Eastern Distributor will be a model of retrograde design, environmental neglect, urban planning ignorance and social insensitivity which will remain long after the Olympic Games.
- Believe the exposed multi-lane freeway sections of the Eastern Distributor will poison inner city residents with exhaust emissions, including benzene.
- Believe that the exposed multi-lane freeway section of the Eastern Distributor will create more traffic chaos by shifting the gridlock from Taylor Square to Moore Park, Surry Hills, Paddington and beyond.
- The community envisages a tunnel all the way, like other forward-thinking cities of the world.

113. ATKINSON Marie

Form type D

114. BURNE Bruce Thomas

Form type D

115. UMMERSON VAN Link

Form type D

116. CONOMOS-SPARTAL Efe

Form type D

117. SUTTON Susan

Form type D

118. ANDERSON P

Form type D

119. ANONYMOUS

Form type D

120. WHITE Antoinette

Form type D

121. FARRUGIA L

Form type D

122. LANE Ron

Form type D

123. BULANOWSKI Barbara

Form type D

124. JOHNSON Wendy

Form type D

125. CIAPPARA Pauline

Form type D

126. CIAPPARA Julian

Form type D

127. NOONAN Rosemary

Form type D

128. BEETLE George

Form type D

129. SANTOS Joey

Form type D

130. FENECH Joe

Form type D

131. BOWMAN Micheal

Form type D

132. EDWARDS Dean

Form type D

133. CLOUGH Judy

Form type D

134. CHURCHLAND D

Form type D

135. URBAN K

Form type D

136. CHAN Anthony

Form type D

137. ERRINGTON David

Form type D

138. WATT William

Form type D

139. FLANNIGAN Warren

Form type D

140. GODDARD Stephen

Form type D

141. HOWARTH Linda

Form type D

142. SAMEK Peter

- Considers the plan to be a " dinosaur " in our modern world. The designers should have been much more considerate of the environment and the people upon whom they inflict this type of development.
- Parklands that nobody will be able to conveniently access except at two points on the western boundary.
- No provision has been made for an environmental setback or noise barrier to the residents most affected by the development, i.e. South Dowling Street and streets leading to the west towards Bourke Street.
- Concerned with increased numbers of cars using the facility from a large catchment area.
- Concerned that there will be huge increases in pollution in an already affected area, with relief for residents non-existent.
- Concerned that there will be huge increases in noise in an already affected area, with relief for residents non-existent.

143. BROKMAN J

Form type D

144. POYNTON Chris

Form type D

145. O'REILLY Ross

Form type D

146. HILDRED

Form type D

147. GRIFFITHS James

Form type D

148. BURTON Rae

Form type D

149. HORTON Nicole

Form type D

150. GULIA G

Form type D

151. WILCSEK G

Form type D

152. LUCCARINI Maria

Form type D

153. CUNNINGHAM Saul

Form type D

154. HAMBLY G.J.

Form type D

155. RAHR Penny

Form type D

156. O'REILLY

Form type D

157. EDWARDS Miyuki

Form type D

158. EDWARDS Aaron

Form type D

159. PAMENTER Claire

Form type D

160. ARRAD George & Rosemary

Form type D

161. BURTON J.M.

Form type D

162. SHUTTLEWORTH R.W.

Form type D

163. LEIGH D.E.

Form type D

164. CARTWRIGHT Peter

Form type D

165. LORIA Rosa

Form type D

166. NAGY Tibor

Form type D

167. JORDAN Minette

Form type D

168. HORDERN J

Form type D

169. MACFIE R.B.

Form type D

170. PAISLEY Lois C

Form type D

171. PAISLEY P.B. Dr

Form type D

172. MCDONALD Hamish

Form type D

173. MCCOY T.P.

Form type D

174. EWINGTON Marielle

Form type D

175. RYAN S

Form type D

176. RUSSELL Janet

Form type D

177. TODD Mark

Form type D

178. KABLE Vicki

Form type D

179. SLOANE Michael

- The southern ventilation shaft should be placed in Moore Park, not at the corner of South Dowling and Flinders Streets. The latter location will destroy the ambience that is now being created in this suburb.
- Could be argued that the EIS is defective if the ventilation shaft is put in Site No. 1 but fully supports locating it at Site No. 2 in Moore Park.
- There is unanimous support by all Sydney residents, especially those who suffer the infamous "Crown Street Crawl" every day, for an Eastern Distributor.

180. FISHER M. Jane

Form type B

181. SANDERSON J. R.

- The bulk, form and scale of the Eastern Distributor project significantly detracts from the amenity of Sydney as a whole.
- The ventilation shafts proposed at the northern end of the Motorway are of a bulk and scale that is inconsistent with the surrounding building stock and should be modified in height and bulk so as to reduce the visual impacts upon the neighbouring area.

- It is believed the Eastern Distributor will severely pollute areas of Surry Hills, Redfern, Kensington, and Moore Park. The visual intrusion along South Dowling and Dowling Street is intolerable.
- In the event that the Cahill Expressway is demolished, will provision be made to northbound traffic on Sir John Young Crescent to join the northern extremity of the proposal so that it may join the traffic flow through the Harbour Tunnel.
- What opportunities are available for local communities to assist in the development of a "local area traffic improvement" program.
- It is recommended that funding and resources be made available as part of the proposal, to implement a local area traffic plan.
- What research has been conducted by either the RTA or the proponent into the technical feasibility of electronic tolling? What research has been conducted to establish a measure of community acceptance of electronic tolling? If electronic tolling has been researched, what additional research has been undertaken into the feasibility of segmented tolling? If the feasibility of proportional tolling has been investigated, has any market research been conducted to assess community acceptance of this type of tolling? If any or all of these alternatives have been researched, why have the results not been printed in the EIS documentation.
- It seems 'the proposal' lacks the ability to identify the funds being made available for the development and implementation of a "local area traffic management plan" in respect to the project as a whole. In the absence of this type of information, it can only be assumed that funds have in fact not been made available for these works.
- Immediately prior to, and subsequent to the release of the Eastern Distributor EIS, many alternatives have been put forward. What mechanism and resources are available to the RTA and the proponent to give serious consideration to each of the alternatives.
- One of the alternatives for South Dowling Street involves placing the Motorway in a slot. Is this depressed Motorway sufficiently deep enough to allow for a 'cover' to be placed over the top of the Motorway at some later date? If this type of construction is feasible, are the retaining walls and respective foundations structurally capable of sustaining the additional loading of the 'cover' at a later date? What would be the associated cost involved in this type of construction process?
- The Lord Mayor has put forward an alternative of a cut and cover tunnel combination for the northern section of the Motorway near the Art Gallery, what is the associated cost with this proposal.
- What design alternatives have been considered for Anzac Parade and Moore Park Road portals so that traffic may leave and join the tollway from these roads rather than having to share the proposed portal in Driver's Triangle?

- The current Eastern Distributor proposal will divide Woolloomooloo in two parts with little or no real opportunities for local pedestrians, cyclists or vehicular traffic between the two parts. The result will be further social and commercial segregation of Woolloomooloo. Woolloomooloo will be severed from adjacent parkland, harbour, and city services. It will forever more rob Sydney of the opportunity to rectify the past folly of the 'Domain Gash'.
- A land parcel will be created bounded by Palmer Street, William Street, and Sir John Young Crescent. This area will be severed from adjacent lands and rendered useless for either residential or commercial purposes.
- The current proposal for the Eastern Distributor will significantly reduce Sydney's available parkland by the intrusion into Moore Park.
- The EIS to the proposal reports traffic volumes at various locations along the corridor. Of the opinion that these volumes are grossly flawed and under-estimated on the grounds of misinterpretation of population growth figures and underlying economic growth.
- Believes that the model 'TRACKS' used by the RTA in establishing future traffic figures should be questioned in its validity, and consequently what confidence can or should be placed in such a program.
- The current proposal will increase the traffic on William Street resulting in loss of amenity in adjoining areas, the City and the State.
- It is proposed that the RTA be able to work with an appointed representative of the community group to monitor the impact in terms of amenity and impacts on the community as a whole. This representative should have access to any of the RTA's files in relation to the above mentioned activities.
- The basis for the cost/benefit analysis is flawed. The model used is a dated model that was developed for publically funded projects. The proposal is for a privately funded project and as such, the economic evaluation must consider the potential for profit and loss. For these reasons the cost implication have been grossly under-estimated.
- Has the RTA completed any market research to establish the general opinion of the Tollway? If such research has been conducted, was the sample size indicative of the population? If this research was conducted, why were these results not included in the Traffic and Transport Working Paper? If such research has been undertaken, why was it not included in the economic evaluation for the project? If such research was conducted, what was the outcome of the origin/destination survey.
- With respect to tables 9.9 and 9.10 of the EIS clarification is required to establish whether noise levels indicated are in fact L10, L1 and so on.
- What is the criteria that is used by the RTA to judge the difference between "structure borne" noise and other noises that could be associated with construction activity?
- Will vibrating rollers be used for the construction works?

- What mitigation measures will be taken to protect residents of the Burke Street between Liverpool and Stanley Streets during tunnel boring operations?
- With respect to residents of Burke Street between Liverpool and Stanley Street has any consideration been made to ceasing boring operations during normal 'sleep hours'. As an alternative, has any consideration been given to providing temporary accommodation to those residents who are affected to the point of annoyance.
- It is requested that an exact plan be displayed showing the route which will be used by haulage trucks for the Eastern Distributor in removing spoil from the respective sites on the job. What size trucks will be used; what will the hours of operation be; how many months will the spoil haulage operation last; how many vehicle trips per day will this operation require?
- The Eastern Distributor proposal as shown in the 1996 EIS will significantly increase noise and air pollution in the Woolloomooloo basin, Surry Hills, Redfern, and the Kensington area adjacent to the Motorway.
- It is recommended that suitable equipment be implemented to ensure that emissions from the exhaust stacks are treated before discharged into the atmosphere.
- The proposal incorporates ventilation shafts for the tunneled section at the corner of Palmer and Stanley Streets. No efforts have been made to date to implementing a cleaning of these emissions. Believe that discharged gases from the ventilation shafts should be treated before being ejected into the atmosphere.
- In the Woolloomooloo area the current proposal will destroy Palmer Street, one of Sydney's oldest streets, one of significant historical importance to Sydney.
- The proposed Eastern Distributor has a strong interaction with William Street. What allowances have been made for traffic to make both right hand and left hand turns from William Street between College and Victoria Streets.
- Believes traffic volumes will considerably increase along; Cleveland, Fitzroy, Crescent Streets and O'Dea Avenue with a resulting loss in amenity and increase in noise and pollution.
- The proposal will have a devastating affect on the heritage and archaeological significance of the Woolloomooloo area.
- It is recommended that the Eastern Distributor be constructed in full tunnel from the southern portal of The Domain Tunnel to its connection to Southern Cross Drive hence avoiding all severance and loss of parkland to the community.
- The toll method and location of the toll collection facilities will encourage toll avoidance, as it believed to be inequitable for those making a northerly journey that is not to the northern side of the Harbour. It is believed the market will reject the perceived benefit of a journey

from Fitzroy to William Street via the Motorway in favour of keeping the year 2000, \$2.50 in the consumer's pocket.

- It is suggested that the method of toll collection be by some electronic means and that the proposed toll to be implemented by segments. The perceived benefits of such an arrangement are; a more equitable charging system, a reduction in toll avoidance, and the reduction of the bulk of the construction work no longer required for the toll plaza.
- The proposed toll plaza requires a substantial structure to accommodate the plaza, it is requested that preliminary costs be made available for the toll plaza; As proposed in the EIS, a similar structure over Sir John Young Crescent but without the complications of the toll plaza facility, as per the proposal put forward by the Lord Mayor of Sydney, as per the proposal put forward by the Lord Mayor of Sydney excluding the toll collecting facility.
- In regard to the current EIS for the Eastern Distributor project, the background compound rate used to establish traffic growth predictions seems to lack verification. If the rate of 1.53% p.a. is applied to the present traffic volume figure for 1996, a different 2011 traffic volume figure is calculated. It is this comparison that leads to a position of doubt when regarding the figures reported in the EIS.
- The EIS to the proposal makes reference to Public Transport opportunities yet fails to identify those opportunities other than the provision made for toll free travel for publically owned and operated buses. Believe that no further accommodation has been made for any other type of Public Transport. What ever accommodation has been made for Public Transport seems to be heavily outweighed by facilitating for private transport.
- Of the opinion that 10% of the gross revenue should be set aside for the implementation of Public Transport facilities.

182. KIRIMIS Maria

Form type C2

183. PERRET Graham

Form type C2

184. CASTELL Michelle

Form type C2

185. MANSOUR Arthur

Form type C2

186. KIRIMIS Dimitra

Form type C2

187. CONOMOS-SPARTALIS Efe

Form type C2

188. MANIATAS Irene

Form type C2

189. GOLDSMITH Bruce

Form type C2

190. MILNE Judy

Form type C2

191. ANDREWS Sarah

Form type C2

192. CAPIC Rosa

Form type C2

193. IGELSIAS Gladis

Form type C2

194. GALARZU Gilberto

Form type C2

195. IBARRO Manuel

Form type C2

196. REYES CALDERON Sandra

Form type C2

197. SANCHEZ Carlota

Form type C2

198. CALDERON Alejandro

Form type C2

199. CALDERON Julia

Form type C2

200. CALDERON Vimena

Form type C2

201. SHINKO Delia

Form type C2

202. LEMOS Maria

Form type C2

203. WIDJAJA Viola

Form type C2

204. CHEE Sau Hang

Form type C2

205. TANUDISASTRO Prameswari

Form type C2

206. TONG Han Ngan

Form type C2

207. DEMATTEIS Veronica

Form type C2

208. ALSATTI Victoria

Form type C2

209. KAYED Tess

Form type C2

210. YOUSEFF Amal Mrs

Form type C2

211. CICCARI Carmella

Form type C2

212. BELLA DI Teresa

Form type C2

213. GRASSO Mauro & Nancy

Form type C2

214. CESTERE Gina

Form type C2

215. PATRUNO M&N

Form type C2

216. VOZZA Maria & Guiseppe

Form type C2

217. BRISCHETTI Michelle & T

Form type C2

218. VOZZO Domenico

Form type C2

219. MAINA Sonia

Form type C2

220. MARDIAN Nina

Form type C2

221. SUSANA M

Form type C2

222. LEE Paul

Form type C2

223. SZE Leun Kuing

Form type C2

224. SAWANG Indrawati

Form type C2

225. Dora

Form type C2

226. FARIDAT Lily

Form type C2

227. TENNEY Kevin

Form type C1

228. AGAPIOU P

Form type C1

229. FLYNN Alice

Form type C1

230. BORCHAN Mr & Mrs

Form type C1

231. MICHAELS Kieron

Form type C1

232. LOVELL P M

Form type C1

233. LISGARIS Bill & Stella

Form type C1

234. REVELL Bill & NANCARROW Karen

Form type C1

235. LEGGE Rowan

Form type C1

236. ROSE Ute

Form type C1

237. HUTCHISON L.

- Residents cannot survive a highway on the doorstep. They do not want to link up with Sid Einfield Freeway. It will destroy the atmosphere of the area.
- Moore Park Road residents from Oatley Road to Centennial Square have not been consulted properly about the proposal. Feels that residents between the Captain Cook Hotel and Greens Road have been considered, but they are the minority group.

238. HOWLIN J.

- Residential areas like East Sydney, Darlinghurst and Woolloomooloo have be mutilated by lack of planning control, lacerated by through traffic and sadly deprived of residential amenity.
- The ventilation shaft at the corner of Palmer and Stanley Streets would ensure that the terraces are not only overpowered visually but also by the exhaust fumes from the (60,000) cars passing by every day.
- Concerned about the multi-storey development sites on several blocks of land currently owned by the RTA. The land stretches between Stanley and William Streets, Wisdom Lane and Palmer Street and provides a small amount of greenery and space in a densely built and trafficked area.
- Does such development meet South Sydney Council's requirement for open space? The buildings indicated cover the entire area of these sites. Seems like a ploy to attract developers.

239. BROWNE Wesley

- Opposed to the proposed restrictions for Link Road. This restriction would cause serious problems.

- Restricting access out of and into Link Road will hamper the delivery of goods in and out of the warehouses.
- Traffic blockages will be enormous, especially with the recent building of the Meriton Apartments and Corporate Express building on the corner of Dalmeny Avenue and Epsom Road.
- Will Dalmeny Avenue be opened to allow access to Kimberley Grove?

240. HUTCHISON E.L.

- Crown Street should remain one way as it is an important local access road and local residents should be allowed to use it as such.
- Concerned that East Sydney ("Little Italy") is being made pretty and valuable at the expense of Moore Park Road.
- Does not want tunnels into Anzac Parade and Moore Park Road therefore creating through traffic, as local residents can make a right turn into Greens Road to access the city and take a left turn from Bourke Street into Oxford Street when coming from the Cahill Expressway.
- Wants all north and south bound traffic to and from the bridge to be in the proposed tunnel beneath Talyor Square, freeing up the roads from through traffic for local residents. Traffic management on local roads should not be changed.
- Bourke Street should remain one way as it is an important local access road and local residents should be allowed to use it as such.
- Pamphlet dropped in letter boxes does not show that residents live on the south side of Moore Park Road or in Furber and Poate Road.

241. VON HOLLANDER Heinz Gebbeken

- Against the exit at Moore Park Road for eastern bound traffic. Concerned this will make Moore Park Road into a highway which will affect the people who live in homes along this road. Eastern bound traffic from the north and city and crosstown traffic will use the Moore Park exit which will lead to a bottleneck going to Centennial Square.
- A mistake is made on the drawing for Moore Park Road where it has been coloured green on the area between Moore Park and Potate Lane where people do live.
- Consider leading traffic into Oxford Street or build a tunnel under Oxford Street or Moore Park to make it link between the Eastern Distributor and Syd Einfield Drive rather than having the Moore Park Road exit.

- Concerned that the crowds for the football ground, cricket ground and fox studios have been ignored.

242. COOK Robert (The Marlborough, Council of the Body Corporate)

- Supports the identified alternative location of Moore Park for the southern ventilation tower. The proposed site for the tower should not be considered as it is located in a high density population area which, includes the group of apartments known as Durham Village and the penthouses on top of the old school of Arts building in Flinders street. Concerned that during times of tunnel congestion and normal usage that residents will be recipients of poisonous fumes including carbon monoxide and nitrgoen dioxide.

243. JONES H

Form type C2

244. BRAMPTON Robin (The Queen Street and West Woollahra Association Lt)

- Request that the plans for the Eastern Distributor to be reconsidered to reduce traffic on residential streets in Woollahra by providing a more convenient access from Moore Park, Oxford Street and Syd Einfield Drive into the city.
- There has been a build up of through traffic in Ocean Street, West Woollahra which has caused harm to the amenity of local residents. The Eastern Distributor will not remove traffic from residential streets and it is questioned why the needs and promises to the residents of Ocean Street and surrounding roads have been ignored.
- One of the principal reasons for building the Eastern Distributor was to remove through traffic from residential streets. Parlimentary representatives in the past have said that the Eastern Distributor will give through traffic from the Eastern Suburbs a more convenient route to the city and north shore. However the current plans for the Eastern Distributor will do little or nothing to divert traffic from West Woollahra, especially Ocean Street. This is attributed to the design of the portals at Moore Park Road, with only one lane in and out, making the route unattractive for Eastern Suburbs traffic.

245. WHITTAKER Tracey (Mascot Main Street)

- Concerned about the potential increase in heavy vehicle traffic on Botany Road and Mill Pond Road. These concerns are based on the inability of vehicles to exit onto Foreshore Road from Southern Cross Drive. A median island prevents this exit. Vehicles are forced onto Wentworth Avenue, Botany Road and Mill Pond Road should they require access to Foreshore Road. It is requested that improvements are made to allow access to Foreshore Road.

- Accessibility onto the Eastern Distributor will be hampered by vehicles not being able to enter Southern Cross Drive directly from Foreshore Road. Direct access on to the distributor is essential as the majority of the vehicles are heavy vehicles. The current situation is that vehicles are forced onto Mill Pond Road. It is requested that there is vehicle access from Foreshore Road onto Southern Cross Drive.

246. BLOORE Rick (Intelink Pty Ltd)

- Endorses the recommendation to put the Distributor underground from the Cahill Expressway.
- Concerned that Woollomooloo, as Sydney's first community village, will be cut off from the city by a multi-lane expressway which has visual, noise and "grime" impacts.
- Areas of land currently owned by the RTA are leased for use as car parks in Woollomooloo. These car parks are servicing businesses which are part of the Woollomooloo community. Asks what the car parking provision in Woollomooloo will be when this land is resumed for construction.

247. HOPKINS John

- Supports the Moore Park Road exit being in front of the Barracks rather than outside homes and businesses.
- Asks what number of vehicles will use Moore Park Road to gain access to the Eastern Distributor and what increase this represents.
- Concerned how the constant queuing of traffic in Moore Park Road waiting to enter the Eastern Distributor will be managed.
- Asks what arrangements there are in the short and long term for parking at the western end of Moore Park Road. Concerned that if there is no parking businesses will be affected as clients and couriers will not be able to park.
- Concerned that it is becoming difficult for pedestrians to cross major intersections in the area of Moore Park Road. Asks what the plan is for pedestrians in the area in regard to the Eastern Distributor.
- Concerned that pedestrian safety is a problem especially when Moore Park facilities are being used for major events. It is considered this will get worse with the Eastern Distributor and Fox studios. Asks what the plans are to manage pedestrians.
- Suggests having an entry into the Eastern Distributor east of Greens Road at the same place as there is an exit. Considers that such an entry would solve pedestrian safety issues in the area.

