

- Traffic jams have occurred on Moore Park Road' especially at peak times because it is required to carry traffic that other roads could carry.

563. McKAY J

- Objects to the forecast increases in traffic on all Kensington roads, including Duke St. Boronia " run " to Centennial Park Paddington Woollahra via Robertson Rd from Todman Ave.

564. TSOLAKIS G

Form Type C1

565. PARINGTON John

Form Type C1

566. WILSON Stan

Form Type C1

567. WILLIAMS Cecily

Form Type C1

568. BRACKS B

Form Type C1

569. HUGHES Pauline

Form Type C1

570. Michael

Form Type C1

571. STEWART Mal

Form Type C1

572. NEWTON Nicholas

Form Type C1

573. SMITH Stuart

Form Type C1

574. FULLER Elizabeth

Form Type C1

575. SMITH Katherine

Form Type C1

576. HIPGRAVE Susan

Form Type C1

577. WARING Edward

Form Type C1

578. FALLOWS C

Form Type C1

579. LYNE Daniel

Form Type C1

580. ELLIS Judith

Form Type C1

581. McDONALD'S

Form Type C1

582. McDONALD Vicki

Form Type C1

583. McDONALD Nick

Form Type C1

584. DORE E J

Form Type C1

585. DORE Brenda

Form Type C1

586. SHUREY Lindsay

Form Type C1

587. LLEWELYN Lorna

Form Type C2

588. WUNSCH Ann

Form Type C2

589. HANAN Robert

Form Type C2

590. SHAW Gail

Form Type C2

591. CARMICHAEL Phyllis

Form Type C2

592. SMITH Patricia

Form Type C2

593. BARTLETT Rodger

Form Type E

594. WUNSCH Ann

Form Type E

595. KEIR Gwen

- Concerned about the extra volumes of road traffic generated due to the proposal.
- Concerned that the proposal will increase traffic noise pollution.
- Concerned about the extra volumes of road traffic on the local road system generated due to the proposal.
- Concerned that the proposal will increase air pollution.
- Concerned that the proposal will spoil the amenities of parks and recreational facilities.
- Concerned that the proposal will attract patronage from the New Southern Railway project.

596. McGREGOR Kelly Fiona

Form Type E

597. VERNON Kay

Form Type E

598. TAYLOR Graeme

Form Type E

599. CONWAY Ann

Form Type E

600. IKIN Bridget

Form Type E

601. WILLIAMS Cecily

Form Type E

602. WILLIAMS Lana

Form Type E

603. MILFORD Jonathon S

Form Type E

604. TAYLOR Suzanne

Form Type E

605. HURWITZ Arthur

Form Type E

606. TREBILCOCK Michael David

Form Type E

607. DEMIRGELIS Hercules

Form Type E

608. DEMIRGELIS Vicky

Form Type E

609. PETROU Katina

Form Type E

610. PETROU Jerry

Form Type E

611. DEMIRGELIS Maria

Form Type E

612. KOUTLI Efrossini

Form Type E

613. DEMIRGELIS Basile

Form Type E

614. SAVVAS Koula

Form Type E

615. MRONGOVIOUS W. M.

- Pending the detailed design of the entry/exits for the tunnel, extending the tunnel down South Dowling Street to Link Road would reduce the amount of Moore Park land which needs to be taken under the current proposal.
- Greens Road should not be permitted to become an alternative route to Flinders and South Dowling Streets. The area should be re-landscaped with the traffic moved over to the Barracks side of the street.
- Pedestrian crossing should be provided next to Greens Road Intersection. Pedestrian crossing should be provided across South Dowling Street between Fitzroy and Link Road. The EIS makes several comments in relation to pedestrian needs and movements yet falls very short of satisfying any of these needs.

- Project should only proceed if tunnel is extended down South Dowling Street to Link Road. To the North, the tunnel should be extended, connecting the Domain to William Street.
- The EIS has many short comings including lack of information in regard to all options put forward, Pedestrian movements, impact on Moore Park, Ventilation shafts, and lack of ability to satisfy a rational solution to the design objectives. Significant trees are not spoken about in any great detail, nor is any attention given to the problems in the East/West traffic movements.
- Drivers Triangle is already very difficult to negotiate, both for traffic and pedestrians. Introducing more entrance points for the Eastern Distributor in this area, will no doubt have an adverse effect on commuter movements in this area. If Southbound exits can be accommodated away from Drivers Triangle, ie Moore Park Road and Anzac Parade, surely the Northbound entry points can be utilised in the same way. Believes RTA justification for preferred option to be unacceptable.

616. FREEMAN J.

- Placing the northern section of the motorway underground, in accordance with the proposals of the Council of the City of Sydney, would substantially alleviate adverse impacts of the Botanic Gardens, the Domain and Woolloomooloo. Sinking or covering the Cahill Expressway where it passes between the Royal Botanic Gardens and the Domain may also be warranted when proper noise calculations are produced for this area.
- The proposal should be designed with reduced capacity on some sections and higher tolls (to pay for better measures to mitigate impacts).
- The proposal should incorporate specific provision for the operation of express services on the motorway, for example by bypasses at the William St toll plaza.
- "This would need to be considered in the context of bypassing important destinations in the Central Business District.." Only in the case of buses using Macquarie St; not many CBD destinations would be bypassed by buses leaving the ED at William St. Refer to Fig 4.2 Other reasons for preferring William St to Macquarie St might be:
 - * William St is a regional road, Macquarie St is not.
 - * employment is increasing in the southern part of the CBD, falling in the northern part
 - * bus stops on Macquarie St, especially those adjoining the Royal Botanic Gardens are not convenient for commuters.
- "the number of employees expected to increase to 40,500 by 2011."

1. The Sinclair Knight estimates are very old. According to the New Southern Railway EIS (Kinhill, 1995) airport employment was 21,680 in 1991 and will reach 34,720 in 2013, suggesting that the increase between 1996 and 2011 will be 38% rather than 100%

2. Very few airport employees would use the ED to get to work. Previous studies (eg Kinhill) have reported that most airport employees live to the south or west of the airport and therefore could not possibly use the ED to get to work. Those employees living in places which would allow them to use the ED (ie the North Shore) would be unlikely to use it because of the double tolls involved or because of the New Southern Railway.

3. Many airport employees work shifts and therefore contribute less to peak hour travel demand than CBD employees.

4. Those airport employees who might be using the ED would be travelling in the counter-peak direction.

- "At present , 77% travel by private car..." - 77% of what? (Air passengers? Employees? Occupants of vehicles?) - The text is misleading. Clearly, the increase in airport-related traffic will be greatest in areas not served by the New Southern Railway. In areas served by the New Southern Railway, airport related traffic could fall.
- "A principle conclusion derived from current State Government transport and planning policies and strategies is the need to service the important zones of economic activity formed by Port Botany, Sydney Airport and the Central Industrial Area." Then why can't the proponent take more care over projecting traffic generation from these sources?
- An amazing deficiency of the EIS is that there is no discussion of the CBD employment. Presumably the RTA has taken into account of CBD employment projections in its transport planning, so why cannot the proponent examine the implications of the ED.
- "Total employment is expected to grow in this area as redundant industrial areas are redeveloped mainly in response to airport related pressures. Total employment is expected to increase from about 154,000 to 181,000 by 2011 (Sinclair Knight 1990)."
Really?
- According to Cities for the 21st Century (Department of Planning 1995) the 1991 employment of the Central Industrial Area was only 54,300 as noted by the EIS on page 4-2.
- According to urban Planning strategy for the new Southern Railway 15,900 jobs could be created.
- The Draft EIS omits key findings of the Working Paper on Heritage.
- "This is forecast to grow strongly to the year 2011 with cargo volumes expected to grow by 60%." Why does the EIS have to rely on a document concerned with the airport and issued as long ago as 1990 for data on Port Botany? Up to date information on Port Botany is readily available from the Sydney Ports Corporation and from the Maritime Services Board. How can the proponent claim to be pursuing integrated transport planning when it cannot be bothered to talk to other state government agencies concerned with transport when preparing major proposals such as the ED?