248. THOMAS K.E.

- The proposal asks residents to accept tunnel drilling and /or road works at all hour, 7 days a week.
- Residents should be protected against vibration and damage to their homes. This should be documented and established before any work commences.
- The proposed tunnel should be the length of Dowling Street from Supa Centre to Link Road.
- No access streets leading onto South Dowling and Dowling Street should be blocked (partially or completely) under any circumstances between Supa Centre and Link Road.
- Trucks should only be allowed on the 4 lanes of the expressway and not on the access roads and roads nearest private homes as protection against increased air pollution.
- Residents must be provided with a simple, safe method for arriving at and leaving their homes.
- The noise level on Dowling Street is already barely acceptable.
- Some solutions to lessen the imposition on residents could be to limit the access/exit lanes speed to 60 kph and not allow trucks to use the access/exit lanes.
- Compensation offers for damage to properties due to vibration during construction could be made to residents before work starts. The amount of money involved would be small compared with the cost of this project.
- Residents must be provided with parking facilities on and off Dowling Street without danger of fines.

249. HINSCH Neil & CHITTICK Micheal

Form type C1

250. GRECH John

- Concerned about lack of access to Moore Park and Centennial Park for people, cyclists and animals moving east from Darlinghurst, Surry Hills and Redfern when the Eastern Distributor is built.
- Moore Park/Centennial Park represents the only significant green space for the whole of the southern city area. Present provision for foot and cycle travellers is already inadequate.

- Failure by the RTA to address this issue successfully could lead to tragedy in the form of road deaths.

251. GRECH Mary

Form type G

252. GRECH Florence

Form type G

253. HOINYAK Atilla

Form type G

254. WARD A.

- There has been a missed opportunity to return the Domain and Royal Botanic Gardens to the unified amenity that it once was before the construction of the Cahill Expressway.
- If not underground, the toll booths must be located in areas where there is a lower density population and more open space.
- Toll could be paid at the Harbour Tunnel and Harbour Bridge.
- The Eastern Distributor will increase the amount of traffic and thus the car emissions in the Woolloomooloo area, particularly from cars stopping and then accelerating at toll booths.
- Woolloomooloo is in a geographical basin that is an ideal pollution trap.
- There will be an increase in the amount of days on which the air quality standards set by the World Health Organisation will not be met in Woolloomooloo, an area with one of the highest concentrations of children in the inner east.
- Access to Woolloomooloo Bay will be reduced for anyone on the western side of this planned barrier. This could be resolved by narrowing the road (removing the toll plaza) or by placing the road underground.
- From an environmental, planning and residential aspect, the Eastern Distributor must be underground all of its length.
- Tunnels are safer for motorists (no distractions, wet weather skidding, etc).
- Tunnels are the only way to ensure a reasonable quality of life for residents.

- Provision must be made for pedestrian access to Sir John Young Crescent to allow safe night-time travel by foot.
- Resident access to the city from northern Woolloomooloo will be restricted to routes that require crossing the Domain at night, which is dangerous.
- Toll gates constructed in a Woolloomooloo would decrease the visual amenity of this working class (and now also "yuppie") suburb.

255. BROWN Graeme

Form type C1

255. BROWN Graeme

Form type C1

255. BROWN Graeme

Form type C1

256. TWYMAN C J

Form type C1

257. LAVERACK Frances

Form type C1

258. HICKEY Kevin

Form type C1

259. FABIAN Jon

Form type C1

260. LAURENSEN Marc

Form type C1

261. PACKER Russell

Form type C1

262. MELICK L.

- Believes we are being blackmail by the Olympic timetable and cost threats. The destruction is too high a price to pay.
- The Eastern Distributor should be tunnelled from the Domain in the north to Link Road in the south.
- The elevated roadway in the Art Gallery/Domain/ Woolloomooloo area is a blight on this precinct and the waterfront and is therefore totally unacceptable.

263. MOSHOS Micheal

Form type C1

264. ERWEE Micheal

Form type C1

265. CHAN Anthony & TOBIN Chris

Form type C1

266. THAM Fay Siak

Form type C1

267. KRIESEL Amy

Form type C1

268. TURTUR Lewis

Form type C1

269. HAILWOOD J&M

Form type C1

270. SHACKLOCK Tim & Tracey

Form type C1

271. CHUNG Debbie & HUNTER Mark

Form type C1

272. KISNORBO T

Form type C1

273. RONAN Robert

Form type C1

274. MCMAHON S Ms

Form type C1

275. ENGLISH Barbara Holly

- Concerned that the proposal will subject thousands more homes to increased levels of traffic noise which will damage health.
- Concerned that the proposal will attract patronage away from public transport, particularly the New Southern Railway.
- Concerned that the proposal will increase air pollution and the emission of greenhouse gases.
- Public and private funds should be spent on initiatives like the New Southern Railway and Sydney Light Rail and not on more motorways.
- Concerned that the proposal will spoil the amenity of parks and recreational facilities.

- Concerned that the proposal will generate considerable extra volumes of road traffic when Sydney needs to reduce traffic.
- Concerned that the proposal will increase traffic on the existing regional and local road system in the inner city, eastern suburbs, south-west Sydney and north of the Harbour.

276. BARTOLI Eva

- Requests that the Moore Park alternative is chosen for the location of the southern ventilation tower. Concerned that the location of the ventilation tower in Hutchison Lane would lead to carbon monoxide, nitrogen dioxide and other hazardous fumes from the tunnel being expelled in a residential area and into residences.

277. LUVIO Michael

- The community envisages a tunnel starting from the Domain Tunnel in the north and extending to Link Road. Sydney should take the initiative like other forward thinking cities such as Melbourne.
- Concerned that the proposal will create traffic chaos by shifting the gridlock from Taylor Square to Moore Park, Surry Hills, Paddington and beyond.
- Concerned that the proposal will devastate conservation and heritage areas.
- Concerned that the proposal will demonstrate a model of retrograde design, environmental neglect, urban planning ignorance and insensitivity which will remain long after the Olympic Games.
- Requests that the RTA and LeightonsP/L improve the social and environmental aspects of the current proposal.
- Concerned that the toll avoiders will significantly increase the volume of traffic in the local neighbourhood.
- Concerned that Woolloomooloo will be destroyed by the multilane freeway where it cuts behind the Art Gallery. It will give Sydney another Cahill Expressway.
- Concerned that the East - West traffic management generated by recreational activities in the local area has not been fully resolved.
- Requests that the proposal is not railroaded through without due consideration and consultation with the local people and community of NSW.
- Concerned that the proposal will remove a parcel of parkland from Moore Park.

- Concerned that the proposed freeway will "poison" inner city residents with benzine/lead exhaust fumes.

278. GHABRIAL Dr. R.

- Open space could be developed if the expressway was underground in the Woolloomooloo area, thereby adding to current plans for Sydney Bowling Club/Bommerang Street redevelopment.
- Placing the Distributor above ground will further ostracise Woolloomooloo which already has health and social problems. This severance will have social impacts for the area.
- Placing the Distributor above ground will have a visual impact for Woolloomooloo. The best should be done to beautify Sydney by 2000 and beyond.
- Suggest placing the portion of the Distributor near Woolloomooloo underground. The extra cost of \$20-\$50 million is less than 10% of the current budget.
- Considers that residents of Sydney would be happy to pay \$2-4 extra toll or pay tolls for a longer period of time to provide funding to enable the Distributor to be underground in the Woolloomooloo area. Suggests that a referendum is undertaken to gauge residents willingness to pay.
- The Art Gallery and Botanic Gardens are beautiful tourist attractions. A major expressway will "cheapen" their attraction.
- Concerned about the adverse impact of an overground expressway on the eastern foreshore area of Sydney, including slum living under overground expressways.
- Considers that residents, especially those of Kidmans Terrace, will be underprivileged by an overground expressway. Parties who have tried to develop and gentrify this area will have their attempts thwarted.

279. DEVERY S.

- Advocates that the Moore Park alternative site is more appropriate for the location of the southern emission chimney. The site in Hutchinson Lane will have a profound effect on all residents in the vicinity.

280. CHRISTIAN Victoria & Nicholas

Form type E

281. FORD P. Geoffrey

- Concerned that any changes to the Link Road intersection will affect the value of their property located in Epsom Road, Rosebery.
- Concerned that the access from Southern Cross Drive into Link Road is being terminated as a number of tenants of their property depend on this intersection for easy access to the city and airport. This includes a laundry service which would be adversely affected by any closures as they service hotels in the city and Qantas. It is requested that access from Southern Cross Drive to Link Road remain in its present form which includes being able to turn right from Link Road into Southern Cross Drive.

282. ERRINGTON David

- Considers the loss of a strip of Moore Park is unacceptable.
- Concerned that Moore Park will be severed from Surry Hills residents. It is important that access to Moore Park is improved as Surry Hills is high density residential and uses Moore Park as the community's recreational open space.
- Supports the extension of the tunnel to Link Road in the south and to the Domain tunnel in the north.
- Concerned at the proposal to redirect traffic along Bourke Street during the construction phase. Bourke Street is already hazardous to cross as motorists use it as a main road and frequently exceed the speed limit. If there is a planned significant increase in traffic then the RTA should undertake traffic calming to protect the local community including children attending the Bourke Street Primary School.
- Noise generated by above ground expressway, with the increased traffic envisaged in the EIS, is unacceptable. No attempt has been made for noise abatement in the design. Most other roads constructed in recent years with high capacity have had noise barriers erected. As the road will be close to houses along South Dowling Street sound barriers could be incorporated even though it would present a major aesthetic challenge.

283. HAWKINS R.D. and S.A.

- Supports the Eastern Distributor objective of reducing traffic on local roads and improving the quality of life of residents adjacent to streets carrying inappropriately high volumes of traffic. Dissatisfied that this design objective has not been achieved in the Kensington Area. Object to the forecast increase in traffic on all Kensington Roads.
- Object that whilst Kensington traffic increases, the EIS forecasts that Dacey Avenue may decrease in traffic.
- Supports a proposed full capacity tunnel access and egress to Dacey Avenue from the Eastern Distributor to provide an east to south traffic movement from Todman

Avenue/Dacey Avenue tunnel, as a way of reducing traffic through Kensington. This is to reduce motorists using Doncaster Avenue, Todman Avenue and Lenthall Street as an alternate route to the eastern suburbs. The Eastern Distributor proposal restricts access to the arterial road (Dacey Avenue) where drivers have to wait at two sets of traffic lights and vehicles accessing Dacey Avenue do not have priority at the Todman or Dacey Avenue lights.

- Considers that the current design for the first left hand turn from the motorway at Link Road is dangerous and should be eliminated. Traffic will be entering a 160 corner at 90kph.
- Request that the Roads and Traffic Authority examine reversing the direction of flow on Bourke Street between Crescent Street and Campbell Street during the construction period of the Todman/Dacey Avenue tunnel. Extra north capacity will be needed in Bourke Street to encourage drivers to use the O'Dea diversion.

284. MACKEY Mary Anne

- Concerned about the location of the southern exhaust tower in Hutchinson Lane. The tower will vent hazardous and toxic fumes from the tunnel over a densely populated area. Request that the alternative site in Moore Park is chosen.

285. FISHER M Jane

Form type D

286. GARDINER Alan & Ann

Form type D

287. CRAWFORD Mr K

Form type C1

288. CONOMY Suzanne Ms

Form type C1

289. TEAGNE Micheal

Form type C1

290. SCHNELLER R.

- Request that traffic is deterred or prevented from using Link Road as the major southern access point to the Eastern Distributor to reduce traffic levels on Lenthall Street.
- Request that traffic is encouraged to use the arterial road, Dacey Avenue, by including an underground slip road onto Dacey Avenue. This would reduce traffic using local roads in West Kensington such as Lenthall Street.
- The Eastern Distributor will make the traffic problem on Lenthall Street worse. Link Road provides the first opportunity to exit Southern Cross Drive for many kilometres, and two sets of traffic lights then deter drivers from continuing to the arterial road (Dacey Avenue) which is designed to cater for arterial traffic.
- Lenthall Street carries 18,100 cars per day due to its connection to Link Road. It has several features which make it unsuitable for heavy traffic. These are that it has a 70 bend, subject to flooding, a blind crest, closely spaced driveways, a steep camber and two operable lanes.
- The traffic using Lenthall Street impacts on the whole of West Kensington, especially Doncaster Road which has a school at its intersection with Todman Avenue.

291. CRAKER Neale

- Request that the southern exhaust tower is placed in the alternative site in Moore Park. Concerned that the current proposal has the exhaust tower very close to several large apartment buildings and smaller residential buildings. Concerned that residents will be adversely affected by the concentrated exhaust gases. People live within metres of the exhaust tower and there is little possibility that the fumes will disperse over such a distance.
- Believes the proposal will have a beneficial impact on traffic in Darlinghurst and Surry Hills.

292. YAP Richard S.

- Concerned about the intended location of the exhaust tower of the Eastern Distributor in Hutchinson Lane, as it would cause health problems, especially for his daughter, who suffers from asthma.
- Wants the RTA to reconsider the placement and is in favour of the alternative site in Moore Park.

293. TOOMEY Caroline

- Money for the Eastern Distributor would be better spent on badly needed efficient, economical systems of transport, such as light rail infrastructure and improvements to existing rail systems.
- British and Australian studies have shown induced traffic syndrome will generate considerable extra traffic wherever major roads are built. This has been pointed out by independent studies commissioned by the RTA itself.
- Thousands more homes will be subject to traffic noise pollution, which has been shown to have a damaging effect upon health.
- Extra traffic will increase Sydney's already problematic air pollution, causing direct damage to residents' health and an increase greenhouse gases, damaging health in a less direct, but no less significant fashion.

294. MILANOVIC Miro

- Prefers Site No. 2 in Moore Park for the ventilation tower. Does not want it built on the vacant land in Hutchison Lane where the Antique Pavilion used to be.
- Site No. 2 will endanger the air our children, elderly and all residents have to breathe.

295. CROOKS John

Form type B

296. SELBY G

Form type F

297. RANBY Ken

Form type E

298. SKINNER Carol

Form type E

299. JELINEK Samuel

Form type E

300. RHIANNON Lee

Form type E

301. IRWIN R.A.R.

Form type C2

302. HAYES Thelma

Form type C1

303. RICHARDS E Mrs

Form type C1

304. APOSTOLOS George

Form type C1

305. DIXON Nicole

Form type C1

306. MADDY J&A

Form type C1

307. SMITH B.A. Mrs

Form type C1

308. CLARE P & CANTY P.F.

Form type C1

309. WILCSEK Geoff

Form type C1

310. BUCKLEY Patrick

Form type C1

311. CHOO Sandra

Form type C1

312. JORDAN Ron

Form type C1

313. LEE Kevin

Form type C1

314. WILSON John

Form type C1

315. WALKER Ros

Form type C1

316. HEUSTON Ben

Form type C1

317. PEARSON Brendan

Form type C1

318. MERCULLER Anthony

Form type C1

319. FOX Amanda

Form type C1

320. CHRISTIE F

Form type C1

320. CHRISTIE F

Form type D

321. LANEY Ian

Form type C1

321. LANEY Ian

Form type D

322. DROSINOS Effie

Form type C1

322. DROSINOS Effie

Form type D

323. DROSINOS Peter

Form type D

323. DROSINOS Peter

Form type C1

324. DALE Rosemary

Form type C1

325. MCCARTHY S

Form type C1

325. MCCARTHY S

Form type D

326. JACK Sheena

Form type C1

326. JACK Sheena

Form type D

327. LORNEY David

Form type C1

328. LORNEY Martin

Form type C1

329. SUNN Jennifer

Form type C1

330. SALVATORE D

Form type C1

331. DUNN Steve

Form type C1

332. PINE David

Form type C1

333. ESSON Micheal

Form type C1

334. ESSON Merran

Form type C1

335. THOMPSON K.R.

Form type C1

336. LUBIN Rhonda

Form type C1

337. SULLIVAN Chris

Form type C1

338. BYRNE R

Form type C1

338. BYRNE R

Form type D

339. WOOD Beverley

Form type C1

340. CLEGG Gaill

Form type C1

341. CHRISTIAN Joseph

Form type C1

342. MCCANN Kerry

Form type C1

343. FLANNIGAN Warren

Form type C1

344. VICARR J

Form type C1

345. MCCOTTER R.M.

Form type C1

346. YOUNG Scott

Form type C1

347. VINCKX Ken

Form type C1

348. RIVETT S

Form type C1

349. REED Melissa

Form type C1

350. VISELLI Silvana

Form type C1

351. ARRIGUETTI Daniela

Form type C1

352. VISSARITIS Anna

Form type C1

353. DAVIS Brian

Form type C1

354. MORTON Craig

Form type C1

355. CLUNE Kate

Form type C1

356. ANDREWS C

Form type C1

357. MUNSTER M.P.

Form type C1

358. DOUGHERY Patricia

Form type C1

359. DRAGOSEVIC Blanche

Form type C1

360. WALSHE J

Form type C1

361. PERKINS Andrew

Form type C1

362. CONTE Annesa

Form type C1

363. ROUNDING Mara

Form type C1

364. RILEY Darren

Form type C1

365. DAVIES L.H.

Form type C1

366. NADIN Kim

Form type C1

367. BOUCHIE E

Form type C1

368. RADOVAN Laura

Form type C1

369. HARKESS G

Form type C1

370. KWOK Alan

Form type C1

371. VELLY Angela

Form type C1

372. BROWN Louise

Form type C1

373. TRANER Naomi

Form type C1

374. LEONARD Debbie

Form type C1

375. WILSON Debbie

Form type C1

376. SPENCER

Form type C1

377. HOOKWAY Jane

Form type C1

378. DEAN S

Form type C1

379. CLARK Suzanne

Form type C1

380. ARTHUR David

Form type C1

381. ARTHUR Mrs J

Form type C1

382. COOK Stephanie

Form type C1

383. PICKERING R

Form type C1

384. GRAHAM Barbara

Form type C1

385. ANDERSON David

Form type C1

386. PEARCE Jamie

Form type C1

387. FAY K

Form type C1

388. VOORDERHAKE C.H.

Form type C1

389. VOORDERHAKE Ben

Form type C1

390. CHARTRES Sarah

Form type C1

391. GASHELL Ian

Form type C1

392. CREIGHTON Peter

Form type C1

393. RENOUF Susan

Form type C1

394. CANICULA Gene

Form type C1

395. ANTIPAS Michele

Form type C1

396. BENNET Genevieve

Form type C1

397. SCHUBERT Jenny

Form type C1

398. SCHUSTER Jodie

Form type C1

399. CULLEN Leigh

Form type C1

400. HARNETT Mary

Form type C1

401. MUNES Sharyn

Form type C1

402. ORFORD Neil

Form type C1

403. KAUKAS Peter

Form type C1

404. JONES Kate

Form type C1

405. KURNIAWAN Surjati

Form type C1

406. KEENE Alison

Form type C1

406. KEENE Alison

Form type D

407. MCCALL Irene

Form type C1

408. BURNS Lucy

Form type C2

409. ALEXANDER Paul

- Concerned about the impact of the Eastern Distributor on traffic flow in Liverpool Street, Darlinghurst, between Darlinghurst Road and Boundary Street.
- Concerned that the increase in traffic since the opening of the Harbour Tunnel will worsen as people use local streets to avoid the toll on the new motorway.
- Residents want alterations made to the type, volume and speed of traffic flow in Liverpool Street. This will help solve problems of congestion and safety for residents and visitors.
- Concerns include the steep incline in Liverpool Street, from Boundary Street to Womerah Street; the difficult bend at the corner of Liverpool and Womerah; a pedestrian crossing at Boundary Street near Liverpool Street; and a primary school with 40 kph restrictions (ignored) in this area.

410. DYER Gordon

- Successive state and local governments have been reducing parkland, whereby it is surrounded by roads and development.
- The current proposal will possibly increase truck noise pollution for residents due to sloping gradients at underpasses at Cleveland Street and Lachlan Street. Truck noise will increase as they change up and down gears when approaching the gradients.
- The current road is "an ugly blot on the landscape" and the proposal is a 1940s solution. Modern road planners should be looking at modern solutions which eliminates visual pollution.
- The Eastern Distributor should be a tunnel from the existing tunnel at The Domain, under Woolloomooloo, continuing beyond Drivers Avenue to Link Road. This option would allow the land to be restored so that The Domain and Botanic Gardens can be joined together. The proposal should be amended as Sydney is a world class city and it now has a unique opportunity that not many cities could attempt.
- To fund a tunnel extension, from The Domain to Link Road, the RTA could develop small scale developments such as shops and/or tourist facilities near the Art Gallery. These would be located near the Art Gallery above the roadway.
- The proposal of eradicating traffic i.e. north/south traffic is required and the distributor should be built, but the design is not in sympathy with its environment.

411. THOMPSON Ian D (South Sydney Council)

- Asks that a health impact study be carried out by an independent authority who is acceptable to Council, to ascertain what effect air, noise and water pollution generated by the construction and operation of the Eastern Distributor will have on the community.
- Asks that after six months of operation of the Eastern Distributor a formalised review of air, noise and water pollution studies be undertaken in order to determine whether additional infrastructure works need to be undertaken for the Eastern Distributor. This will assist in preventing possible long term health effects on the residents of South Sydney Council area.
- Request that the tunnel ventilation plant and emergency generators be constructed within the tunnel.
- Asks that a dust and sediment management plan be submitted to Council for approval before any work is commenced.
- Construction contractors must take all necessary steps to prevent site erosion or other transportation of silt, sand, soil or sediment to existing drainage systems or to other natural watercourses.
- The RTA should impose a condition requiring use of sediment control barriers and any other suitable measures to prevent erosion.
- Request that a stormwater management plan be prepared, to facilitate a coordinated management of stormwater in the catchments affected and submitted to Council for approval before any work is commenced.
- Woolloomooloo area is flat low lying area. It has a history of localised flooding in the following locations:
 - Bourke Street between Cowper Wharf Roadway and Nicholson Street; Lincoln Crescent between Cowper Wharf Roadway and Nicholson Street
 - Nicholson Street between Lincoln Street and Bourke Street; Crown Street between Sir John Young Crescent and Cathedral Street; and
 - Harmer Street between Bourke Street and Forbes Street.
- The stormwater system consists of pits and connections (under City Council and South Sydney Council's control), stormwater trunk lines (mostly under Sydney Water's control). Due to the age of the stormwater system, there are still many stormwater lines with sewer overflows and combined stormwater/sewerage lines. The proposed widening of Cahill Expressway and Palmer Street, and the location of the toll booths will affect existing stormwater drainage systems (some incorporating sewerage overflow).
- Council supports Sydney Water's submission on this issues and request the RTA considers the following in the drainage design:

- carry out a catchment analysis, including localised flooding area mentioned in the above locations;
 - upgrade all stormwater lines to have a minimum capacity for a 1 in 20 year storm event; and
 - consult with Sydney City Council and Sydney Water when carrying out the stormwater study. Sydney Water has previously investigated the stormwater systems at these locations and has completed designs for upgrading their stormwater lines.
- The depth of the tunnel section between Cathedral Street and Talyor Square will affect all stormwater systems in the area. There are Council stormwater systems and Sydney Water combined systems in the area. Stormwater systems in the tunnel must have the capacity for a 1 in 100 year storm event.
 - The depth of tunnel in the section between Talyor Square and Anzac Parade will affect all stormwater systems in the area. There are Council systems and Sydney Water stormwater trunk line. Near Drivers Triangle, streets east of the Distributor, including Selwyn Street, Josephson Street, Seymour Place, Moore Park Road, Iris Street, and Greens Road, drain to a Sydney Water combined stormwater/sewerage system. This system connects to a 300 mm diameter stormwater line(Sydney Water) which crosses Flinders Street and ultimately connects to Council's stormwater system in South Dowling Street. Therefore, the 300 mm diameter across Flinders Street requires upgrading during the tunnel work and a proper catchment analysis is needed. Sydney Water has prepared a submission for this area and this is supported by Council.
 - Areas on both sides of the Distributor drain into the existing stormwater system in South Dowling Street. The System from Drivers Triangle to Lachlan Street (including grade separation at the intersession of Cleveland Street) consists of Council's gully pits and connections and a trunk line which is connected to the Sydney Water stormwater line south of Thurlow Street. There is a history of localised flooding in the streets west of South Dowling Street in areas such as East Surry Hills and East Redfern. To minimise flooding in these areas Council has in the past constructed levee banks in Moore Park to detain the stormwater. The widening of South Dowling Street will result in loss of land in Moore Park and dismantling of levee banks and the detention systems. Grade separation will disrupt drainage system in this section of South Dowling Street. It is requested that the detention system in Moore Park is designed and rebuilt to handle a 1 in 100 year storm event and that the stormwater system in South Dowling Street be upgraded accordingly.
 - There is a history of localised flooding at Lachlan Street, South Dowling Street (north of Lachlan Street near the Supa centre). Council has a stormwater system in South Dowling Street, just north of O'Dea Avenue. This system drains the area between Lachlan Street and O'Dea Avenue. Sydney Water has a trunk line south of O'Dea Avenue and Randwick Council also has a stormwater line that drains the Raleigh Park Residential site on Todman Avenue. These two trunk lines are connected to Sydney Water's open channel in Epsom Road. The tunnels, road widening on the western side, and grade separation at the intersection of O'Dea Avenue and Todman Avenue will affect these stormwater lines. Therefor, a detailed investigation of the stormwater system in this section of South Dowling Street is required.

- Generally, a catchment analysis must be carried out to determine the capacity required by the proposed stormwater system for the Eastern Distributor and streets affected by the scheme.
- The stormwater systems must be designed to have a capacity to handle 1 in 20 year event.
- Stormwater systems in the tunnel and Moore Park detention system must be designed to handle a 1 in 100 year storm event.
- South Sydney Council, Sydney Water, Sydney City Council and Randwick Council must be consulted during the investigation and design of the stormwater system.
- Sydney Water amplification plans are available for the trunk lines in locations such as Woolloomooloo, Drivers Triangle and Moore Park area for incorporation into the proposed stormwater system.
- Council fully supports Sydney Water's submission.
- Request that an emergency spill contingency plan and clean-up procedures for oil and oil based products should be submitted to Council for approval before any work is commenced.
- The final location, construction and height of the ventilation stacks should be submitted to Council for approval before any work is commenced.
- The visual impact of ventilation shafts needs to be fully considered and measures proposed to reduce the impact.
- Residents and businesses have raised concerns about lack of knowledge of the current EIS process, despite wide advertising and letter-boxing by the RTA and its consultants. Request that residents and businesses along the length of the project and in neighbouring suburbs be provided with schedules on the approval and construction phases on a regular basis in order to reduce stress and anxiety.
- Asks that the proposed implementation of a comprehensive community relations program address residents reasonable concerns.
- An interchange at Gardeners Road should be evaluated and built into the design. This would have potential to serve the southern industrial area catchment and its longer term growth. The amenity of the areas further north, which are likely to be heavily residentialised and major employment generators would significantly improve.
- Asks that affected property owners be financially compensated for the loss of amenity, inconvenience and the decreased valuation of their properties.

- Request that plans and specifications showing details of water pollution controls (i.e. sedimentation ponds, trash racks etc) be submitted to Council for approval before any work is commenced.
- The air monitoring be carried out during the construction phase so as to assist in the control of dust and that permanent air monitoring stations be constructed to monitor air pollutants produced from the operation of the distributor.
- Asks that procedures are put into place that have people and their belongings temporarily housed while their properties are being insulated against noise.
- The palms situated in the median in South Dowling Street will be affected by the proposal and removed. The palms and grass median contribute positively to the landscape/visual character. They provide a continuous line of prominent vertical elements to visually break up the expanse of pavement surface. The proposal will significantly increase the expanse of pavement and without any intervening visual elements, such as the grass median and palms, a detrimental visual impact will occur by allowing the scale and urban nature of the roadway to dominate the surrounding landscape character. The formal linear arrangement of the palms visually emphasise the importance of the roadway as a major gateway to the city from the airport. The palms were installed in collaboration and encouragement from the RTA's Landscape Section as a continuation of their improvement to Southern Cross Drive. The impetus for this upgrade was the need to improve the visual quality of this city's gateway for Sydney's Olympic bid.
- The EIS states that these palms could be transplanted to a suitable location, however the Urban Design Masterplan for South Dowling Street does not nominate any feasible locations where these trees could be located. Possible locations could be on the median separating the northbound access road from the motorway or along the southbound access road median frontage. Final location of the palms needs to be determined.
- In any relocation of the palms an irrigation system needs to be installed to ensure the health and vigour of the palms.
- Council has invested significant capital expenditure in acquiring and establishing these palms, so the party to bear the cost of removal and transplantation of these trees needs to be ascertained. The Centennial Park & Moore Park Trust has submitted a compensation proposal to the RTA to offset the loss of open space and diminishment of landscape character to the Moore Park boundary. Similarly, Council should be compensated and/or reimbursed for the removal and reinstatement of the South Dowling Street palms. Council has invested approximately \$250,000 to acquire and install these trees and additional money has been spent on care and maintenance.
- The proposal to tunnel the tollroad from The Domain to the Art Gallery Road and to William Street is strongly supported for the benefits it would bring to Woolloomooloo, and significant urban design and heritage benefits of re-joining The Domain with the Royal Botanic Gardens, as well as retaining the built form of this significant area.

- Council is concerned about the impact on conservation areas and heritage items in Woolloomooloo and Surry Hills. The preferred means of treating this is to extend the tunnel further south than Drivers Triangle which has other benefits of improvement of residential amenity, reducing noise impact and community alienation.
- Council supports in principle the completion of the Eastern Distributor between the Cahill Expressway and Mill Pond Road as a matter of urgency. Council calls upon the RTA to complete the through traffic lanes for the Eastern Distributor in full tunnel between the Cahill Expressway and Southern Cross Drive.
- Options for the treatment of edges along the motorway need to be considered. This is to minimise impacts to adjacent developments or precincts, especially regarding urban design and heritage issues.
- Specific urban design plans are required to deal with shared edges along the motorway.
- Concerned about the visual impact of 9 to 10 lanes of tollroad separated by a series of raised concrete medians in Woolloomooloo and Surry Hills.
- If an extended tunnel is not built then consideration should be given to incorporating a tree lined strip as an integral part of the design in the middle of South Dowling Street south of Flinders Street to reduce the expansive roadway area. This may have to be achieved at the expense of additional land taken from the Moore Park open space corridor.
- The recommendations for the care and maintenance of tree stock to be retained are acceptable.
- The landscape objectives and strategies outlined in Section 7.2.7 set an acceptable framework from which the detailed landscape documentation can be based.
- Cahill Expressway to Harmer Street Urban Design (Figure 7.10a) and landscape strategy using fig and palm theme is compatible with the existing landscape character.
- Junction Street to William Street Urban Design and Landscape Strategy (Figure 7.11a) is compatible with Council's street Tree Masterplan. Any tree planting on concrete slabs/tunnel abutments needs to ensure sufficient soil depths (minimum 2.0 m) drainage and irrigation to ensure successful establishment and continued growth.
- Figure 7.11a Urban Masterplan South Dowling Street. Generally the proposal attempts to maintain the established landscape themes and character. Final location and setting of Anzac obelisk and sandstone entry gates needs to be fully investigated and determined.
- Species selection for the boulevard planting along the western edge of the proposal is to be made in full consultation with South Sydney Council. Presently the planting consists of Eucalyptus maculata theme which Council is keen to maintain as a landscape strategy. Opportunities to extend this landscape theme exist adjacent to the former Naval stores depot and Randwick side of the motorway.

- For all new boulevard planting the proposal should include high quality tree guards.
- Consideration should be made for the RTA to aerial bundle any overhead services along the proposal to allow the establishment of tall trees.
- There has been little time to prepare a detailed response to all EIS issues. Therefore much of the information, such as empirical data and projections made (eg traffic simulation, air and noise information), have been accepted on face value.
- Considers a "Do Nothing" option is unacceptable and that the Eastern Distributor completion is essential.
- Council considers the exhibited 'preferred proposal' is unacceptable in its present form.
- The William Street precinct and opportunities for enhancement is an issue. A long term opportunity has been identified for an east-west tunnel extension of the Kings Cross tunnel back to the city and through to Darling Harbour which would alleviate a number of problems being experienced. It is sought that such a solution be incorporated into the design such that when funds become available, the Distributor does not preclude such a concept being achievable.
- There is insufficient detail for evaluation of the proposed concept for LATM treatment for Woolloomooloo/Darlinghurst area in the EIS.
- The EIS does not make a firm commitment for full funding from non-Council sources for the final LATM treatment.
- There is no commitment to an acceptable timetable to implement any final LATM treatment.
- There is no information on possible treatments for other affected areas/streets (e.g. Surry Hills, Moore Park).
- The EIS suggests that the period to develop and implement traffic management proposals should run concurrently with the approval and construction period. The EIS suggests that "...a consultative process would be developed by the RTA and local councils to examine such proposals, and others submitted by the local community, prior to making any final decisions. An environmental assessment would be carried out to determine the impacts of the proposals put forward as part of the local area improvement program". Section 5.3.1 of the EIS includes the statement "The responsibility for the planning and implementation of local area improvements would normally be divided between the local councils and the RTA. This is divided in accordance with the status of the specified road and the nature of the improvement. Changes in status of a number of streets affected by the various works may require a change in responsibility, probably from the RTA to Council. Airport Motorway would be required to implement a program that would be similar in value to their original proposal. The RTA would provide some funding to the implementation of the program. It is expected that the total value of the program, including the work described in Chapter 7, would be of the order of \$1 million." Council believes that the

RTA should meet the full costs of works on local and regional roads, needed to regulate and guard against intrusive traffic directly attributable to the Eastern Distributor. It is not realistic that Council meets these costs. If Councils wish to embellish these works then it is reasonable that they meet a portion of the enhancement costs. The Eastern Distributor would offer opportunities for 'urban village' improvements in streets such as Crown and Bourke Streets as a benefit to the community. RTA should contribute as the works arise from a vacuum created by traffic transferring to the Distributor after the long term use of these streets by regional traffic, at the expense of normal urban enhancements.

- The LATM works should be undertaken to the reasonable satisfaction of the Council and local community. There must be a commitment to implement these works without delay as some of them are essential during the construction period.
- The overall cost and extent of the works has not been gauged as there was insufficient time to consult resident and business representatives and will take some weeks.
- LATM is a critical part of the project and should not be delayed.
- Council calls upon the RTA as a matter of urgency to work with Council and affected communities to develop and implement mutually-acceptable Local Area Traffic Management Plans before any start on construction work.
- Request that RTA give a commitment to fully fund all such works necessitated by the Eastern Distributor.
- Request confirmation from the EPA that the EIS predictions about air quality are well researched and well within acceptable limits.
- Council has been preparing the South Sydney Bike Plan (Arup Transportation, Revised Draft, December 1996). The plan identifies a number of routes along the area influenced by the Distributor that would be made safe by the reductions in traffic and therefore the project would have many benefits for cycling. The potential for the Bike network to be extended into Bourke Street and even Crown Street, and into currently congested east-west traffic routes (eg Fitzroy Street) as a result of lower traffic volumes is welcomed.
- Council's bike plan is based on cycling being environmentally beneficial means of travelling. It encourages cycling as a safe mode of local traffic and as a possible means for commuting or travelling longer distances. Therefore connectivity across the Eastern Distributor to Centennial Park and Moore Park, and approach routes from surrounding areas should receive added attention to allow those communities freed from surface traffic to become models of sustainable urban environments.
- The suggestion within the EIS for bicycle access along the general line of the Distributor are workable (using Bourke Street for two-way bicycle travel north of Crescent Street, and the service roads on both sides of Dowling Street south of Crescent Street). An alternative treatment would be to have cycle lanes at the outer edge of the main through lanes but this would involved wider carriageways with resultant greater intrusion into Moore Park, hence the proposed arrangement appears to be a practical solution.

- It would be practicable to include a bicycle lane in a wider kerbside parking lane on each side of Moore Park Road. Such an arrangement would serve a dual purpose which would be to provide a buffer between parked vehicles and passing traffic, and allow better bicycle access in the east-west direction.
- Concerned about the proposal to divert northbound flows from South Dowling Street via O'Dea Avenue/Bourke Street/Crescent Street for up to 24 months during construction. Considers the route is unsuitable for such large flows because there are several 90 degree turns along its length; Council has recently completed a single-lane roundabout at O'Dea Avenue/Joynton Avenue intersection; the route could not effectively carry two full lanes of traffic; the streets involved are local or regional roads, whereas South Dowling Street is a State Road; there would be a very strong tendency for large numbers of motorists to seek alternatives to the detriment of local amenity. Request that the RTA abandon this proposal.
- There has not been time to confer with the RTA and proponent representatives to discuss alternatives for traffic diversions for South Dowling Street during construction. It may be that a full tunnel from Drivers Triangle to Southern Cross Drive may be the best option notwithstanding the substantial extra cost.
- Residents are concerned that the temporary diversion of major traffic flows during the construction period will spill into streets beyond the immediate neighbourhood of the Distributor.
- Residents are concerned about traffic avoiding the northbound toll by using any available streets, including non-classified roads as bypasses.
- The 1986 EIS supported a toll-free road proposal, the current proposal is for a tolled facility. The current proposal provides for toll-free access northbound from Sir John Young Crescent to the Cahill Expressway and the Sydney Harbour Tunnel. There is potential for a significant volume of traffic to use streets in Woolloomooloo, Darlinghurst and Surry Hills to avoid the toll plaza.
- Residents are concerned that the Distributor's construction traffic will use local streets near the corridor.
- The Drivers Triangle area needs close re-examination, particularly access arrangements at Moore Park Road and Anzac Parade. A solution of removing the entry portal within Drivers Triangle, currently proposed to be shared between the two, and creation of a combined entry and exit portal in each of Moore Park Road and Anzac Parade is recommended. This would allow right turns into and from Greens Road at Moore Park Road, increasing accessibility to the surrounding area and more equitably sharing the traffic increase.
- As documented in Council's pre-EIS issues list, the integration of the tollroad design with the transport planning strategy of the recreation and entertainment precinct of the Moore Park/Showground/Centennial Park area is imperative.

- The EIS has not fully realised transport opportunities to the Moore Park area. The EIS dismisses the event based activity being out of normal peak hours and therefore of little concern. This is not the situation as activity in the Showground's precinct will become much more oriented towards everyday travel patterns and there has been a noticeable trend towards afternoon and early evening weekday sporting events. Therefore, the Drivers Triangle area needs close re-examination to maximise these opportunities. Access at Moore Park Road and Anzac Parade need review by the RTA.
- Several of the streets directly or indirectly affected by the works described in the EIS have residential or business frontages. Such streets include Moore Park Road, where the properties have few off street or rear lane parking or servicing facilities. It is essential that existing arrangements (eg resident parking, loading zone and other related allocations) remain in place, unless reasonable alternatives can be identified.
- The EIS does not indicate the likely traffic volumes on the "service roads" along Palmer Street (west side) or South Dowling Street (west side, in South Sydney; east side, in Randwick). In general, the properties fronting these sections of street do not have off street parking facilities. Kerbside parking opportunity should not be less than the existing level, other than during morning and evening "clearway" periods. Parking should be available throughout the day, to serve the need of frontage properties and to act as a buffer from the busy traffic flows.
- Council supports moves to transfer many more people from private cars to public transport, including bus priority measures. However, this should not happen to the detriment of existing frontage uses.
- The EIS makes no reference to any special facilities in Moore Park Road, although it does foreshadow an increase in traffic volumes on the street. The size of the increase is not sufficient to justify a limitation on kerbside parking. Any removal of resident parking allocations is opposed.
- Moore Park Road is a Regional Road carrying about 20,000 vpd and the volumes are predicted to rise between 27,000 to 30,000. There is anecdotal evidence of excessive travel speeds along the road. It is essential that suitable traffic calming is introduced to moderate and regulate future travel speeds within acceptable limits (not more than 60 km/hr) regardless of portal location. The cost of the treatment should be met by the RTA and the treatment developed in consultation with the Council and local community.
- The EIS refers in principle to bus priority improvements but does not elaborate on the types of improvements envisaged.
- There is a need for very good directional signage, information and education of motorists, as the decision point to leave the middle, through-travelling lanes must be made some significant distance before the desired turn-off. A number of businesses rely upon passing trade and a landmark location will be adversely affected by the proposal. There may be merit in incorporating such landmark developments in directional signage to minimise the

inevitable confusion over the appropriate point to leave the tollroad. Such landmarks (eg Moore Park Supa centre) are used by many people to navigate rather than by street name.

- In one block, the section between Cleveland Street and Flinders Street, there is no turn-off at all and therefore prospective inner-city bound motorists must exit as far south as Maddison Street and travel 'overland' on the local traffic lanes of the EDT for a distance of approximately 1.3 km before turning. This is one of the contributors to the projected worsening of intersection conditions at Cleveland Street and South Dowling Street junction. This highlights the need for a maximisation of interchange between the through travelling and local lanes of the Eastern Distributor.
- Urban design issues need to be resolved, in consultation with South Sydney Council, regarding the pedestrian bridges in Nicholson Street and Cathedral Street.
- It is appropriate, as identified in the EIS, that heavy vehicles use routes that are generally classified as State Roads, rather than lower-order (Regional or Local) roads. The EIS also identifies potential opportunities to downgrade the role of streets such as Crown Street and Bourke Street (north of Talyor Square) to that of local roads. Such action would provide an opportunity to redirect through movements of heavy vehicles away from these streets.
- The EIS states that: dangerous goods vehicles will not be able to use road tunnels on the Eastern Distributor (consistent with the existing situation in the Cahill Expressway and Sydney Harbour Tunnels); those vehicles will still be able to use the surface road system as they do now; because of the many alternatives currently available "...it is not appropriate, and the eastern Distributor proposal does not propose, to designate routes for dangerous goods vehicles"; dangerous goods vehicles (if heavy enough "would be restricted by load limits imposed as part of any LATM scheme) as for any other vehicles".
- Surface routes identified in the EIS for the movement of heavy and dangerous goods vehicles are not suitable for the purpose even now. In particular, the "Bat and Ball Hotel" corner (South Dowling Street/Cleveland Street) is a very awkward left-turn for long vehicles; there is a ban on right turns from McEvoy Street (westbound) to Botany Road (northbound); the Southern Arterial Route (Wyndham Street/Botany Road) is incomplete, causing significant disturbance to residential amenity for residents in Wyndham Street.
- The EIS identifies the Eastern Distributor/South Dowling Street route and the Botany Road/Abercrombie Street/Regent Street route (Southern Arterial Route) as the future north-south routes for heavy vehicles. The Council believes the RTA must immediately resume and complete the currently deferred supplementary EIS process for the Southern Arterial route, giving full regard to serious concerns already raised by residents and businesses along its proposed route; develop and fund improvements to remove deficiencies the Council have identified in their suggested surface route for heavy and dangerous goods vehicles; address capacity constraints evident in Regent Street and Wattle Street/Abercrombie Street between Chippendale and Redfern; work with South Sydney Council and other adjoining Councils, and give a firm commitment to develop and fund an acceptable hierarchy of road freight route in the local region which protects residential and special precincts, and takes into account future land development.