- Container traffic through Port Botany in fact increased from 477,802 in 1990/91 to 669,669 in 1994/95. The Maritime Services Board has predicted an increase to 1,042,120 by 2015 (Maritime Services Board).
- Since the Sinclair Knight report on which the EIS relies there has been the beginning of a switch to extra large container ships in world shipping (Sydney Ports Corporation 1996). This trend is likely to lead to rapid growth at Port Botany because the most economic use of the expensive extra large container ships is on the truck routes with very restricted ports of call. This a matter of some importance for the EIS because an increase in heavy vehicles using the ED will lead to a disproportionate increase in traffic noise.
- A 1988 study (GHD) found that 53% of road freight destinations of imports through Port Botany were to the north, and 18% of heavy vehicles on Southern Cross Drive (North of Wentworth Ave) were port related. Around 540,000 truck trips a year are generated by Port Botany (maritime Services board 1993). The possible implications of a doubling of port traffic are serious and should be considered in the EIS.
- The EIS conveys to the reader a strong impression of preparation in haste with inadequate resources. There appear to be a great many errors and omissions.
- "The proposal is to..." Surely there are also works in the City of Sydney section of the Cahill Expressway. Figure 7.1b shows that there will be works along the Cahill Expressway in the City of Sydney but does not define the limit of works, a serious omission.
- The EIS does not say how long the concession period is; 5 years? 999 years? This discussion is meaningless without this piece of information.
- What is the reader to understand from the naming of the five consortia who submitted preliminary proposals? How did the proposals differ in physical terms and environmental impacts? Were environmental impacts considered in the selection of the preferred proponent?
- Under the heading Objectives, does the proponent mean the Royal Gardens and Domain Trust?
- "The Urban Infrastructure Management Plan will determine responsibility of each individual department and agency to provide infrastructure". Is the reader to understand from this that the proponent does not know what its responsibility is? Is the reader to believe that Press Releases have higher standing in NSW than the State Parliaments measures defining the responsibilities of the proponent?
- The EIS reviews some of the points from the draft State Road Strategy (RTA 1994), but neglects to mention the strategy of providing links between concentrations of land uses that favour road based public transport. The proposed metropolitan strategy for the movement of people includes:
 - * transit lanes on major arterial roads,

- * other priority measures to assist buses and other high occupancy vehicles, such as bus lanes and bus detectors at signals,
- * bus access to centres and transport interchanges,
- * new corridors developed with the needs of high occupancy vehicles in mind, with dedicated lanes, bus stops and modal interchanges.

- It is a pity that the proponent of the ED cannot formulate a proposal consistent with its own declared strategies.
- Do the traffic flow projections in Chapter 5 assume construction of the Southern Arterial or not? What is the reader to understand from the remark "There is currently no funding commitment to this proposal" in relation the Southern Arterial/Bourke Road Extension? Does the proponent support this proposal? Is there a funding commitment to the M5 or to the Market Street Tunnel? Does the proponent support the Market Street tunnel? What traffic implications would these proposals have? The Southern Arterial is a key route for container trucks from Port Botany (Maritime Services Board, 1993)
- "Over the next 15 years, container movements through Port Botany are expected to double "Who says? Actually the MSB predicts 2015 levels will be around double the 1990 levels, ie 25 years rather than 15 years.
- "heavy commercial traffic vehicles make up a relatively high percentage of all traffic from 8am to 10pm" Table 5.4 shows the exact opposite.
- There is no discussion of the Airport Express, which operates from Circular Quay and Kings Cross to the Domestic and International Terminals. The State Transit Authority has stated that these services are commercially successful and will continue after the completion of the New Southern Railway.
- " A major objective of the Eastern Distributor proposal is to remove heavy through traffic from a number of North-south streets." If it is a major objective, how about listing it in Section 1.6 where the proposal objectives are described?
- "It is not expected that these proportions will change in the future". Why ever not ? The EIS states that a "major objective" of the proposal is to remove heavy through traffic from a number of north south streets, the southern arterial route contains a high proportion of heavy vehicles, "there is currently no funding commitment for the Southern Arterial ", Port Botany traffic is going to double, the New Southern Railway takes people not trucks etc.
- The proportion of heavy vehicles is crucial to the prediction of traffic noise levels.
- "The predominant mode of travel in the morning peak is by car". In what areas?
- The following modifications to the proposal would enhance the role of buses:
 - A provision of a bypass to the William St toll plaza;
 - bus only lane on the entrance ramp at William St
 - bus only lanes on William St west of Palmer St
 - In Table 5.7:

1. In the with -project case why is there only a 34% increase in southbound traffic on the Cahill Expressway and a 23% increase in south bound traffic on Southern Cross Drive when there would be no toll and when the RTA projects a 50% increase in traffic in the Sydney Region? This is a critical issue since the EIS does not (as recommended by the EPA) state the capacity of the proposed ED, instead impacts are assessed in terms of unexplained lower level traffic projections.