- Residents are concerned that traffic will continue to use the existing road surface in significant volumes, especially in streets like Crown Street.
- Residents are concerned that extra traffic will be drawn into the "vacuum" expected to occur on existing surface roads after the initial transfer of major through flows to the Eastern Distributor.
- The visual impact of the proposal on Anzac Parade needs to be considered, particularly in relation to Anzac Memorial Obelisk and sandstone entry gates. Figure 7.11(a) in the EIS states as an objective to preserve the historic gateway and obelisk, however the proposed locations of these elements needs to be ascertained to ensure the stature of these items are not diminished.
- Request that movements of heavy construction vehicles associated with the project be only via classified State Roads and that no such vehicles use local Council roads.
- Request that all extended out of hours construction be carried out so that the noise level is not audible at the boundary of any residential premises or sensitive locations.
- Asks that prior approval be obtained from the Council for any work to be conducted outside of normal construction hours.
- Asks that the selection of alternative construction methods not include explosives.
- That the use of noisy equipment that usually generates a noise nuisance, such as rockbreakers, be used so as not to create a cumulative impact.
- Asks that all properties affected by "offensive noise" as defined in the Noise Control Act be provided with sound insulation such as double glazing or alternatively should barriers be constructed between the noise source and receiver to the satisfaction of the Council.
- Asks that the Working Paper No 4 "Noise" be referred to your Building Manager to assess vibration likely to be created by the construction.
- Asks that a 24 hour hotline number be operated by the builder so that any enquiries or complaints about noise or air pollution are dealt with immediately.
- Asks that the builder investigates all complaints regarding noise and air pollution and take the appropriate actions.
- Welcomes the opportunities the Distributor presents for improving public transport in the Redfern/Surry Hills/Darlinghurst corridor and in east west travel from the showgrounds and eastern/southern suburbs. This supports the Councils sustainability policies.
- Potential improvements such as bus priority measures along Oxford Street and Flinders Street. Priority measures for shuttle buses between Central Station and the showgrounds

precinct are to be subject of investigations over the coming months and are anticipated to be dealt with through a high level taskforce.

- An issue to address is preservation of levels of bus services during construction.
- An issue to address is access needs onto the EDT (e.g to and from Link Road).
- An issues to address is potential bus improvements at the Distributor intersections to serve east-west services.
- The Distributor should not preclude the light rail system which is proposed to serve the Showground and University of NSW, and connects to Pymont Light Rail and potential Leichhardt and City extension networks. The Eastern Suburbs light corridor should be maintained and plan for its integration into the land transport hierarchy by allowing access into the Central interchange with the Darling Harbour/Pymont line by assessing a light rail corridor using Foster and Campbell Streets to Flinders Street and Moore Park Road.
- The State Government should plan and implement public transport improvements by bus priority through Surry Hills and especially spectator traffic generated by events on Showground land; liaison with the various trusts to coordinate events during construction with the loss of car-parking on Moore Park; redesign of the Drivers Triangle area to maximise access for pedestrian and bus links; accordingly. a combined entry/exit portal in Moore Park Road and Anzac Parade is recommended.
- Little mention has been made and no quantification given of the effects of the proposal on traffic corridors on the western side of the city such as Botany Road, Abercrombie Street/Wattle Street and Harris Street. Asks how the proposal draws traffic away from these routes and how the toll encourages this corridor to be used as a bypass for people avoiding paying the toll. There will be great resistance for allowing the Crown Street corridor or other such routes near the Distributor to be used as a bypass for people avoiding paying the toll.
- Resolution of the proposed Southern Arterial Route and east-west corridor such as the McEvoy Street route is required both for this function and also as part of the planning for the Green Square Redevelopment area and surrounding commercial districts. The EIS mentions these projects but does not shed light on these issues. The east-west arterial links should be integrated.
- Believes the RTA should resume and complete the EIS process for the Southern Arterial route.
- Believes the RTA should work with South Sydney Council and the community to determine and fund the development of a road hierarchy that addresses heavy goods routes, protection of residential or special precincts, future land development in Council's area and the potential benefits of public transport or road based initiatives such as the McEvoy Street Arterial and the East-West Tunnel.

- A major benefit of the Distributor, supported by Council, is the removal of large amounts of traffic from existing and future residential and commercial areas of Zetland, Redfern, Waterloo, Surry Hills, Darlinghurst and desirably Woolloomooloo. It is important to Council that once the benefits of more livable local streets, cohesive neighbourhoods and public transport improvements are obtained, that they are preserved and not eroded over time where traffic conditions revert to current conditions.
- Concerned that section 10.4 in the EIS reads that "the Eastern Distributor would cater for increased demand along the corridor but is expected to be at or close to capacity during the peak period (which effectively occurs for a fair part of the day) by the year 2011". This suggests that the Distributor benefits in areas freed of through traffic could be short lived unless traffic management steps are taken to prevent erosion of benefits.
- Asks how regional traffic growth would be moderated in the medium term in keeping with the RTA's Draft Road Network Strategy, as providing for unrestrained travel demand is financially and environmentally unsustainable.
- There is a degree of consternation on how the Distributor and the M5 East Freeway directly competes, if not erodes the potential effectiveness of the new Southern Railway Line operating between the City and the Airport and beyond.
- The computer modelling in the EIS predicts a general 20-25 percent growth in background traffic over the next 10-15 years throughout the study area. This is a faster growing rate than development and population in many areas. It is therefore probably inconsistent and contrary to the experience of other tollroad/freeway projects that the Distributor will produce only 0.3% induced trips while the M5 will not produce any, despite the increased capacity and long distance travel time benefits of the projects. The tendency for such projects to create induced trips will likely shorten the effective life of the project further.
- There is major pedestrian demand between Moore Park Road and Fitzroy Street at Drivers Triangle which is best accommodated at traffic lights which have maximum amount of crossing time and comfortable, safe pedestrian queuing area provided. The eventual crossing demand here will be much greater than currently experienced due to prevention of mid-block crossing that occurs when events terminate and traffic levels are not at their peak.
- Pedestrian and cycle access is important for communities affected by the Eastern Distributor, as they comprise some of the highest density housing areas in the State, have the lowest level of car ownership and have some of the most hostile environments due to the confluence of vehicles from other areas en-route to the CBD and Harbour crossings. The Council is seeking to retain the low level of car ownership by enhancing public transport, cycling and pedestrian systems. The Distributor assists with this process but requires attention to detail and maximisation of these sustainable systems.
- Pedestrian access is of importance given the everyday nature of walking and social aspects of community severance and safety. The Distributor creates severe barriers to east-west movement of pedestrian and cyclists. The free flowing through traffic lanes will physically and psychologically prevent people from moving freely between the eastern and western

parts of Woolloomooloo, and to and from Moore Park (across South Dowling Street). There will also be less favourable opportunities for pedestrian and cyclists to cross Moore Park Road. The limited number of crossing points, from resident's comments will not meet needs for safe or convenient usage. These crossing points are Sir John Young Crescent, Cathedral Street and signal control crossings at surface intersections. There is reference to the proposed overbridge at Moore Park Gardens Development and to resident consultation which suggests opposition to an overhead bridge to replace the existing mid-block pedestrian and bicycle signals at South Dowling Street/Parkham Street.

- Council believes that the proper and realistic solution to maintaining adequate levels of pedestrian and bicycle access across the Distributor corridor is to totally underground the main through traffic lanes of the Distributor.
- Believes that the omission of a right turn in and out at Link Road will be detrimental to the future planning of the area. Full access at Link Road or at least a right turn into Epsom Road from the city is highly desirable
- The importance of good public transport and private vehicle access to the Eastern Distributor for the existing businesses along Epsom Road, the surrounding industrial/commercial area and massive development to occur in the Green Square precinct, has been overlooked. The omission is contrary to the expressed justification in the EIS "that the Eastern Distributor would contribute towards attainment of Metropolitan planning objectives by providing road infrastructure improvement to meet planned patterns of population and employment growth", and later "...improve the level of service to existing significant land uses and proposed areas of urban redevelopment". Without such a connection there will be adverse traffic environments in Lenthall Street, O'Dea Avenue, Joynton Avenue and Elizabeth Street, and restricted access opportunities throughout the redevelopment area.
- Council has identified a low impact solution for a right hand turn into Epsom Road from the north, the major movement of the two denied. An off ramp could be built into the wide median just south of the bridge over Lenthall Street where the height between Southern Cross Drive and the ground is 6 m and where a loop road connecting to the existing LinkRoad/Epsom Road roundabout could be negotiated as part of the imminent redevelopment of the large adjacent site. The RTA is urged to consider these or other such options to adequately provide for access to this area.
- Asks that the noise management plan referred to in 7.3.1.2 of Working Paper No. 4 be prepared by an acoustic consultant and approved by Council.

412. MELICK Rose

Form type C1

413. KRIEDT VAN Mathew

Form type C1

414. FARLEY Bennett Andrew

Form type C1

415. WALKER Rosemary

Form type C1

416. MELICK Gai

Form type C1

417. HURK DER van Robert

Form type C1

418. HANKIN Andrew

Form type C1

419. PAYNE Joy

Form type C1

420. BURTON M John

Form type C1

421. BURTON Rae

Form type C1

422. JOHNSON Helen

Form type C1

423. LANGE de John

Form type C1

424. MADDOCKS Lisa

Form type C1

425. CLARKE Sean

Form type C1

426. TRAVERS J Andrew

Form type C1

427. STANILAND D Kyle Mr

Form type C1

428. BROWN Martin

Form type C1

429. AITKEN Don

Form type C1

430. HAGINIKIMS Spiro

Form type C1

431. KYRIACOS Michael

Form type C1

432. SCOTT Mark

Form type C1

433. SKLEPARIS Nick

Form type C1

434. OLSON Neil

- Rejects current proposal for the Eastern Distributor. The proposal is only acceptable if the tunnel is extended to The Domain tunnel in the north and to Link Road in the south.
- Asks why ruin Sydney for decades for a couple years of budgeting for roads.

435. TANDLEY Sonja, Angela and Julian

- The Eastern Distributor will spoil Centennial Park.
- Extra traffic from the Eastern Distributor will make their home unliveable.
- The motorway will create rubbish.
- Thinks it is a joke that the council has zoned their home residential 2A.

436. NIXON Ann

Form type E

437. QUINN Dianne

Form type E

438. HOWE Chris

Form type E

439. MARLOW Ross

- Believes the emission towerblocks are idiotic from a safety, environmental and architectural viewpoint.

440. DAWSON David

- Believes we owe it to history to get the Eastern Distributor correct. The fiasco of the Cahill Expressway must not be repeated.

441. JIN Bo

Form type E

442. WISHART S M

Form type E

443. SHORTER Cameron

- Governments need to spend more on cycling facilities (i.e. 10 percent of RTA's budget instead of 0.4 percent).

444. GARLAND P Kevin

Form type E

445. PRATS George

Form type E

446. EWING G J

Form type C2

447. MAHER A P

Form type C2

448. WHITE Martin

Form type C2

449. MRONGOVIUS Will

Form type C2

450. TRAVERS Andrew

Form type B

451. GREENAWAY G A

Form type F

452. MORRISON D Ms & W M Mrs CLEMENS A E Mrs

Form type F

453. SCHNELLER R

Form type F

454. VAN HERK H and MJ

- Opposed to the plan for tunnel access from Moore Park Road.
- It will encourage more cars through Paddington, increase noise and air pollution and lead to a deterioration of lifestyle and health.

455. WATSON Judy

- Money could be found to fund the tunnelling of the motorway at Woollomooloo and South Dowling Street, as the motorway will earn approximately \$2 billion dollars within 30 years from tolls alone.
- If the company building the motorway will not fund the tunnel, then the government could make a gesture to the residents who would be coping with noise, pollution, traffic congestion, etc.
- Cash payments made to the government could be used to fund the tunnel.
- Believes Mr Murdoch should contribute to the upgrading for the local road infrastructure, as we are paying him to set up a new business on public land.
- Suggests the motorway section near Woollomooloo be put underground, as per Frank Sartor's suggestions. The EIS already lists the negatives of having an above-ground motorway.
- South Dowling Street section should be tunnelled also but there is the question of the extra \$100 million needed.

- Believes another "Cahill Expressway" running along side the Art Gallery is not a good idea.
- Concerned about the lack of access to Moore Park for pedestrians.
- Concerned about a motorway only metres from historic houses.
- Concerned about the increases in pollution as a result of the motorway.
- The night time noise level already exceeds the accepted standard by 20 decibels, therefore Rust PPK did not consider noise to be an important issue.
- Noise is already atrocious; now it will be totally intolerable.
- No noise abatement measures are offered in the current plan.
- Concerned about an eight to ten lane motorway being pushed through the middle of high density housing, metres from residents' homes.
- In other areas of Sydney (e.g. Gore Hill Freeway) houses are set well back from the road and huge sound barriers have been erected.
- No allowance has been made for bike access across South Dowling Street for the residents north of Cleveland Street.
- Footpaths on South Dowling Street should be upgraded with bike-friendly gutter slopes to enable pedestrians to reach pedestrian crossings at Cleveland Street and Drivers Triangle, and the shared route to Centennial Park.
- Opposed to the closing of Bourke Street to southbound traffic at Taylor Square. It is still the principal access route for Surry Hills/Redfern residents and the presence of cars makes the area less exposed to street crime.
- Proposal does nothing to ease east-west traffic problems and the bottlenecks at intersections such as Cleveland Street.
- Consideration needs to be given to the extra traffic generated by Mr Murdoch's venture. The majority of visitors will come from the west, so Cleveland Street will remain a major headache.
- Concerned about the lack of traffic surveys in the EIS. If the motorway is to become part of the ring road planned for Sydney, comprehensive surveys need to be undertaken to ascertain points of origin and destination for traffic.
- Concerned about the limited time being given for public input on this issue.

- Feels proposal is being rushed through because Atlanta demonstrated the problems that await us in the year 2000. More time is need to establish the needs of Sydney, not just for the Olympics but for the future as well.
- The quickest way to get athletes to the Olympic village would be a ring road from the airport linking up with the M5, the M4 and then on to the north. This could be a tollroad which would benefit a larger number of Sydneysiders than the current proposal.
- Current road network gives little opportunity for trucks coming from Port Botany to travel north to the Glebe Island Bridge. It forces trucks to travel toward the city and the new motorway does nothing to solve this problem.
- South Sydney Council has been calling for an upgrade of McEvoy Street to alleviate this problem. Does the government have any proposals to tackle these issues?
- Ring roads in other countries do not come anywhere near the city.
- Traffic coming from the south and west wishing to travel north could link up with a route taking them towards Bankstown, Chullora and Epping, and on to the Sydney-Newcastle freeway.
- What about access to the second airport at Badgerys Creek or Holsworthy?
- Build a trench to accommodate the motorway where it surfaces between Fitzroy and Cleveland Streets and then again in the area of Moore Park Golf Course. This will help reduce the visual impact of the motorway and the amount of car exhaust for local residents. Exit and entry ramps would run down to join the motorway where it emerges from Drivers Triangle and passes below Cleveland Street. This would allow for sections to be covered in the future if funding could be found.
- The government has a moral obligation to comply with WHO standards for car exhaust fumes. Current levels have forced families living in the area to relocate due to high lead levels damaging their children's health.

456. EAD Roger W

- Concerned about the increases in through traffic that are predicted in Lenthall Street and Todman Avenue. These residential streets already bear unreasonable traffic loads that divide the community.
- Alternative vehicle routes, along non-residential streets, from south to east and west to east need to be developed to encourage drivers to avoid the local streets.
- Traffic calming devices and other local area traffic management will have no effect without these alternative vehicle routes.

- Suggests proper development of Gardners Road, Lachlan Street/Dacey Avenue and Cleveland Street as the major thoroughfares for east/west traffic across the Eastern Distributor.
- Concerned about the increased traffic along Lenthall Street during the construction phase, unless Link Road is closed and improvements are made in the alternative route along Bourke Street.
- Concerned about Link Road entrance to, and exit from, the northbound lanes of the Distributor.
- Exit from South Dowling Street into Link Road is already dangerous and will become more so.
- Introduction of traffic lights at the intersection will cause delays and increase the likelihood of accidents as vehicles run lights or are forced to stop while others are trying to turn left.
- Same access could be provided at O'Dea Avenue.
- Suggests an exit ramp from the northbound Eastern Distributor at Wentworth Avenue to permit easy access to the south-eastern suburbs and relief of traffic pressures closer to the city.
- Suggests an unobstructed, northbound right-hand turn into Dacey Avenue to cater for vehicles travelling to the eastern suburbs. The turn can be introduced at incremental cost at the time of constructing the proposed tunnel between Dacey Avenue and Todman Avenue. It will provide long-term access to Randwick, Randwick Racecourse, hospitals, and the University of New South Wales, while relieving the impact of traffic in Lenthall Street, Todman Avenue and Doncaster Avenue.

457. IDSON Dr Lyn

- Crescent Street in Waterloo could be widened to facilitate the flow of traffic from west to east across Sydney. At each traffic light change at South Dowling Street, a large number of cars could quickly move from Crescent Street.
- Now is a good opportunity to widen Crescent Street as the factory on the southern side of Crescent Street is derelict.

458. COOKE I S

- Concerned about the loss of inner city parkland for a motorway.
- Suggests the whole motorway be put under Moore Park and filter the exhaust gases.

- The toll will take \$2.7 billion over 25 years. Therefore, the proposal can profitably be put underground, especially as Moore Park stands on sand.
- Concerned about the alienation of residents of the inner city, Green Square Housing development, probable ACI site residential development and Resch's Brewery site from parkland because of the motorway.
- According to the EIS, access to Moore Park for local residents will be possible only at Cleveland Street.
- Believes the proposal will damage a fine group of late 19th century houses.
- No serious suggestions are put forward about how to reduce noise on South Dowling Street.
- Believes the EIS and Working Paper 4 show a lack of concern for the way increased noise will affect the residents of South Dowling Street because they state that houses in South Dowling Street do and will serve as useful noise barrier for neighbouring streets behind South Dowling Street.
- Working Paper 4 suggests erection of barrier walls at street entering South Dowling Street but denies such barriers to South Dowling Street residents on aesthetic grounds.
- Suitable planting on widened footpaths would serve to reduce the traffic noise.
- Believes the Working Paper solution to noise problems by suggesting "an additional pane of glass" is a simplification. 10 mm laminated glass in fixed frames for windows and additional glazed doors would have been more convincing.
- Working Paper mentions openable double glazing to allow for ventilation. Rather, houses should be equipped with filtering ventilation equipment.
- The existing noise level in South Dowling Street, south of Cleveland Street, is now 80-82 TNL, with noise at 75 decibels over 24 hours.
- The EIS and Working Paper accept this situation and argue that because the noise situation is already over limits that a further increase is not a serious matter (W.P. 4, p.14).
- Sceptical as to the EIS suggestion that widening the road from six to eight lanes and increasing traffic in South Dowling Street by 220 percent, will increase noise by only 2 decibels.
- The consultants consistently reject the EPA's goal of TNL 55. This EPA goal is well above the levels set by WHO and OPEC.
- The 220 percent increase in traffic along South Dowling Street is an understatement, as the proposal will link up with the Hume Highway, the proposed Holsworthy Airport, The Green Square Urban Design Project and peripheral road system around Sydney.

- Loss of ground water causing subsidence cannot be countered by recharging of ground water (EIS pp. 9-15), yet the EIS later proposes this as a solution (EIS pp. 9-18).
- EIS and W.P. 4 show a lack of concern for the way increased noise will affect residents of South Dowling Street.
- Houses along South Dowling Street will be damaged by subsidence when the tunnel at Cleveland Street is excavated. Damage will continue for some time after construction as houses continue to settle.
- The proposal will see heavy vehicles use the entire northbound width (three lanes) of South Dowling Street to turn west into Cleveland Street. Currently, they use two of the three lanes.
- Proposal does not address traffic generated by the Fox Studios development or by the sports venues.
- Concerned about the loss of the traffic light controlled crossing at Parkham Street, Surry Hills. It destroys the access to Moore Park for local residents.
- According to the EIS, the traffic will rise by about 200 percent on South Dowling Street.
- At Drivers Triangle, 68,000 vehicles in six lanes from Moore Park Road, Anzac Parade and South Dowling Street motorway will merge into three lanes of tunnel. The probability of chaos is very high.
- William Street will also see traffic chaos, as drivers attempt to get to the CBD or eastern suburbs.
- The proposal does not address east-west traffic, despite the inadequacy of Cleveland Street at present.
- A radical rethink of public transport and its infrastructure needs to be undertaken.
- Air pollution along Dowling Street will increase by 25-35 percent.
- Concentrations of carcinogenic benzene will increase significantly on South Dowling Street according to the EIS.
- It will only be a matter of time before class actions are brought against public authorities because of benzene levels.

459. REYNOLDS Elaine

- Crown Street should remain one-way to spread the traffic more thinly in these suburbs.

- Hopes this will be the last of the roads and that more light rail and trains will be built in the future.
- Catches buses and trains to reduce pollution, as Cleveland Street is one of the worst streets for trucks and transport both north, south, east and west.
- The Eastern Distributor with tunnels seems necessary and will benefit the north-south traffic.
- Will it reduce the traffic coming from Parramatta Road to Cleveland Street and turning into South Dowling Street?
- Presumes it would be easier to cross South Dowling Street at the Cleveland Street Junction towards Anzac Parade.
- Thinks we should be reducing vehicles rather than making it easier.
- There is a freeway from Parramatta to Hornsby which could be used more.
- Bourke Street should remain one-way to spread the traffic more thinly in these suburbs.
- Hopes there will be consideration given to two overhead pedestrian bridges along the strip, allowing people to walk over the six lanes of traffic in South Dowling Street to Moore Park and the Golf Course.
- Residents have been waiting for years for the builders of Moore Park Gardens to build the promised bridge over South Dowling Street to Moore Park.