2. Why is such a dramatic increase projected for Location 1 on Figure 5.7a?

3. Why are flows at many locations higher in the "Low Travel Demand" case than in the "High Travel Demand" case? 4. 5,600 seems far too low for location 6 on Figure 5.7b, and would certainly not warrant a three lane tunnel.

617. BLACK Ian

- Concerned that the EIS appears to trust in the adequacy of the existing storm-water drainage system in South Dowling street area. It has discounted the fact that East Redfern is flood prone. The Distributor as proposed might be inundated in times of exceptionally heavy rain at several points along South Dowling Street.
- Concerned about destroying the parkland.
- Concerned about the tollway between heritage Victorian housing on one side and valued parkland on the other side.
- Suggests that the Distributor be a tunnel all the way from Drivers Triangle to Link Road.
- Concerned that ten lanes of traffic will seriously degrade the surrounding area (South Dowling Street).
- Concerned that the EIS fails to integrate the Distributor's impact into any overall traffic strategy for the Redfern, Surry Hills, Darlinghurst, South Paddington, Moore Park area.

618. DIANA J.M

- Concerned about the increased noise levels which would occur due to the proposal.
- Concerned about the visual impact of concrete ramps and walls at the above ground sections near the Art Gallery.
- Concerned about the restricted access and visual separation from parklands.
- Concerned about the increased traffic levels which would occur due to the proposal.

619. BRYANT Carolyn (The Shell Company)

- The proposal denies access of the users of the Eastern Distributor to essential services, fuel, emergency facilities, food and the like.
- The proposal has a significant detrimental impact on their continuing business viability, a business that was recently established in close consultation and in collaboration with the RTA. The construction programme would close their business activity down for 18 - 24 months. They recommend that the RTA enter into immediate negotiations for a settlement of this matter as part of the EIS assessment process.

620. TEE Susan and Graham WOODLOCK

- Suggests that a special lottery be established to fund the extra monies required for the tunnel extensions.
- Supports underground construction from at least the Art Gallery road to Link road.

621. GRESZ Gabriella

- The Eastern Distributor will increase traffic on local streets.
- The Eastern Distributor will attract patronage away from public transport, particularly the New Southern Railway.
- The Eastern Distributor would significantly increase noise pollution.
- The Eastern Distributor would significantly increase air pollution and the emission of greenhouse gases.

622. MINC Olek

- Believes that the extra cost involved in tunnelling will speed up the traffic reduce noise and control vehicle emissions. (Harbour Tunnel)
- The proposal will create much difficulties in accessing the parks and amenities.
- Pedestrian bridges or subway crossings are seldom used and can be dangerous particularly if used by elderly people.
- Concerned that the project would increase levels of health-damaging noise pollution.
- Concerned that the project would increase levels of health-damaging air.
- Concerned that the project would generate extra volumes of traffic on already busy streets.

623. MERINDOL Mary J.

- Concerned about the increased traffic levels which would be caused by the Eastern Distributor.
- The aesthetic angle is of concern, Woolloomooloo end is a disgrace.
- Believes that Eastern suburbs car owners should be encouraged to use public transport and leave their cars at home.
- Concerned that no thought has gone into managing local traffic (LATM).

624. VITETTA Giulia

- Concerned that a LATM has not been developed as part of the EIS.
- Concerned about the loss of a 7 meter strip of parkland.
- Concerned that Eastern Distributor would significantly lessen the living standards in the local area.
- The EIS does not provide adequate information regarding traffic volume impacts and the speed at which the impacts would be felt.
- Concerned about meeting air quality goals around stack # 1.
- Concerned about the residual and accumulative effects of emissions from stack # 1 on the surrounding residential buildings.
- Would like the location of the Southern Ventilation Stack #1 to be replaced by the alternative site for the ventilation stack #2 in Moore Park.
- The tunnel should be extended from Drivers Triangle to Link road.