460. EBB-BRIDGES Ian

- Believes the project is ill-considered and will continue the destruction of Sydney as a livable city.
- The Eastern Distributor will generate extra volumes of road traffic at a time when reduction is necessary, making Sydney as polluted, anti-social and congested as cities such as Los Angeles and London.
- Believes that private and public funds should be spent on initiatives like the New Southern Railway, Sydney Light Rail and an extensive and safe network of bicycle routes.
- The Eastern Distributor does not seem to be part of any coordinated plan for future transport in Sydney and will mitigate against the expansion and improvement of public transport.

461. RAPSON Dr Philip J

- The W5 option, which is a tunnel, has several problems outlined in the EIS. An additional problem is if there are any future proposals to put the Eastern Suburbs Railway underground. It is likely to be more difficult with a tunnel than an expressway on or slightly below ground.
- Request that option W4 is considered seriously as it has numerous advantages over the preferred option. Option W4 allows the Distributor to go below the ground, it will keep visual problems to a minimum, it will allow the Eastern Suburbs Railway line to be below this road in the future and the covers over this area can be effected at a latter date to maintain the unity between Woolloomooloo and its western part, and further on to The Domain and the city.
- The F4 freeway at Greystanes can be used as an example where deep cuttings has allowed extra road and foot bridges over the expressway to be built. This example can be applied to consideration of option W4 for reducing severance of Woolloomooloo.
- The W3 option will concentrate traffic noise in Palmer Street, where the traffic noise in the area is already considerable.
- The W3 option does not mention the noise or visual problems caused by the existing Eastern Suburbs Railway line, and perhaps the option could seek to reduce the overall noise from the traffic by asking the railway to reduce their noise in some way.
- The preferred option, W3, does not improve the amenity of the area but to keep it no worse than it is.
- The preferred option, W3 will sever the main part of Woolloomooloo, including the proposed Finger Wharf development, the foreshore and the areas as far as William Street from the western side of the Distributor and hence the city of Sydney.
- The expenditure of several more millions of dollars to improve Woolloomooloo, reduce noise, provide more open space and maintain its connection to the city would be money well spent, especially for future generations.
- The preferred option W3 will result in a one corridor access under the Distributor from Woolloomooloo to the City. Many people from Woolloomooloo and Potts Point walk to the city through The Domain and beside St Marys Cathedral. Option W3 will lead to people trying to cross the Distributor which has safety implications.

462. MAGUIRE Mr and Mrs E M

- Consider constructing a tunnel all the way under South Dowling Street and moving the southern entrance of the proposed tunnel to Epsom Road, and the northern entrance to link with The Domain tunnel. Overseas cities such as London are tunnelling roads at considerable cost and giving back parklands.

- Understands that there is a need to ease traffic flow but it should not be at the expense of residents. Traffic should be kept to a minimum along Southern Cross Drive and South Dowling Street into the city as it is the gateway to Australia for overseas visitors. An alternative should be found to the proposal.
- The proposal is unacceptable because residents' health will be impaired due to increased traffic fumes, sleep disturbance and increased noise levels in excess of the levels recommended by the World Health Organisation.
- Access to Moore Park will be non-existent for residents on South Dowling Street if the proposal proceeds. Concerned about loss of recreational facilities now available at Moore Park and environs. This area is much used at present by local schools, cricket clubs and local residents.
- No allowance has been made for compensation to residents for soundproofing/double glazing in the vicinity of South Dowling Street. This would alleviate some stress.
- Concerned that there will be an increase in accidents along South Dowling Street. Residents, in the absence of emergency vehicles, have to attend victims.
- Concerned that there is a devaluation of properties in the area of South Dowling Street due to the proposed motorway. Properties would be worth at least \$40,000 more if not located on South Dowling Street.

463. RONEN Nitzan

- Prepared to discuss other options for road access to the west of the Distributor in the vicinity of Link Road. This includes possible use of their land at Link Road/Epsom Road.
- Opposes the elimination of the southbound turn facility at Link Road. It will further reduce unreasonable road access for staff and customers, and for medium and large trucks for properties owned at 5 Link Road, 945 South Dowling Street and 87-103 Epsom Road.
- The proposed reduction of access has negative effects on their property and the general area around Green Square, Alexandria and Rosebery. Road interconnections and flexibility of route is of significance for the development of residential and mixed neighbourhoods. It also provides a safer and more flexible environment. This is inconsistent with the proposed reduction of access. Road interconnection is vital for commercial and industrial enterprises to facilitate easy access.
- Reducing access at Link Road is against public interest and the properties' business. Currently, visitors and residents can be introduced to developments planned in the west and south-west by a local council.

464. GARLICK Bruce L G and Wade CAMERON

- Objects to the proposed site of the southern ventilation tower in Hutchinson Lane on the grounds that it will pose a significant health risk to the nearby residents. The alternative site should be chosen in Moore Park.

465. NOAD Brian

- Opposes the location of the southern ventilation tower in Hutchinson Lane. It would expel carbon monoxide, nitrogen dioxide and other hazardous fumes from the tunnel into residences. Request that the alternative site in Moore Park is used.

466. BRYDEN D I. and R J

- Hopes that any degradation of Moore Park area will be restored and improved so that it will remain an amenity for Sydney and would like the southern ventilation tower located in Moore Park.
- Oppose the location of the southern ventilation tower at Hutchinson Lane due to its close proximity to residences. On many days the predominant wind is south-east which would blow fumes over residences. Request that consideration is given to the site in Moore Park even though the park is valued. The open area and trees in Moore Park would help diffuse and neutralise the exhausted fumes.

467. DULCINEA

- The viability of public transport should be increased. More buses should operate.
- Maybe a tunnel could be built under Taylor Square but Talyor Square was always congested. It has not got worse.
- Motorways cost too much and we can not afford one. Some other nation will probably build the motorway, with profits going to another nation. Foreign nationals do not pay tax.
- Opposed to all motorways in Sydney. They encourage car transport and if all people owned cars, petrol would only last for a short time. If the Government wants to be leaders then another economic concept should be thought of.
- Traffic is only just bearable now and we can still cross congested streets. Why destroy open space? Why please car owners? Most of them have no clear need to drive as fast or as frequently as they do.

468. WHITEHOUSE Paul

- Considers that current vibrations caused by the one-way traffic in Bourke Street has caused damage to terraces in Bourke Street as well as damaging the sewer mains that run down the middle of the street (will these be upgraded?). The increase of traffic by diverting onto Bourke Street and other streets during construction will have serious detrimental structural effects on residential buildings, thus reducing property values.
- The proposed interchange at South Dowling and Cleveland Streets and Drivers Triangle will be an "LA style nightmare" for pedestrians and motorists.
- The proposal will exceed World Health Organisation criteria for sleep disturbance in many houses even if acoustic insulation is provided.
- The peak noise level events will be more than 12 dB(A) above background levels which is sufficient to cause sleep disturbance.
- There is justification for constructing a strategic motorway which caters for existing and future volumes of through traffic. This would relieve the current unacceptable levels of traffic from local streets.
- The EIS does not justify the need for a motorway which allows for an increase in traffic along local streets throughout the municipalities of Sydney City, South Sydney, Randwick, Woollahra and Botany and has detrimental and social impacts.
- The EIS proposal has been designed by a private consortium to maximise profits rather than achieving a best result for communities and for NSW for the next century.
- The proposal would cause unacceptable cumulative social impacts to residents of Woolloomooloo, Surry Hills and East Redfern.
- The proposal will increase air pollution from diesel particles, nitrogen dioxide and benzene which will damage the health of residents.
- The proposal does not use to the fullest, current available technologies to achieve a viable option for the future of inner, southern and eastern areas of Sydney which possess some of the State's best heritage areas and highest density population.
- Residents of Woolloomooloo, Surry Hills, and East Redfern will be isolated from areas to which they now have access such as The Domain, Football/cricket fields, Moore Park and Centennial Park.
- Considers years of diverted traffic onto Bourke Street and other local streets and the building of a temporary southbound roadway in Moore Park is unacceptable.
- Considers years of vibration from construction within four metres of houses is unacceptable.
- Concerned that pedestrians along South Dowling Street will only be able to cross the 3 km length at four points which will prevent access to Moore Park. Any event "goers" arriving

by public transport (Central Railway) will also be obstructed from access due to enormous amount of traffic and freeway like conditions along South Dowling Street, and most likely Bourke and Crown Streets. No mitigating procedures are proposed.

- There should be no alternative non-tolled route signposted through South Sydney as it will lead to increased air and noise pollution levels for residents along the route.
- The EIS proposal is not the best alternative available and does not resolve the significant environmental problems caused by traffic intruding into residential areas.
- Concerned that Moore Park will be narrowed.
- There is no consideration of how the Showground and Fox Studios additional traffic and parking will be accommodated.
- An alternative which should be considered is a tunnel from the southern end of The Domain to Drivers Triangle (with appropriate on ramps and exits onto Moore Park Road, the Showground, Anzac Parade/South Dowling Street) then the continuation, by cut and cover, of the same tunnel containing six lanes through Moore Park and veering under South Dowling Street to surface at Epsom Road. This alternative addresses the environmental and social problems that the current proposal would create. It could be similar in cost and funded by a better use of the toll system.
- It is considered that the EIS has failed to satisfy the Director's requirements by not adequately considering a feasible alternative which is practical and cost effective, and would not increase the financial burden on the State Government.
- The historic and heritage area of The Domain will be "scarred" by a toll plaza, interchange and viaducts which will add to the existing wide cutting.
- Concerned that air and noise pollution will discourage people wanting to use Moore Park due to the smell and constant traffic noise, 7 days a week and 24 hours a day.

469. SEERS J Harry

Form type B1

470. WONG Jason

- Traffic should be encouraged to use the arterial road by the inclusion of underground slip roads onto Dacey Avenue.
- Concerned that traffic is encouraged to use Lenthall Street because Link Road gives the first opportunity to exit from Southern Cross Drive for many kilometres without being impeded by traffic lights.

- Two sets of traffic lights deter drivers from continuing on to the arterial road (Dacey Avenue) which is designed to cater for them.
- Traffic should be deterred or prevented from using Link Road as the major southern access point to the Eastern Distributor.

471. MORRISON D Ms & W M Mrs CLEMENS A E Mrs

Form type H

472. THE COMMISSIONER (New South Wales Fire Brigades)

- Officers of the Brigades have assessed the EIS and consider the issues that concern the Brigades have been satisfactorily addressed.

473. CLARKE Lucy

Form type C1

474. McDONALD Robert

Form type C1

475. FROLICH J Mrs

Form type C1

476 SLADE Elizabeth

Form type C1

477. PLIGHT DER VAN Karin

Form type E

478. LEE S G

Form type E

479. PLIGHT DER VAN K E

Form type C2

480. LEE S J

Form type C2

481. MEADER Helen

Form type C2

482. STUART & FAMILY Ian

Form type F

483. ST MARK Steve

- The erection of toll gates is outdated. Traffic has to brake, stop and then accelerate again, causing enormous and unnecessary air pollution. Traffic should be allowed to flow continuously and at a steady pace.
- An eight lane motorway next to the CBD would be a catastrophe in regards to visual pollution and out of touch with modern urban design. It will have adverse visual impact in one of the more pleasant parts of Sydney and will further disfigure the overall architecture and appearance of the city with long term detriment and damage.
- Considers the proposal is an attempt at a quick fix of a traffic inconvenience for the two week Olympic Games period.
- There is not insignificant traffic from the North Shore into the suburb of Woolloomooloo. This traffic would travel southbound in Palmer Street and then turn right into Junction Street to access Bourke Street. If all the streets on the eastern side of Palmer street are closed, this would no longer be possible and the only adequate alternative would be to enter Woolloomooloo and Bourke Street, in particular via Cowper Wharf Road. Cowper Wharf Road has a medium strip and does not allow a right hand turn into Bourke Street. Considers this needs to be addressed so that from Cowper Street Road and Bourke Street can be accessed.
- The Domain tunnel should be extended to connect with the William Street tunnel so that there can be easy level pedestrian traffic between the CBD and Woolloomooloo.
- Palmer Street and Sir John Crescent are already difficult and dangerous to cross to access the city. The proposal will sever Woolloomooloo from the City and further isolate the city which has already been cut off on its western side.

- The EIS identifies that Woolloomooloo has urban village character. It is considered that this character can not be maintained after the completion of the Distributor. The character of Woolloomooloo is already affected by heavy traffic on Palmer Street. Constant noise and vibration is not conducive to village character.
- The proposal will not promote the re-vitalisation of the CBD or maintain the character of Woolloomooloo.
- Traffic problems can not be managed by constructing more roads. Better roads attract more traffic.

484. AN UMMERSEN Link

- To continue with the preparation of an Environmental Impact Statement does not serve the people of NSW.
- The directives of Ms Gabrielle Kibble, Director General to the RTA of 10 September 1996 have not been complied with under the proposal. Attachment 3, Part 4 of the Draft EIS Practice Guidelines: Roads and Related Facilities, July 1996, have been ignored by the Distributor routed through Woolloomooloo. Page 9 "ecological sustainable development" (defined in attachment 4, clause 8) is to be observed through the whole project's life cycle. This has not occurred in the planning and design phase by having a route through Woolloomooloo. Page 12, specifically requires that the RTA "avoid unsupported or unsubstantiated opinions biased towards a predetermined option", which has been ignored. Figure 2, "Principles for route or site selection" asks "is there any areas [sic] fundamentally inappropriate because of its high environmental [sic] sensitivity?" and "do initial investigation [sic] indicate that the area is fundamentally unsuitable?". The answer is in the affirmative that the RTA should seek an alternative route. This has not been done. Page 13/Table 1: "Areas of high environmental value should be identified and wherever possible, excluded from any further consideration as site selection options". This has not been done.
- Woolloomooloo's environmental value and sensitivity have not be considered in the proposed route which is contrary to the EP&A Act. To allow the process to continue is unacceptable.
- After attending nine RTA's community meetings, prior to the EIS display, essentially only one proposal was presented to affected communities, which included a route through Woolloomooloo.
- A "do nothing" option was not included in the early assessment process or community briefings as required on page 6 of the Draft EIS Practice Guidelines: Roads and Related Facilities.
- It would be irresponsible to rush an "ill conceived" and "misguided" proposal through for the Olympic deadline.

- Request that a Commission of Inquiry under the Environmental Planning and Assessment Act 1979, Section 119 (1a) is convened due to an inadequate Distributor route and community consultation process.

85. AN UMMERSEN Link

- Concerned that the RTA has not designed the Eastern Distributor to address east-west traffic flows.
- Concerned that the RTA has not taken into consideration the ability of the current tunnels to absorb traffic, especially from the south and south-east.
- Concerned that the RTA has not taken into consideration traffic congestion which will occur at Drivers Triangle, Anzac Parade, Flinders Street, Fitzroy Street, South Dowling Street and Cleveland Street when there are several events occurring at the same time. For example when events occur at Fox Studios, Sydney Boys and Girls High Schools, the Mardi Gras Parade, Randwick Races and the cricket.

486. HAPMAN William L

- Sound barriers could be erected between the Cahill Expressway and The Domain as there are problems with traffic noise when there are concerts being held. The contours of The Domain appear to suit the stage being at the northern end and sound barriers would allow for this.
- If western bound traffic lanes of the Cahill Expressway were lowered as part of the Eastern Distributor, this would provide the opportunity for The Domain to be designed similarly to the Melbourne Myer Music Bowl. A permanent sound shell and dressing rooms could be built over the road. This alternative would provide a permanent venue close to the city and another site for functions for Sydney Olympics. It would mean that no parkland was lost and that sound barriers could be incorporated for an aesthetic and effective result.

487. TOOGOOD Damien

- There seems to be no plans to abate the increase in noise when South Dowling Street is widened to eight lanes between Fitzroy and Cleveland Streets.
- The distance between the row of historic terraces on South Dowling Street is too small to allow planted dirt mounds or sound barriers of any description.
- The road could be recessed 2 metres to reduce the noise.

- Could create a buffer zone of 10 metres between the road and the terraces so that there is room for sound barriers. This may mean that slightly more of Moore Park is lost but this would be preferable to Surry Hills being adversely affected by the freeway.
- The tunnel should be underneath South Dowling Street to Todman Avenue.
- Agrees that the Eastern Distributor will be of enormous benefit to the people of Sydney, but does not want to see historic Surry Hills sacrificed for the sake of saving a small sum on the total construction cost.
- Concerned that there are no plans for pedestrian access to Moore Park from Surry Hills, thereby alienating the suburb from parkland.
- Believes that the Eastern Distributor will be of enormous benefit to inner city and cross-city traffic but is concerned it may destroy the historic suburb of Surry Hills, in particular the section on the west side of South Dowling Street between Fitzroy and Cleveland Streets.

488. CHESSELL Susan

- Does not believe it is worth destroying an historical area of Sydney for the sake of the 2000 Olympics that will be held over two weeks.
- Why is the tunnel solution not the obvious choice?
- The tunnel option proposed by Councillor Sartor would allow the creation of extra green space and improve the area rather than create an eyesore. Any additional expense would be well worthwhile from the viewpoint of all who live and work in the area, as well as visitors to the area.
- Amazed that the EIS could see sense in a plan that allows construction of an elevated highway so close to people's homes and work places.
- How can a discredited elevated highway be considered in this day and age?
- The highway would be an ugly slash on the landscape.
- The proposal would cut Woolloomooloo in half and create a barrier between the city and the Eastern suburbs.
- Concerned about the health problems of noise and pollution that are associated with an elevated highway.
- Have studies been done on the effects of living a lifetime in car fumes? Expects it would be as dangerous as passive smoking.
- Asks the Minister how much noise and pollution can one area be expected to take?

- Concerned about the noise generated by 125,000 cars roaring by and 16-wheel trucks hitting their air brakes at the toll booths.

489. OLIVER Margie Mrs

Form type C1

490. CONNORS Jeffrey J

- Concerned about the closeness of 10 lanes of traffic to residential suburbs and the subsequent impact of pollution. Can the RTA guarantee that this pollution will not exceed World Health Organisation standards?
- Thinks the 20-day consultation period is totally inadequate.
- The Government must extend this period until at least the end of January 1997. The impression gained is that the authorities have something to hide.
- The only acceptable solution is to tunnel the Eastern Distributor all the way from The Domain to Link Road, Rosebery.
- The extra cost of 15 to 20 percent could be offset by a small rise in the toll payable or by extending the term of the tollway agreement, or a combination of both.
- Concerned about the limited access to Moore Park from both Redfern and Surry Hills with ten lanes of traffic on South Dowling Street.
- Concerned about the loss of approximately three acres of valuable parkland from Moore Park.
- Believes there has been a lack of focus on improving public transport. The proposed freeway will transfer the traffic problems to other nearby suburbs.
- Concerned about the impact of the elevated roadway on the historic and beautiful Woolloomooloo district.

491. ROBINSON James Boyd

Form type E

492. OSCH VAN Geno

Form type E

493. SMITH Betty

Form type E

494. DARWIN Chris

Form type E

495. ROLICH J M

- Believes the whole scheme is very badly thought out, without any consideration for residents.

496. MITCHELL Kathy

Form type E

497. YOUNG William

Form type E

498. WOODROFFE A

- The Eastern Distributor will divide suburbs and neighbourhoods.
- The Eastern Distributor will reduce the quality of life for most of Sydney.

499. POOLE L G

Form type C1

500. SMITH Betty

Form type C2

501. BURNETT

Form Type C2

502. MOLLARD P

Form Type C2

503. DAVIES W John

Form Type C2

504. EBELLEY Melissa

Form Type C2

505. RYAN Edward

Form Type C2

506. DAVIES James

Form Type C2

507. WOOD Samantha

Form Type C2

508. MITCHELL Kathy

Form Type C2

509. ABEY Bandu

- Concerned about the amount of traffic in Todman Avenue during peak hours, with vehicles queuing up from Anzac Parade to Lethall Street. Motorists use smaller roads to avoid delays.
- Objects to increased traffic in this area because it will elongate peak hours; elongate high noise periods; create more accidents; create pollution; and result in poorer living conditions for inhabitants.

510. ODGERS Simone

Form Type C1

511. BARNETT Phyllis

Form Type C1

512. LUVIO John Michael

Form Type C1

513. HART Patricia

Form Type C1

514. GIBSON Liane

Form Type C1

515. DOUGLAS Steve

- Eastern Distributor caters for more motor vehicles, maintaining a cycle of ever-increasing motor vehicle use, which causes environmental damage and air pollution.
- Funds should be directed to traffic reduction measures, such as expansion and general improvement of the public transport network, decentralisation of the population and sustainable urban consolidation.

516. ARGENT Frank and Olga STOSIC

- Ask why Lang Road is not a regional road. All of the roads surrounding Centennial Park, except Lang Road, are classified as regional roads (see EIS Figure 5.1 page 5-2). According to the RTA's guidelines: "Regional roads" are those subarterial roads which provide for medium level movements of people, goods and services and public transport, support and link state roads and provide those functions to centres of local economic or social significance.
- Considers that Lang Road should be a regional road; that traffic calming devices in Lang Road should be removed; a portion of the footpath on the Centennial Park side of Lang Road (which is not used) should be removed and the space utilised as roadway, thereby

allowing for 3 lanes of moving traffic and one lane for parked vehicles. This would allow more access for vehicles and take some of the traffic volumes off Moore Park Road, especially in relation to the east/west and east/south traffic; and signage around the area should be changed (in consultation with residents) to reflect the most direct route for motorists to get to their destination without travelling on local roads.

- Consideration must be given to landscaping and beautification of Moore Park Road as it is a major thoroughfare and may become the gateway to the eastern suburbs. It is suggested that the trees planted along the footpath are replaced with trees such as plane trees. This has been done in Anzac Parade, Kensington and Alison Road, Randwick and are effectively used throughout Woollahra, particularly Queen and Ocean Streets. Plane trees in Moore Park Road would block out western sun which is blinding when driving down the southern side of the road and would provide a vista.
- Consider landscaped parking chicanes in Moore Park Road, similar to those in Lang Road. If this is an option it would require planning with Council and residents.
- Concerned about the potential loss of property values in Moore Park Road if the proposal proceeds.
- Concerned that Moore Park Road may be reclassified as a State road if it is linked to the Eastern Distributor. This would mean that it would no longer be possible to have residential parking as the road may be subject to clearway restrictions. Currently the northern side of the road has residential parking as does most of the southern side.
- Request that the RTA, Minister for Roads and the Minister for Urban Affairs and Planning provide a written undertaking (until the year 2020) that Moore Park will remain a regional road and the existing residential parking will remain in place on both the northern and southern side of Moore Park Road. If this is not undertaken it is requested that residents are advised of what action is intended to ensure the residents of Moore Park Road are able to park in the near vicinity to their home without being penalised with parking infringement notices. Parking is already difficult on Moore Park Road and the Centennial Park and Moore Park Trust proposes to remove the 7,300 grass parking spaces by the year 2000. This will cause parking problems throughout South Paddington and Centennial Park.
- Parking problems will be exacerbated in the year 2000 if the Olympic Soccer is held at the football stadium and cycling at Centennial Park.
- Agrees with South Sydney Council's proposal to install traffic lights at the intersection of Moore Park Road and Regent Street and in addition at the intersection of Moore Park Road and Oatley Road. This is to improve the safety of Moore Park Road if option DT2 proceeds.
- If traffic lights are not installed at the intersections of Moore Park Road and Regent Street or Oatley Road, speed cameras should be installed on Moore Park Road. Contrary to police advice, motorists regularly travel in excess of the speed limit. Speed cameras would slow down the flow of traffic.

- The EIS notes that many areas will benefit from noise reduction by the Eastern Distributor. However, it does not consider that the increased volume of traffic will result in increasing noise levels.
- Considers the "speedway" character of Moore Park Road will be exacerbated by the introduction of the Eastern Distributor as Moore Park Road provides a wide, long stretch of road which is unimpeded by traffic lights or traffic calming.
- Motorists are not required to slow down except at the intersection of Regent Street where there is a pedestrian crossing and at the eastern end of Moore Park Road where there are traffic lights. Vehicles already regularly exceed the speed limit although police have advised that "bearing in mind the volume of traffic daily utilising Moore Park Road, the number of traffic infringements is relatively small. Residents dispute this.
- It is currently hazardous for pedestrians to cross Moore Park Road, even when motorists travel at the designated speed of 60km/hour. Residents have difficulty reverse parking and opening driver's side doors because drivers cut across lanes especially near the Gordon Street intersection with Moore Park Road. Concerned the proposal will increase the safety risk to pedestrians and motorists using Moore Park Road and surrounding streets.
- If option DT2 proceeds then measures need to be taken for pedestrian and motorist safety along Moore Park Road. By slightly narrowing the lanes on Moore Park Road, traffic calming devices such as chicanes could be used intermittently along the roadway, next to the footpaths (similar to Lang Road, although modified so as not to lose too much parking space). This would enable residents to access their cars safely.
- The Eastern Distributor will exacerbate traffic problems caused by crowds using the Football Stadium and Sydney Cricket Ground. Paragraph 10.4 of the EIS states that traffic on Moore Park Road may grow by 27% as a result of the Eastern Distributor. This does not take account of the additional use which occurs when there is a football game or some other use of the Football Stadium, Cricket Ground or Show Ground. The traffic from these venues can not be ignored because they occur intermittently.
- Paragraph 4.3.4 of the EIS states that the Centennial Park and Moore Park Trust has plans for "continued and possible increasing use of the Sydney Football Stadium and the Sydney Cricket Ground (which attracted 1.4 million people and held 71 events during 1995)." Residents have noticed a considerable increase in the use of these venues during 1996 especially with the addition of night football games and the growing popularity of the Sydney Swans. The Trust has planned at least 100 events for 1997. During peak hours on week days the traffic travelling east on Moore Park Road is regularly bumper-to-bumper from Gordon Street to Regent Street. It can take half an hour to travel that distance. When football crowds are leaving the area, the traffic is usually backed up to Oatley Road and it can take an hour to travel from there to the intersection to Moore Park Road with Gordon Street. This situation will not be alleviated by the Eastern Distributor.
- The RTA should be looking at long term solutions to traffic problems such as providing better and more efficient public transport, for example, light rail.

- The Eastern Distributor should not be linked to Moore Park Road for either entry or exit purposes. The proposal will shift traffic from identified trouble spots in Darlinghurst to Moore Park Road, which already has severe problems at peak times, none of which are recognised or addressed in the EIS.
- Moore Park Road is a regional road and to some extent necessarily carries the burden of substantial traffic in the area. Any further proposed street closures or further use of traffic calming devices on major roads such as Ocean Street, or Lang Road would force more traffic onto Moore Park Road and be inequitable. All local residents including Ocean Street, Lang Road, Robertson Road, and Cook Road should bear their share of traffic. If this happened then Moore Park Road would not need to be connected to the Eastern Distributor.
- Concerned that traffic volumes on Moore Park Road will increase due to the following; the closure of Robertson Road at Anzac Parade and the limiting of access to Cook Road (Working Paper No.3, Page 3-14); that Ocean Street residents want measures to discourage motorists from using Ocean Street and to encourage them to use Moore Park Road. Paragraph 5.3 of the EIS states that the Local Area Traffic Improvement Program should "examine the effects of and possible reductions in traffic flows in Ocean Street, Woollahra". The EIS states that these programs will require the examination of the inclusion of traffic calming devices, street closure and landscaping in local streets (paragraph 1.7.1).
- Actions already taken by South Sydney Council and Woollahra Council and actions to be taken under Traffic Management Programs, has and will, increase the burden of traffic on Moore Park Road. This has been added to by the RTA with its changes to signage throughout the area surrounding Centennial Park over the last 18 months. If coming from Woollahra to Kingsford the most direct route is via Lang Road but it is signposted Moore Park Road.
- The EIS states that local residents and resident groups were consulted in relation to the impact of the EIS. No consultation took place with residents of Moore Park Road living east of Greens Road because, as was stated by a Rust PPK employee, they did not consider these residents would be effected. Concerned that they were never invited to focus group meetings nor made aware of their existence.
- The EIS is a thorough document but it does not consider the impact of the proposal on the residents of Moore Park Road living east of Greens Road. Therefore the EIS does not comply with the requirements of the Director-General of the Department of Urban Affairs and Planning.
- There is no mention in the EIS of the effect of the increased volume of traffic or the increased level of pollution on the residents of Moore Park Road.
- Concerned that the quality of life for residents along Moore Park Road will be affected due to the proposal.

- The proposal sacrifices the quality of life for Moore Park Residents for the sake of the Sydney Olympics and other residents of the Eastern Suburbs who use the roads but will not share traffic. This is inequitable. Compares Moore Park Road residents to those areas first affected by the third runway. The federal government has now shared the burden of aircraft noise and pollution. However unlike flight paths roads can not be moved.
- Concerned about the effect of probable increasing lead levels and pollution on health from increased traffic. A kindergarten ('Till I'm Fine') located at 61 Moore Park Road with a garden area fronting the road is used as a play area and no consideration has been given to this.

517. MILLIKEN Robert

- The South Dowling Street section of the Distributor should be re-designed so as not to obliterate at least one hectare and many trees from Moore Park.
- Moore Park should be upgraded, not crudely obliterated.
- The proposed plan is a crude solution to a complex problem, with little or no regard for environmental, urban amenity or visual issues.
- Thinks it would be better to have it re-designed, or not built at all, rather than rush the current proposal through in time for 2000 and leave Sydney with an awful legacy.
- Thinks the elevated motorway and tollway at Woolloomooloo should be placed completely underground. The Cahill Expressway did enough damage to the Domain and Woolloomooloo.

518. LYSSA Alison

- Appears the M5 East project will do nothing to increase the cruising speed of vehicles. An average cyclist can easily travel at 19 km/h, about 3 km/h faster than forecasts of cruising speeds on the M5 East by the year 2011.
- Points to the reports of increased respiratory problems in Sydney, including asthma in children. Although the causes of these illnesses are complex, we cannot ignore the health risks in motor car emissions.
- Motor cars cause air pollution and emit greenhouse gases.
- Building more motorways is counter-productive. It only makes for more traffic congestion. What slows traffic down is not cyclists but queues of cars.
- Has experienced a form of "road rage", directed at pedestrians by drivers who seem to think that pedestrians have no rights, even on the footpath. Motorists seem totally unaware that they ought to slow down in case there are pedestrians.

- Building of the Eastern Distributor seems based on the perception that the car needs preferential and deferential treatment.
- There are too many people making journeys by car. The car comes with the expectation that there will be space for it on the roads with a parking spot at the destination. We cannot work off a model for our city that means tarring more of it to create more traffic jams.
- When motorists get stuck in traffic, you often see resentment erupt in negative behaviours, from angry honking to shouted abuse. There are now reports of drivers getting out of their vehicles to make physical attacks on other motorists.
- Public and private funds should be directed towards initiatives like the New Southern Railway, Sydney Light Rail and an integrated network of bicycle routes.
- No more funds should be spent on motorways.
- Believes that car users would happily use public transport if the service was better.
- Believes that instead of increasing road capacity, we should be increasing bus, rail and light rail, including dedicated bus lanes plus a comprehensive integrated network of bicycle routes.
- Gives the New Southern Railway full support.
- It seems ridiculous to build a huge road project to rival a new railway. The railway should be attracting patronage.

519. CASS Darryn

- Wants the exhaust tower located at the alternate Moore Park site, because it is removed from residential development and will therefore be far less a problems, including health problems, now and in the longer term.
- The Eastern Distributor will remove considerable above-ground traffic from Flinders Street and therefore the removal of much of the existing air borne pollution. To exhaust the same level of pollutants back into the air would not provide any real relief from the present situation.

520. BURROWS M.D.I.

- Has been encouraging the State Government to use the approaches to the Eastern Distributor to rejoin the Domain and the Botanical Gardens by dropping 300 metres of road level and then covering over.

- Strongly urges the Government to couple this with tunnelling the final kilometre of the Eastern Distributor, to connect the Domain, Woolloomooloo and the Botanical Gardens.
- Current plan is abhorrent to all people with an interest in the well-being of Sydney into the next century.

521. NENAD Benko

Form Type C2

522. BRONLEY H L Dirk

Form Type C1

523. CHURCHLAND D

Form Type C1

524. GARCIA Julio

Form Type C1

525. SANCHEZ Miguel

Form Type C1

526. WILLIAMS

Form Type C1

527. HEMPSTEAD Peter

Form Type C1

528. CALLISERES Pauline

Form Type E

529. CERMAL Eva

- Believes we should stop funding the problem and start funding the solution.

530. JACKSON Carol

- The proposal will cause unacceptable cumulative social impacts to the residents of Woolloomooloo, Surry Hills, East Redfern and Kensington.
- The EIS has been designed by a private consortium to maximise its profits, not to achieve the best results for the community of NSW.
- Three years of high levels of construction noise within 4 metres of houses is unacceptable.
- The impact of Fox Studios and the increasing number of sporting and entertainment events at other nearby venues has not been factored into the RTA's forecasts of traffic movement. This is unacceptable as the volumes of traffic involved will cause bottlenecks on most days of the week.
- Concerned that pedestrians can only cross the 3km length of South Dowling Street at four points, which will prevent access to Moore Park, Centennial Park, Cricket Ground, Football Stadium and Showground. No mitigating measures are proposed.
- World Health Organisation criteria for sleep disturbance will be exceeded in many houses even if acoustic insulation is provided.
- It is unacceptable that acoustic insulation and air conditioning has not been guaranteed to affected residents if the proposal proceeds.
- The peak noise level events will be more than 12 dBA above background levels which is sufficient to cause sleep disturbance and impact on the psychological health of residents.
- The proposal will scar the nationally important historic and heritage area of the Domain with a toll plaza, interchange and viaducts to the existing cutting.
- As residents of NSW, there is a duty to preserve Sydney's heritage open space for future generations. Future generations should not be left with outdated infrastructure as their inheritance. The current proposal will represent a capital liability rather than a capital asset once ownership of it has been transferred by the consortium to the New South Wales public.
- Three years of high levels of construction vibration within 4 metres of houses is unacceptable.
- Concerned that peak hour traffic will be diverted to local streets during the construction period, further increasing air and noise pollution and risks to pedestrians.

- An alternative non-tolled route through South Sydney will be signposted which will increase local traffic, despite contrary indications in the EIS. There will be an accompanying increase in air and noise pollution levels for residents along the route.
- The proposal is not the best available alternative and does not resolve the significant environmental problems caused by traffic intruding into residential areas. It is flawed.
- The EIS has failed to satisfy the Director's requirements by not adequately considering a feasible alternative which is practical, cost effective, Environmentally sound and will not increase the cost to the Government.
- The EIS should consider an alternative which is a tunnel from the southern end of the Domain to the Drivers Triangle with the same exits to Moore Park Road and Anzac Parade. A four lane tunnel would continue in cut and cover through Moore Park and would veer under South Dowling Street to surface at Epsom Road. This tunnel would address the environmental problems of the current proposal.
- A tunnel extension could be paid by tollway users.
- Rejects the current proposal on the grounds that it is economically and Environmentally irrational.
- The EIS does not justify the building of a motorway which allows an increase in traffic along South Dowling Street causing significant adverse environmental impacts to the residents in the municipalities of Sydney City, South Sydney, Randwick, Woollahra and Botany.
- Air and noise pollution levels will increase above acceptable levels for recreation in Moore Park.
- Concerned that over 3 acres of Moore Park will be lost due to the widening of South Dowling Street. In a "green sensitive" social climate, heritage park land and amenity should not be lost.
- The EIS does not justify the building of a motorway which allows an increase in traffic along Southern Cross Drive causing significant adverse environmental impacts to the residents in the municipalities of Sydney City, South Sydney, Randwick, Woollahra and Botany.
- The proposal will increase air pollution from diesel particles, nitrogen dioxide and benzene which will damage the health of residents.
- The proposal will not satisfactorily address the need to relieve heavy volumes of north-south through traffic.
- Premier Bob Carr has voiced criticism of Sydney's congested road system and the problems caused by increased pollution and traffic congestion. In the Sydney Morning Herald on 25 July 1994, Bob Carr stated "Sydney is up against its limits."

- The level of air pollution will soon begin climbing after years of reductions. There is chronic congestion on a basically 19th century road system - and tollways just redistribute the problems". The current proposal will increase significantly both air and noise pollution and will not be effective in relieving the traffic congestion, simply moving it from Taylor Square to Drivers Triangle.

531. GLOVER Paul

Form Type B2

532. RULE JENNIE

Form Type B2

533. LYONS M and I

- Supports a proposed full capacity tunnel access and egress to Dacey Avenue from the Eastern Distributor to provide an east to south traffic movement from Todman Avenue/Dacey Avenue tunnel, as a way of reducing traffic through Kensington. This is to reduce motorists using Doncaster Avenue, Todman Avenue and Lenthall Street as an alternate route to the eastern suburbs. The Eastern Distributor proposal restricts access to the arterial road (Dacey Avenue) where drivers have to wait at two sets of traffic lights and vehicles accessing Dacey Avenue do not have priority at the Todman or Dacey Avenue lights.
- Considers that the current design for the first left hand turn from the motorway at Link Road is dangerous and should be eliminated.
- Supports the Eastern Distributor objective of reducing traffic on local roads and improving the quality of life of residents adjacent to streets carrying inappropriately high volumes of traffic. Disappointed that this design objective has not been achieved in the Kensington Area. Object to the forecast increase in traffic on all Kensington Roads.
- Object that whilst Kensington traffic increases, the EIS forecasts that Dacey Avenue may decrease in traffic.
- Delays are currently experienced during peak hours by eastbound traffic in Crescent Street. Concerned about traffic levels in Crescent Street if it is used as a diversion during the construction of the Eastern Distributor.

534. CRAWFORD P

- Disappointed that the design objectives for reducing traffic on local roads has not been achieved in the Kensington area.
- Objects to forecast increase in traffic on Todman Avenue (72%).

535. SUTHERLAND Marc

- As a concerned Hutchinson Street resident, wants Site 2 in Moore Park to be chosen for the southern ventilation tower for the tunnel.

536. DONOVAN Peter

- Rejects the idea of the Eastern Distributor. The project would weaken the viability of public transport.
- The proposal goes against State policy to encourage the use of public transport, because it will increase the amount of driving.
- Resources saved by not building the Distributor should be used on public transport measures. An example is joining Bondi Junction to Mascot by rail. This expenditure would benefit future generations when it deals with depletion of global oil stocks. It would also enhance Australia's position when attending inter-governmental conferences on the greenhouse problem.
- Concerned that the proposal will accelerate the depletion of the country's stock of oil.
- Rejects the building of the Eastern Distributor. As a short term means of reducing the need for more road space, there should be the introduction of transit lane conditions on all major roads in the eastern suburbs area between 7.30am and 8.45am on business days. This requirement (minimum of 2 in the car) would promote the development of car sharing.
- Distinctive number plates would be sold at a considerable premium (at least \$1000 annually, double or triple) to those who seek exemption from the T2 rule.
- Concerned that the Distributor would increase traffic in the greater Sydney region.
- Concerned that the proposal will add to air pollution in the Sydney region.
- The proposal goes against the Commonwealth policy to reduce greenhouse gas emissions.

537. HAMILTON W.G.

- The residents of South Dowling Street already tolerate noise, grime seeping through their windows when it's, water coming in through their front doors when it's wet, with no financial recompense.
- Residents of South Dowling Street now face more of their parkland being taken away from them, six lanes increased to ten, traffic levels doubled and a chasm created in front of their houses, cutting them off from their park.
- Nowhere in the proposal does it ensure that the winners (users of the Distributor) share the benefits to them of improved airport access, by payment of compensation to the losers for loss of amenity in their surroundings.
- Capital cost should be increased enough to take the Distributor underground, all the way past these residential areas (South Dowling Street).
- The overpasses in the Woolloomooloo area have the same depredatory effect on that suburb and on the Art Gallery and the Domain, so the tunnel solution would overcome the problem there.
- Believes the necessity to compensate losers should be recognised, otherwise the true cost of huge infrastructure projects like this is not stated.
- Believes the Distributor is one more item on the long list of supplementary expenditures associated with Kingsford Smith Airport's Third Runway, which was touted as the "low cost" solution to an air traffic congestion problem, as compared to the "expensive" Badgery's Creek option. When you include all the capital inputs, Kingsford Smith is turning out to be anything but a low cost option.

538. OLLIVIER Guy

- Cleveland Street is too narrow for its traffic now. Buses stop near the traffic lights, often preventing movement when lights are green and traffic turning right towards Redfern blocking the centre lane.
- The intersection at Bourke and Cleveland is sometimes gridlocked from Cleveland back to Arthur Street. It will take very little extra traffic to block these areas.
- Additional traffic should not be attracted to these streets, but neither should residents be denied reasonable access nor forced to use the tollway to exit their homes.
- Traffic influx to Fox Studios at all hours affecting Cleveland Street will add to the chaos of ruby league, union, Aussie Rules, cricket and concert traffic. This will make easterly movement from Surry Hills more difficult.
- Wants continued pedestrian access across South Dowling Street to Moore Park. It would be better to "cut and cover" the four new lanes than to separate Moore Park from Surry Hills. Sydney should remain a city for walkers as well as drivers.

- The tollway will add problems, such as distorting traffic flows to force people to go through the toll gates, bottlenecks and idling exhausts as a result of stopping to pay.
- Will Surry Hills residents be hit by a toll every time they get in their car?
- Toll avoiders coming through Surry Hills, hemming residents in between the Eastern Distributor and Crown Street, is undesirable.
- Concerned about the increase in traffic into the Surry Hills area, boxing residents into an increasingly polluted and gridlocked environment.
- These areas are not geared to handle the volume.
- Availability of resident parking in Surry Hills has worsened over the last 2-3 years with denser housing and more coffee bars, etc., attracting people.
- If Bourke Street becomes a main route during construction, many residents will have difficulty finding a park. Tunnelling through Moore Park instead of South Dowling Street will help relieve this problem.
- Because Crown Street has so many traffic lights, traffic slows to a crawl during peak times, especially from Albion to William Streets, particularly where Campbell Street traffic turns into Crown. Making Crown Street two-way may block toll avoiders, but what about residents?
- The proposal would be improved if it addressed pollution control and treatment. Extending the tunnel would enable exhaust fumes to be collected for more efficient dispersal. This would help minimise increased kerbside concentration of pollutants, but there will still be an unacceptable increase in many pollutants directly into the air we breathe.
- An increase in pollutants is harmful to huge numbers of citizens. There are already high pollution days when it is hazardous to exercise in Sydney. Several stagnant days in a row will make a mockery of the proposal's pollution increase figures of 25-35% alongside Moore Park.
- Concerned that the proposal will alienate communities from their recreational areas, e.g. Surry Hills residents from Moore Park.
- Suggests a tunnel all the way from Kensington to the North Shore, combined with treatment of the exhaust fumes to remove the worst pollutants before dispersal into populated areas.
- Tunnel air should be filtered, including treatment of the exhaust fumes, to further reduce the worst pollutants before dispersal into populated areas.

- No tunnel mouth should be open in the vicinity of schools, residential or populated areas, especially where children are likely to gather.
- Concerned that the untreated exhaust fumes of so many vehicles so close to homes and recreational areas on a daily basis will affect the health of many people, especially children.
- Rejects the current proposal because it will lead to an increased degradation of living environment - visually, through noise, through obstacles, as well as through air quality.
- The proposal will trap Surry Hills residents between the Eastern Distributor and a gridlocked Crown Street (and the toll booth and a gridlocked Bourke /Cleveland St intersection).
- The disruption to Surry Hills streets during construction would be minimised if the Eastern Distributor goes under Moore Park. South Dowling Street would still be useable.

539. BULL Philip

- Public and private funds should be spent on initiatives like the New Southern Railway and light rail and not on motorways.
- Concerned that there is a lack of bicycle approaches provided to the city.
- Concerned of the effect of toll avoiding traffic though parts of Redfern and Surry Hills, in particular on Redfern and Telopea Streets which are currently a well used bicycle route.
- Objects to the resumption of park land in Moore Park and Centennial Park for extra lanes for the Eastern Distributor.
- Concerned that there is a lack of consideration of non-car based transport in the proposal. The approaches should provide for future light rail use.
- Apart from the main tunnel the proposal will have few long term benefits and impacts on the amenity of the inner city.
- The proposal will lead to loss of amenity in Woolloomooloo, Darlinghurst, Surry Hills, South Paddington and Redfern.
- The Eastern Distributor is being built in a densely populated part of Sydney where a high proportion of residents do not use cars. Believes the extent of roadworks is unnecessary and in the long term Environmentally damaging to the inner city.
- The widening of South Dowling Street will isolate Surry Hills from park land
- There is a lack of consideration of non-car based transport in the proposal.

- The Eastern Distributor needs to be a more balanced project. There needs to be a balance between a cure for the bottleneck around Talyor Square and the impacts of the road building proposal.
- Concerned that extra road space in the inner city is irresponsible, in light of the Government's urban consolidation policies and the Integrated Transport Policy. It has been demonstrated that more road space leads to greater car usage. The additional road space will lead to more cars driving to the inner city and more congestion, slower travel times and more pollution.

540. CORRIGAN Ross

- The proposal is designed to deliver maximum benefit to the company building the project by taking shortcuts to minimise construction costs. Widening South Dowling Street by taking parklands and running a road through Woolloomooloo are the cheapest alternatives but are not good alternatives for residents.
- The widening of South Dowling Street will alienate Moore Park from Surry Hills and East Redfern. No consideration has been given to providing pedestrian access to Moore Park, Mount Steele and Centennial Parks. These parks are vital for residents of densely populated suburbs of Redfern and Surry Hills. Many houses in these areas have no backyards and there are no substantial parks to the west of South Dowling Street as an alternative. Considers that the Government is suggesting to access Moore Park that people will have to drive.
- Currently it is possible to cross South Dowling Street, in safety at any point due to the median strip. Due to the elimination of this median strip residents to the west of South Dowling Street will be isolated and prevented from crossing the road.
- Consideration should be given to extending sections of the tunnels in Woolloomooloo and along South Dowling Street to Dacey Avenue. A cut and cover tunnel running parallel to South Dowling Street to the Crescent must be considered. There are no substantial impediments to construction and the impact would be less on residents and motorists as traffic disruption would be minimised during construction. A tunnel parallel to South Dowling Street would enable traffic to continue to use the street until the tunnel was open. It could then be reverted to local road use and for public transport.
- Concerned about pedestrian access to Moore Park. The proposed bridge at the Dealruby development is the only bridge shown along the South Dowling Street section. residents have already been waiting for two years for this bridge.
- The proposal is flawed and shows a lack of empathy and understanding of the needs of local residents. It provides an insensitive solution to cars travelling through suburbs.
- The failure to build the Eastern Distributor has contributed to the decay of inner city communities.

- Baptist Street is forced to carry unacceptable levels of traffic which attempts to by-pass South Dowling Street.
- The Eastern Distributor should be built but not in the form now presented. The construction should not be rushed through for the Olympic Games. The Games will be on for a month but the infrastructure will last for decades.

541. WHITEHEAD Alex

- North bound traffic should not be encouraged to use Todman Avenue and Lenthall Street to Anzac Parade during the two year construction period of the Eastern Distributor when South Dowling Street will be closed to north bound traffic. Instead alternative routes such as Bourke Street, as a temporary north bound route, should be considered.
- Use of independent consultants should occur.
- Concerned about the greenhouse effect and other serious health and environmental concerns.
- The only long term solution to traffic problems is to improve public transport networks.
- The Eastern Distributor is an outdated solution to Sydney's traffic problems. It will move the traffic bottlenecks to another location and encourage car use.
- The Kensington Precinct requests that Randwick City Council lobby the State Government and prepare a design for the Roads and Traffic Authority to provide full capacity tunnel access and egress to Dacey Avenue from the Eastern Distributor for traffic from Southern Sydney. This is required to discourage motorists using Doncaster Avenue, Todman Avenue and Lenthall Street as a route to Bondi and Waverley. Randwick Council is urged to prepare the design to meet the EIS submission deadline.
- Petrol is likely to run out and become expensive within the next 50 years.
- The left hand turn from the Eastern Distributor onto Link Road should be removed to encourage traffic to use Dacey Avenue.
- Traffic should be encouraged to use Dacey Avenue rather than Todman Avenue, Lenthall Street and Doncaster Avenue. This can be done by providing a tunnel linking the Eastern Distributor to Dacey Avenue for cars travelling north, making a turn east to Dacey Avenue.
- Concerned about the impact of noise, vibration and the ability of residents to drive safely in and out of their properties. Therefore consider options of continuing the tunnel south from Todman Avenue onto the expressway (EIS cost \$71 million) or providing a local road with noise barriers to separate residents along Dowling Street from the Eastern Distributor from Todman Avenue to near Ingram Street. This is the preferred option in the EIS.

- Request that all half road closures and traffic control measures in the West Kensington Heritage Area are suspended by Council until a traffic study for the area is undertaken, which takes account of the effects of the Eastern Distributor on the area. If the local road alongside the Eastern Distributor is implemented then the half road closures may become unnecessary.
- Concerned about possible half road closures in the West Kensington Triangle. Dowling Street residents will be affected where the residents of one property will not be allowed to drive onto their property, parking will be reduced and residents will not be able to turn left from Carminya Avenue into Dowling Street when the lights at the intersection of Todman and Dowling Street are red, thus making it almost impossible for these residents to drive onto their properties.
- Roof insulation, double glazing and air conditioning of Dowling Street properties is raised as an issue.

542. MACLEOD Ian

- Opposed to the location of the southern ventilation tower 30 metres from his residential property. Suggests that the southern exhaust vent should be located at the alternative site in Moore Park.
- The EIS relies on the dispersion modelling for the southern ventilation stacks but there does not appear to be any attempt to comply with the Director's requirements (environment and planning) of "Complex network of buildings is such that wind tunnel testing will be necessary to satisfy EPA's requirements." The EPA requirement that air quality goals are complied with at ground level seems unlikely to be complied with, having regard to the statement of Holmes on page 8 of his report "existing high levels do not allow much margin for increase at ground level", then suggests that any increase will be balanced by some element of double counting. While appreciating the logic of Holmes's statement no evidence has been brought forward to validate this conclusion. The readings shown indicate that more detailed testing is required. Site 2 is shown as 10.9ug/m³ over 8 hours compared with 11ug/m³ as the 8 hour goal. Appendix E notes readings of 9.24 to 15.3 ranging up to 28.
- The EIS suggests that a building may be built around the stacks after the RTA sells the land. This is conjecture and the EIS should deal with the stack as a "stand alone" item that nothing is built around it and its impacts based on this.

543. ALLAS Marc

- Extra rail links would be preferred than the Eastern Distributor proceeding.

- Opposed to another raised freeway in and around the Art Gallery of NSW. The proposal would be an eyesore in the city, similar to the Cahill Expressway and the Western Distributor. The current proposal is not desirable in terms of urban design and aesthetics.
- If the proposal is to proceed, the whole road should go underground. This would cost 5% of the current budget.

544. EDWARDS Cluny

- Concerned about the degradation of the quality of life in the environment (noise, pollution and parkland).
- Asks that the proposal causes no detriment to the social fabric and community members of the inner city.
- Concerned about the impact of constant noise (24 hours/day) to residents.
- Concerned about the lack of community consultation during the EIS process.
- Asks that the community be given access to data and funding be provided to enable the community to engage independent experts to examine the proposals and to establish whether the proposal meets the essential criteria.
- Concerned about the lack of information (pre EIS) on noise, air pollution and speed limits to allow the community to consider the proposal.
- Asks that the community be given a further consultation period after the draft assessment report.
- Asks where is the "famous" tunnel.
- Asks that the tunnel be extended from Sydney Harbour Tunnel to Dacey Avenue.
- Concerned that there are potential hazard risks, particularly to the elderly and children due to increased heavy vehicle traffic, the danger of weaving patterns and numerous residential street openings.
- Concerned that there is a threat to children as an alternative bypass to access the motorway. (Phelps Street resident).
- Asks that there be no loss of park land from Moore Park.
- Concerned that the route is in close proximity to a sensitive conservation and heritage area.
- Concerned about lack of pedestrian routes.

- Concerned about the encouragement of traffic growth overall, particularly Surry Hills and Moore Park.
- Due consideration should be given to the proposal. The long term benefit for Sydney should be considered, not just for the Olympics.
- Concerned about access for the community to recreational areas.
- Concerned about the "ugliness" of the road bridges through Woolloomooloo.
- Concerned about the visual impact of an eight lane carriageway just over 3 metres from residential property in South Dowling Street.
- Concerned about lack of residential parking.

545. WILLIAMS

Form Type F

546. NAGY Tibor

- Asks that the community be given a further consultation period after the draft assessment report. This will allow the community to respond after submissions are received to the EIS and amendments made.
- Concerned about the lack of community consultation during the EIS process.
- Asks that the community be given access to data and funding be provided to enable the community to engage independent experts to examine the proposals and to establish whether the proposal meets the essential criteria.
- Concerned about the impact of the construction phase to traffic.
- Concerned about damage to sensitive property - heritage areas. (during construction phase)
- Concerned about the close proximity of the route to sensitive conservation and heritage areas.
- Concerned about pollution. (during the construction phase)
- Concerned about noise. (during construction phase)
- Concerned about the impact of constant noise - 24 hours a day - to residents along the route.

- The tunnel should be extended to Dacey Avenue.
- Concerned about the "ugliness" of the road bridges through Woolloomooloo and asks if we want another Cahill Expressway.
- Concerned that it will destruct the fabric of the area.
- Concerned about the visual impact of an eight lane carriageway, three metres from residences in South Dowling Street. There is no provision for an environmental barrier or additional green space on the western side of the route. This could be averted if the tunnel is underground until Dacey Avenue.
- Concerned about the lack of landscape plans suitable to the heritage architecture of Surry Hills and Moore Park.
- Concerned about the loss of park land, public space and amenities to communities. This could be averted with the extension of the tunnel to Dacey Avenue.
- Asks that there be no loss of park land of Moore Park.
- Concerned that there will be loss of parkland for inner city residents.
- Concerned whether anyone will successfully cross the road and suggests an overhead bridge. (Resident of South Dowling Street).
- Concerned about the degradation of the quality of life in the environment, with increased noise vibration and air pollution to communities which already suffer from one of Sydney's worst pollution environments.
- Asks that there be no detriment to the social fabric and community members of the inner city.
- Asks that due consideration be given to the proposal. The proposal must be adequately assessed and considered for the long term benefit of Sydney and not short term for Olympic 2000.
- Concerned about the social impact. (during construction phase)
- Concerned about the increase in traffic growth, particularly Surry Hills and Moore Park.

547. JORDAN Minette

- Concerned about the lack of provision for residential parking.
- Concerned about the lack of landscape plans suitable to the heritage architecture of Surry Hills and Moore Park.

- Concerned whether anyone will successfully cross the road and suggests an overhead bridge. (resident in South Dowling Street)
- Concerned about the impact of the construction phase on traffic.
- Concerned about the social impact. (of the construction phase)
- Concerned about pollution. (of the construction phase)
- Concerned about noise. (of the construction phase)
- Concerned about traffic on local streets in densely populated areas.
- The current proposal will degrade the quality of life for the surrounding communities of Surry Hills and Redfern.
- Concerned about the lack of an alternate route for heavy vehicles away from high population areas.
- Believes that there is no provision for an environmental barrier between residential properties which would include some form of additional green space on the western side of the route.
- Concerned about the increase in traffic growth, particularly Surry Hills and Moore Park.
- Concerned about the loss of park land, open space and amenity to communities. This could be averted with the extension of the tunnel to Dacey Avenue.
- Concerned about the lack of planning to solve the east-west traffic management.
- The tunnel should be extended to Dacey Avenue. Considers that the demise of properties along South Dowling Street is inevitable if the tunnel is not extended. The tunnel could also limit the disruption to traffic during the construction phase.
- Concerned about the close proximity of the route to a sensitive conservation and heritage area.
- Concerned about the damage to sensitive property and heritage areas (in construction phase).
- Concerned about the lack of community consultation during the EIS process.
- Concerned about the "ugliness" of the road bridges through Woolloomooloo and asks if we want another Cahill Expressway (that proved costly). Concerned that it will destruct the fabric of the area.
- Concerned about the visual impact of an eight lane carriageway, three metres from residences in South Dowling Street. There is no provision for an environmental barrier or

additional green space on the western side of the route. This could be adverted if the tunnel is underground until Dacey Avenue.

- Asks that the Distributor is designed to be functional, aesthetically pleasing and a plus for any visitor to Sydney.

548. KINCHINGTON Mr. B and Mrs. J

- Opposed to Options A and B (pre EIS) for the configuration of the Distributor between the Cahill Expressway and William Street. The Distributor will be approximately 1 metre from the rear of houses in Kidman Terrace. This will adversely impact on the amenity of the heritage area in Kidmans Terrace which is the last of its kind in the Sydney city landscape. It will also impact on the amenity of all Woolloomooloo.
- The objective of the Distributor is to provide a quick and efficient route between Sydney Airport and the northern part of Sydney. Therefore it is not understood why entry and exit ramps are required onto William Street at the former intersection of Palmer Street, creating a 10 lane wide highway. Access to William Street could be more easily achieved, at less cost, by the construction of ramps at the intersection of Sir John Young Crescent and the Distributor. This would remove the proposed 10 lane expressway between Junction Street and William Street and would have less impact on the amenity of Woolloomooloo.
- Suggest taking the expressway underground at a point further north of Sir John Young Crescent and somewhere in the vicinity of the Art Gallery.

549. WATSON Judy

- Concerned that there is no allowance made for pedestrian movements across South Dowling Street to Moore Park. This affects local residents and people attending sporting events and rock concerts.
- Believes that tolls are an inevitable fact of life. However, the tollroad could result in increased cars using local roads to avoid paying the toll.
- Concerned about the increase in traffic pollution.
- Concerned about the increase in noise.
- Concerned about the effects the proposal would have on the heritage aspects of the area.
- Considers that a few more dollars should be spent initially to have a distributor which will serve well into the future and not be a "disastrous" compromise. Welcomes the building of the Eastern Distributor but not at the cost of "an environmental and planning nightmare".

- Concerned that the initial plan for a tunnel from the intersection of South Dowling and Todman Avenue has been replaced by an above ground motorway from Fitzroy Street. The original plan is preferable, especially as a tunnel will be constructed under major roads such as Cleveland Street. A tunnel would allow 24 hour/day work shifts if required, whereas work on above ground road would cause traffic delays and work restrictions on what is the main access road to and from the south.
- Concerned about the impact that 8 to 10 lanes of traffic would have on the quality of life to residents of South Dowling Street.

550. ION Kelly

- We must consider the long term benefits of Sydney not the short term fix for the Olympics 2000 Games.
- Concerned about the lack of information (particularly noise readings, air pollution studies, speed limits) provided by the EIS.
- Concerned about the visual impact of eight lane carriageway, just over three meters from residential property along South Dowling Street.
- Recommends that the tunnel be extended from Sydney Harbour tunnel to Dacey Avenue.
- Concerned about the loss of vital park land due to the construction of the motorway.
- Concerned about the close proximity of the route to a sensitive conservation and heritage area.
- Concerned about access for the community to their local recreation areas.
- Due to construction of the motorway we would be encouraging traffic growth, particularly in Surry Hills and Moore Park.
- Would like the community to be given a further consultation period after the draft assessment report.
- Concerned about the lack of communication/ consultation during the EIS process. Has recommended that the community be given access to data and funding be provided in order that the community engage independent experts to critically examine the proposals including the EIS.

551. RYDGE Richard

- Access to Moore Park will become more difficult once the motorway is constructed.

- The proposed eight or ten lane open carriageway along South Dowling street will create additional pollution for the residents.
- Considers a far better alternative than the current one would be to continue the tunnel along South Dowling Street and under Cleveland street.
- The proposed eight or ten lane open carriageway along South Dowling street will create additional noise pollution for the residents.

552. WATT Derek

- Commented that the current proposal seems to be driven the economic rationalists pursuing a quick fix for two weeks in 2000.
- Concerned about the restriction of access for the community to recreational areas.
- Concerned about the lack of effective community consultation.
- There was a lack of costed plans for alternative, more Environmentally sympathetic solutions.
- Concerned about the lack of provision for an environmental barrier between the motorway and residential properties.
- Concerned about the construction of a major motorway abutting sensitive conservation and heritage areas both in Surry Hills and Woolloomooloo.

553. BROKMAN Jeanette

- Moore Park should be left untouched.
- Concerned about creating Sydney's worst traffic chaos by shifting the gridlock from Taylor Square to the areas of Moore Park, Paddington and Surry Hills.
- Concerned that Woolloomooloo will be destroyed with ugly " Chicago style " road bridges.

554. EFTHIMIOU J

- Does not wish to have a sound barrier erected on their rear boundary. Concerned about loss of view over Australian Golf Course. Note submission signed by three other people.

555. FONTI B & C

Form Type I

556. KARAS Mr & Mrs

Form Type I

557. MISSIKOS Mr & Mrs

Form Type I

558. TSELIOS Arthur

Form Type I

559. OLIVEIRA Debbie & Joe

Form Type I

560. HUMPHREYS S

- Whilst not possessing a driver's licence nor a car, forced to inhale exhaust fumes of others, whilst walking along main roads, harmful to health.
- Believes vehicle emissions from main roads are the source of symptoms such as sneezing, headaches, low energy and nasal polyps.
- Lack of pedestrian bridges along Eastern Distributor project will extend a normal journey time by a considerable amount.
- To alleviate all potential health problems, tunnel should be extended.

561. DRIDI Daniel

Form Type M1

562. ANONYMOUS (Moore Park Road Residents)

- Moore Park Road residents should be compensated for the inconvenience and threat to health and safety arising from increased traffic volumes. This compensation would be the return of Moore Park Road to the "boulevard" it once was and raising its status as the "gateway to Eastern Suburbs" by means of landscaping the area. Large imposing trees such as plane trees which have been used so effectively throughout Woollahra, especially

Ocean Street should be planted. The Victorian and early Edwardian housing would be complemented by planting trees. This would mean the removal of the existing mature and semi mature Brush Box trees which do little to enhance the area and to combat pollution and noise and do not provide safety to motorists and pedestrians crossing Moore Park Road. Plane trees would shade the roadway and make it easier for motorists to see especially when driving into the western summer sun which is hazardous. Advanced plane trees need to be planted now so that they can make a visual impact for the Year 2000 Olympics.

- To make the Eastern Distributor work without too much diversion it is necessary to contrive solutions to LATM's to ensure that such travel will be difficult and time consuming. The nature of the Distributor with its interfacing with the local inner city will mean that it is necessary to distort the local traffic system to prevent diversions from the Distributor.
- If traffic coming from Southern Cross Drive to the city and beyond were going to pay the toll then no LATM would be necessary. If the Eastern Distributor was toll free then there would be no need to consider diversion of traffic. This leads to Moore Park Road and other inner city situations where it becomes difficult to allow for Eastern Suburbs traffic to use the existing road network to access the city and Harbour Bridge without allowing possible diversions of traffic from the southern area.
- The current proposal forces traffic down Moore Park Road because all other avenues of travel are either difficult or cut off. The result is that for the inner city area, traffic is made worse in terms of access. This is contrary to RTA strategy for satisfying demand.
- Under the current proposal, even though not all LATM's are on the table, Moore Park Road a residential street will be given traffic preference to a commercial area such as Oxford Street without regard to land use or amenity.
- All other routes to the Bridge except for Ocean Street (which the EIS is silent on the treatment of Ocean Street) will become impossible to use.
- College Street will be congested because of the proposed College Street Park and traffic on College Street will have to reach the Bridge through Macquarie Street. This is not an option.
- The capacity of the on ramp to the tunnel located in Driver's Triangle is around 1,800 vph and this is to be shared between Moore Park Road and Anzac Parade. With light phasing delays this figure may not be reached. As the volumes of traffic increase from the south the on ramp will reduce in capacity. There is no discussion of this in the EIS.
- Diversions must be controlled by a more sophisticated means. Electronic screening along the roadway at strategic locations could ensure that no diversions to the Bridge are taken.
- It is essential that William Street traffic becomes less congested because of the removal of conflict traffic. Guarantees need to be put into place on signal phasing and capacity of the road system to ensure that there will be no collateral effect on traffic using Ocean Street

and New South Head Road. Poor signal phasing or restrictions on traffic flow for William Street traffic accessing the Bridge will impact on Moore Park Road.

- Lang Road must also take its share of traffic. It provides the best traffic route to Kensington and Kingsford as well as an alternative route to and from Cleveland Street for east-west access. There is no mention of Lang Road in the EIS. LATM interference to reduce traffic will impact unfairly on Moore Park Road.
- The Local area Traffic Management Plan should be addressed in the EIS, as decisions made at a local level will be crucial to the impact and operation of the Distributor.
- The EIS does not describe urban design improvements to Moore Park Road as part of Section 7.2. As traffic volumes will increase along Moore Park Road and amenity issues will exist it is imperative that an Urban Design Study be carried out for Moore Park Road.
- This urban design study should include as part of its terms of reference: the retention of existing resident parking numbers; strategies for: reducing road carriage way widths in order to slow traffic (narrowed lane widths, use of blisters); increasing the landscape amenity; improving the pedestrian amenity along the sides of the road; establishing suitable pedestrian crossings, together with intersection upgrades; opening views to park land spaces; improving lighting amenity for residential uses; dealing with any tunnel portal and side walls and reducing their potential for vandalism and graffiti; incorporate bicycle lane ways to and from Centennial Park.
- The design strategies should show alternatives and recommendations and be placed on exhibition for public comment. Representatives of the Residents Group should be involved in any decision making concerning the urban planning of Moore Park Road.
- Considers Moore Park Road residents are "sacrificial lambs" for 2000 Olympics and this is inequitable.
- The EIS does not discuss the impact on Moore Park Road residents of increased noise.
- The EIS is deficient in its failure to consider and manage traffic in areas that need through traffic to sustain their commercial viability. These include: Oxford Street, William Street and East Sydney.
- The proposal will make access to East Sydney difficult. There will be no access from the Eastern Suburbs to East Sydney off Oxford Street unless a right hand turn is introduced at College Street. The only access will be from William Street and from Moore Park Road (to Crown Street). Restrictions to traffic in east Sydney will have a significant effect on the commercial viability of the area.
- Bourke Street which is undergoing a restaurant boom will lose much traffic with this development and will potentially seriously affect its commercial viability.
- To sustain their commercial viability and produce more equitable result these areas should take their share of the traffic. William Street carries a fair share of the traffic burden.

Oxford Street will lose traffic and be under utilised. The proposal does not take into account the College Street Park proposed by Sydney City Council. This park will cut off Haig Avenue and Boomerang Street. Northbound traffic travelling from Oxford Street to the Harbour Bridge will have to use Macquarie Street which is an unlikely scenario.

- William Street could lose traffic if northbound traffic is restricted in its access to the Harbour Bridge and tunnel. The restrictions on access for the traffic to the Harbour Bridge and tunnel is not spelt out in the EIS.
- The EIS does not discuss the impact on Moore Park Road residents of pedestrian movement.
- The EIS fails to address the following issue set out under Clause 85 of the Environmental Planning and Assessment Regulation (1994). That there is no provision for pedestrian and bicycle crossings for Moore Park Road. This is a significant omission as the road will connect with major recreational facilities (Centennial Park, Fox Studios, the Sydney Football Stadium, the Sydney Cricket Ground) (refer page 7-6).
- There is no consideration given in the EIS as to the social impacts of the proposal on the Moore park Road area, other then mentioning the relocation of the Feank Saywell Kindergarten and the loss of open space in Drivers Triangle.
- The foci of the social impact assessment are the Woolloomooloo area and East Sydney/Darlinghurst/Surry Hills precinct. Moore Park Road would be affected just as dramatically because the presence of the north bound entrance in Drivers Triangle would cause traffic to be funnelled into Moore Park Road. The social impacts would be considerable for Moore Park Road and its feeders from the Eastern Suburbs.
- Cyclists are confined to sharing lanes with cars endangering them to fast flowing traffic. (refer 8-17)
- Under the current proposal traffic will filter from the Moore Park Road exit through residential streets to Oxford Street. This will have detrimental effect on residents in South Paddington in terms of amenity and safety. This has not been addressed in the EIS.
- The EIS gives no consideration to the potential disruption to traffic on Moore Park Road east of Green's Road during the construction phase. The location of an exit portal in Moore Park Road would necessitate disruption to traffic.
- The EIS gives no consideration to construction noise on Moore Park Road, east of Greens Road.
- The EIS gives no consideration to construction vibration on Moore Park Road, east of Greens Road.
- The EIS deals with the effect of vibration on buildings during the construction phase only (refer page 5-59) neglecting the impact of vibration during operation of the

tunnel/motorway. The terrace houses in Moore Park Road are at risk of structural damage due to vibration caused by large volumes of heavy traffic, in particular trucks.

- The Eastern Distributor is a solution to north-south moving traffic. It is part of the RTA's orbital road system for Sydney and as such its title Eastern Suburbs Distributor is a misnomer.
- The proposal is shortsighted as the traffic projection figures in the EIS indicate that the Distributor will be at capacity by the year 2011. The eastern and south eastern suburbs are in growth mode except for some urban consolidation.
- The Eastern Distributor will help eliminate the problem of the clash of movement of eastern and south-eastern suburbs with north-south traffic.
- The point of the Eastern Distributor strategy should be to distribute the traffic load more rationally and evenly further south. This could be achieved by upgrading intersections and roads intersecting with Anzac Parade south of Moore Park Road, creating a local ring road system which would compliment the larger eastern artery of the Sydney ring road system. This would have the advantage of allowing further traffic associated with Fox Studios to have a number of exit and entry options for the precinct.
- Outlined is a ring road proposal which depends on signage and possible upgrading of existing intersections: (A) Bronte. Traffic travelling to Bronte can use the Anzac Parade exit and travel via Alison Road, and Darley Road or Cowper Street, Frenchman's Road and Albion Street. (B) Waverley. Traffic travelling to Waverley can use the Anzac Parade exit to travel via Alison Road and Darley Road or Cowper Street and Carrington Road. (C) Randwick. Traffic travelling to Randwick can use the Anzac Parade exit to travel via High Street and Avoca Street. (D) Bondi Junction. Traffic travelling to Bondi Junction will have the following options. It can use the existing route by exiting the tunnel into William Street then travelling via Ocean Street and Oxford Street. Alternatively there can be an exit midway along the tunnel arising in Bourke Street (at Taylor Square) by which traffic can travel to Oxford Street and then to Bondi Junction. This would retain some of the much needed traffic to make Oxford Street commercially viable. (E) Paddington/Centennial Park traffic travelling to Paddington/Centennial Park can use the proposed exit in Bourke Street and then travel up either Oxford Street, for Paddington or Moore Park Road for Centennial Park. Centennial Park traffic will also have the option of using the Anzac Parade exit. Fox studio/Cricket Ground patrons should use this exit as the EIS has made no provision for getting patrons across Moore Park Road into the venue area. traffic lights on Moore Park Road will not solve this problem as they will cause traffic to bank up in the tunnel as patrons wait to access the venue area.
- Sharing the burden of increased traffic volume amongst the existing roads which have the capacity to carry them is an inexpensive and more equitable solution.
- The EIS fails to address the following issues set out under Clause 85 of the Environmental Planning and Assessment Regulation (1994). Justification for the proposal and its relationship with relevant state and regional planning environmental and transport strategies. The Distributor should distribute traffic load more rationally and evenly further

south so to share traffic loads and initiate a ring road system and complement the larger eastern artery of the Sydney ring road system. The Local Area Traffic Management Plan should be addressed in the EIS, as decisions made at local level will be crucial to the impact of the operation of the Distributor.

- The EIS does not discuss the impact on Moore Park Road residents of particle pollution
- The RTA directs traffic onto Moore Park Road by making subtle changes to signage throughout the area. This has resulted in more traffic using Moore Park Road even though it is not the most direct route to take. An example is at the intersection of Moore Park Road with Lang Road and Oxford Street. The sign states "Kingsford Redfern" and points down Moore Park Road when the direct route would be via Lang Road. Similar changes have occurred on Anzac Parade and Drivers Triangle.
- Through signage change and the use of a ring road system, traffic could be encouraged to the Eastern Suburbs without the need to for a link from Moore Park Road to the Eastern Distributor. Using existing roads and changing signage would result in an inexpensive and more equitable solution for residents and motorists. The money saved from not proceeding with the link from Moore Park Road to the Eastern Distributor could be used for necessary signage changes, upgrading of existing intersections and improving traffic flows to the Sydney Cricket Ground, Football stadium and the Showground/Fox studios.
- Considers the Government have forsaken the historic area of Moore Park Road where residents have restored and renovated historic homes.
- The Distributor must be considered in the context of Sydney's overall traffic needs. The EIS focuses on motor transport and does not make provision for alternative forms of transport such as light rail. The EIS acknowledges that the Mascot to CBD rail line will be the only new rail development in the region. A serious public transport system, such as light rail would be better satisfy demand than a bus and taxi system.
- There is a strong demand for light rail and a market to justify building one. Patronage of buses travelling along Anzac Parade and Oxford Street has increased 10-15% in the last year and the EIS indicates that patronage of Sydney's buses continues to grow (page 5-20).
- The EIS addresses airport traffic but ignores the needs of populations associated with Randwick Racecourse, the University of NSW, The Prince of Wales Hospital, the beaches, Fox Studios, Football Stadium and the Cricket Ground. These are one of the biggest traffic generators in Australia. A light rail system should be developed which forms a loop from Central Station to these areas.
- The reference in the EIS to taxis as a mode of public transport (page 5-18) is questionable. At no time is an alternative form of mass public transport is discussed. Buses and taxis (both fossil fuel driven) are not compared with the efficiency and efficacy of light rail. Buses and taxis are not considered by the World Health Organisation Healthy Cities to be suitable for moving large numbers of people quickly, efficiently and with minimum impact on the environment.

- Considers the proposal will affect the quality of life for residents of Moore Park Road.
- The EIS did not discuss the impact on Moore Park Road residents of the loss of local amenity.
- Considers the environment will be effected by increased noise and pollution levels from increased number of cars using Moore Park Road.
- In October 1993 the RTA published its Road Network Strategy. The document states that " The key issues addressed are how to improve road network efficiency, support sustainable state and regional economic development and manage road transport demand. This contrasts dramatically with past RTA attempts simply to accommodate unrestrained demand." The RTA in the document places emphasis on demand management. It states "The RTA recognises that it can not continue to build roads to satisfy unrestrained demand. Such an approach would be Environmentally, economically, socially and financially unsustainable." "Under that the State Road Network Strategy demand management will have four main components.
- Efficient interaction between land use planning and development and transport systems aiming for shorter average journeys, more viable public transport and enhanced access to community facilities and economic activities.
- Transport pricing with transport consumers being able to appreciate the cost consequences of their travel decisions and thus able to make improved decisions on alternatives to travel and the most suitable travel modes.
- A focus on the person and goods capacity of the road network, not merely its vehicle capacity, in order to enhance the value of the network to the community (e.g. through the encouragement of high-occupancy passenger vehicles and high productivity freight vehicles, and through the provision of bus lanes in major transport corridors.
- Equity of access, to ensure real choices of travel need or mode are available and to preserve and enhance access to community facilities and economic activities". Part of the RTA's strategy was to introduce traffic calming and parking as part of the traffic demand initiatives.
- The consequences that would be likely to flow from upgraded land use and transport demand management include the enhancement of neighbourhood quality by the application of local area traffic management techniques to arterial roads, maintaining their traffic carrying capacity but reducing traffic speeds so as to create a safer, more amenable environment for pedestrians and cyclists.
- The RTA should be adhering to its stated strategy when considering the impact of the EIS. The Eastern Distributor proposal is in direct conflict with the RTA's Road Network Strategy. If the RTA adhered to the Road Network Strategy there would be a greater sharing of traffic burden and many of the problems which we have predicted as arising from the current proposal would be overcome.

- Taking account of the RTA's Road Network Strategy the following principles should be used in assessing traffic sharing: equal sharing of traffic on residential streets; LATM's should be introduced to direct traffic unnecessarily onto one particular street/road to the exclusion of others with capacity; Permeability of traffic routes; Commercial areas dependent on through traffic should receive the bulk of traffic, especially at night; traffic planning should not be based on satisfying peak demand.
- Streets should carry their share of traffic and access made easy so that in accordance with RTA guidelines motorists have a choice. Accordingly, Ocean Street, Lang Road and Oxford Street should perform their functions. Lang Road provides access to Cleveland Street and Anzac Parade and should continue this function. The houses on Lang Road are set further away from the traffic, the road has traffic calming and there is a park on one side. It is inequitable to force traffic to use Moore Park Road which would otherwise use Lang Road. Given the volume of traffic carried by Lang Road, its function as a conduit for two state roads and the fact that it is the only road surrounding Centennial Park that is not a regional road (apart from Martin Road), it is difficult to see why it is not reclassified as a regional road. Equally, Robertson Road provide access to Anzac Parade for motorist travelling to Kensington or Dacey Avenue. It would be inequitable to close Robertson Road at Anzac Parade thereby forcing motorists to use Lang Road to access Anzac Parade.
- The EIS fails to address the following issue set out under Clause 85 of the Environmental Planning and Assessment Regulation (1994). Consideration of alternatives. The State Road Network Strategy mentions the "RTA's commitment to ecologically sustainable development, including strategies to reduce fuel consumption in motorised transport and encourage the use of public transport and bicycles" (refer page 10-44). This statement is in conflict with the proposal which gives first priority to motorised transport.
- The EIS does not consider the combined impact of the Eastern Distributor and Fox Studios on the Moore Park Road region. Both these developments will feed on each other to dramatically compound traffic volumes and congestion in the area.
- Considers the proposal will diminish property values on Moore Park Road.
- Considers safety of pedestrians and motorists in Moore Park Road will be effected by the proposal.
- The RTA has advised that the road network in the area will be reassessed after the Eastern Distributor is constructed. If it then appears that there are specific traffic problems, such as the existing problem at the intersection of Gordon Street with Moore Park Road that exist every weekday afternoon, then the RTA may reclassify Moore Park Road as a State Road. If this were to happen then it would probably no longer possible to have residential parking on Moore Park Road and the road may be subject to clearway restrictions. If residential on street parking was lost from Moore Park Road it would be potentially one of the greatest impacts arising from the operation of the Eastern Distributor for local residents.

- The Paddington side of Moore Park Road has on street residential parking permitted. Very few of the residents living on this side have off-street parking or are able to obtain such parking due to topography and the majority of homes are terraces. The Centennial Park side has residential on street parking. There are pockets of unregulated parking permitted. Many of the houses on this side have off street parking, but there is little available on street parking due to the number of vehicles in use in the area.
- Moore Park Road residents have surveyed the number of cars usually parked in Moore Park Road and have found that apart from normal working hours, there are very little, if any parking spaces available on either side of Moore Park Road, east of Oatley Road. When the football stadium, Cricket Ground and Show Ground are in use parking is at a premium and many residents are unable to park anywhere near their homes. This will be exacerbated when the Fox Studios are operational.
- Centennial Park and Moore Park Trust proposes to remove 7,300 on grass parking spaces in Moore Park by the year 2000. This will cause parking problems with residents and people using the Moore Park venues. Fox Studio intends to accommodate 1,300 vehicles but this will not compensate the loss of car parking space within the show ground or Moore Park. The EIS fails to address potential parking loads on Moore Park Road and surrounding streets set out under Clause 85 of the Environmental Planning and Assessment Regulation (1994). This is considering the loss of Moore Park parking and no mass public transport.
- If residential parking is lost from Moore Park Road, the surrounding area could not accommodate additional vehicles.
- If parking was lost residents living in the middle of the block from Gordon Street to Regent Street they would suffer hardship as they would be required to walk long distances from their vehicles (if they did not have rear access to Leinster Street).
- Given that elimination of permanent parking on Moore Park Road is not mentioned in the EIS it is assumed that the current on street parking will remain. However as Moore Park Road has been generally ignored in the EIS it is requested that the RTA provide a guarantee that there will be no interference to the current residential on street parking arrangements.
- Refer to "Capacity of relevant roads" table contained in the submission which has not been entered onto the database.
- The traffic projections in the EIS are vague and do not provide a guide to the specific impacts of the proposal. This is because only present day traffic figures and forecasts for "high travel demand" and "low travel demand" for the year 2011 are shown. To give a realistic picture of the impact of the proposal it is necessary to show the traffic level of the projected date of operation of the Eastern Distributor.
- Considers the RTA has adopted the strategy of using high and low travel demand without reference to a medium range to disguise the fact that there would be a very slight increase in traffic on Moore Park Road because it has reached saturation point and no further

traffic growth can take place. Given the high density of housing in the Eastern Suburbs it is difficult to see how there could be substantial increase in traffic growth.

- The traffic figures would of been more useful in the EIS if they were not for 2 way AADT's. The consultant must have modelled the peak flow traffic both during the Am and PM periods otherwise it would have been negligent. The figures provided in the EIS are therefore unreliable and possibly misleading.
- In a democratic process it is "farcical" to expect the majority of people impacted by the EIS to respond. There was a very short time frame given, particularly during the period leading up to Christmas.
- The residents of Moore Park Road, east of Greens Road, were not consulted, nor invited to participate in consultations with either the consultant, the Roads and Traffic Authority or any other relevant organisation regarding the Eastern Distributor. Under the proposal Moore Park Road will carry substantially increased volumes of traffic in and out of the tunnel.
- The EIS is beyond the intellectual and financial resources of the average citizen.
- The EIS does not comply with the provisions of the Environmental Planning and Assessment Act 1994 or the requirements of the Director-General of the Department of Urban Affairs and Planning.
- The EIS does not take account or assess the impact of the proposal on Moore Park Road, east of Greens Road.
- The EIS does not address the combined impact of the Eastern Distributor and the Fox Studios complex in the Moore Park Road Region.
- The EIS and proposal perform poorly in terms of sustainable development given the economic/social/environmental cost of the development. The Distributor would of reached carrying capacity by the year 2011 (page 10-23) which is only solving traffic problems for the next 15 years. The long term cumulative impacts of large volumes of fossil fuel is detrimental to local flora and fauna and human health and the broader environmental effects in part 10.5 (refer 10-39).
- Rejects the proposals contained in the EIS.
- The EIS fails to address the following issue set out under Clause 85 of the Environmental Planning and Assessment Regulation (1994). Consideration of various alternatives to manage the environmental impacts of the proposal:. An exit midway along the tunnel, arising in Bourke Street and turning left into Oxford Street is required. The proposed (south bound) exits a t William Street and Moore Park Road will fail to deliver traffic to Darlinghurst and Oxford Street. The importance of these areas can not be neglected socially, culturally and commercially; Where there are several alternatives for south bound exit locations, no genuine alternative proposal is provided for consideration and comment. This issue needs consideration given the major impact this development will have on some

of the most significant precincts in Sydney in terms of social, economic, historic and visual terms. These precincts include Darlinghurst, Woolloomooloo, The Art Gallery of NSW, Paddington, Victoria Barracks, Moore Park and Surry Hills.

- A midway exit would provide for emergencies should either tunnel be blocked by an accident or congestion.
- The Eastern Distributor should not proceed if Moore Park Road is linked for either entry or exit purposes. The proposal is a band aid for Moore Park Road. The traffic problems will be exacerbated at the intersections of Moore Park Road with Gordon Street/Cook Road and Oxford Street/Lang Road, during weekdays 6.00am -7.30pm and when public venues are used in the area. This problem is not recognised and therefore nothing to counter it or alleviate it.
- Considers other residents in the Eastern Suburbs will not share the traffic burden and this is inequitable. Paragraph 3.5 of the EIS states that Local Area Improvement program should "...examine the effects of possible reductions in traffic flows in Ocean Street Woollahra..". Ocean Street residents have stated at public meetings that their agenda includes measures to discourage motorists from using Ocean Street and encouraging them instead to use Moore Park Road. Working paper No.3 (page 3-14) to the EIS states that the Centennial Park and Moore Park Trust have plans for the closure of Robertson Road, Centennial Park, at Anzac Parade and limiting access to Cook Road. Both moves would be unnecessary, harmful to local traffic movements and totally inequitable for Moore Park Road.
- The RTA over the past years have diverted traffic from Oxford Street onto Moore Park Road in response to pressure from traders. Oxford Street's existence depends on traffic for commercial viability. Traders have suffered since clearway restrictions were introduced on Oxford Street. Traffic lights have been spread along Oxford Street while Moore Park Road has not had additional traffic lights for many years. Signposting and line marking are designed to direct traffic from Oxford Street.
- There is no traffic management proposal for the Moore Park Road region. With the Fox studio development it will become one of the most congested areas in eastern Sydney outside the CBD. It is a deficiency in the EIS that it only considers traffic management in certain affected area, principally during construction phase of the project (refer 9-66). The whole point of an EIS is to consider the impact of the scheme once completed and to serve as a focus for reflection on the purpose of the enterprise in the first place.
- The Eastern Distributor proposal will shift a major point of congestion of Taylor Square to Moore Park Road.
- There has been a lack of consideration of future traffic usage of Moore Park Road, other than to anticipate increased volumes. This shows an absence of strategic thinking regarding this thoroughfare. The EIS treats Moore Park Road as a trivial tributary rather than a major artery, which is what it will become in the current proposal. It will act as a magnet drawing traffic to a point of convergence near an already congested intersection.