625. SARGE John

- Combination of traffic noise and fumes will have an adverse affect on the residences in the vicinity of the Eastern Distributor. If approved, project will no doubt worsen the situation.
- Demands that heavy vehicles should not be permitted to travel along the section of Motorway between Oxford Street to Flinders Street.
- Believe that Eastern Distributor project will result in damage to bricks and mortar on owners property.

626. NEWTON Nicholas

- Eastern Distributor would serve no purpose other than sever the heart of Eastern Sydney, alienating Surry Hills from Moore Park.
- Believe it is completely inappropriate to reduce Moore Parkland to accommodate for the Eastern Distributor.
- After making such a blight on Circular Quay, why now are our planners going to make the same mistake by going ahead with the proposal for the current Eastern Distributor.

627. OWENS Jon A.

- Will the current closure of Palmer Street at the intersection of William Street prevail upon operation of the Eastern Distributor?
- It is requested that noise barriers be placed at the Northbound exit from the Motorway to William Street. Since this is a new route, there has never been any traffic in this area to date, are there any traffic volume/noise level predictions for Palmer Street?
- What will the final design/location of the Northern ventilation stack look like? Would like to see details of the housing development which will encase the ventilation stack(s).
- Why in the EIS is Stanley Street now proposed to join Burke Street? Is there any realignment of Burke Street which currently runs under William Street?
- What are the predicted operational traffic volumes?
- Where are the access points going to be for the Eastern Distributor project, between Liverpool Street and William Street.
- What are the predicted noise levels and hours of operation of the ventilation stacks? What is the expected maximum mechanical noise level predicted for the ventilation stack?

628. DAVIES

- There are many other projects, for instance the Light Rail Service, which warrant financial and political support in preference over the proposed Eastern Distributor project.
- Projects such as the Light Rail Service would have the added advantage of minimal air pollution and emission of greenhouse gases in comparison with the proposed Eastern Distributor project.

- Would like to urge the Government to construct more dedicated cycleways in preference over more Motorways. This would reduced the congestion and over populated roadways.
- The proposed financial commitment by the Government to the Eastern Distributor project should be questioned. Convinced this project lacks any merit whatsoever.

629. EDGE Charles J. E.

- Public transport seems to have been 'ignored' in preference for the Eastern Distributor project.
- 'Grabbing' of Parkland is unacceptable.
- Proposed Eastern Distributor will be another unsightly, ozone-depleting monster.

630. COOLEMAN Hubert

- Children will have extreme difficulty in commuting to and from local schools and bus stops due to lack of pedestrian crossings and/or pedestrian bridges.
- Believes Eastern Distributor project will not reduce volumes of traffic on local streets as predicted. In effect, is convinced that the project will result in higher traffic volumes on the nominated local roads.
- The Authority should take this opportunity to introduce (truck)weight restrictions on local roads in the area.
- Believes that Todman Avenue will bear the brunt of high volumes of traffic if the Eastern Distributor project is to go ahead.
- LATM should be co-ordinated to take higher volumes of traffic along Dacey Avenue, as this area has substantially less residences and residents.

631. THOMPSON Graham (Friends of the Royal Botanic Gardens Sydney Inc)

- Objects to the proposal to build a raised expressway with tollgates behind the Art Gallery. The increased noise would diminish the amenity of the historic area, including the Botanic Gardens and the Domain.
- Increased fumes from increased traffic from the raised expressway and toll booths at the Art Gallery would lead to increased harmful gases discharged in the area. This would have detrimental effect on the Botanic Garden plant collection. Exhaust fumes have been shown to have deleterious effects on the functioning of plants and dust particles clog the stomates of the leaves reducing efficiency of evaporation and photosynthesis. this predisposes them to attack by pests and diseases leading to slow decline and dieback.

- The creation of a tunnel (option W5), despite its cost, is the only acceptable option. W5 provides an opportunity to reunite the Domain and the Botanic Gardens. This is important as it is the most valuable area in the country, an important part of our heritage, a tourist attraction and recreational area. The Gardens and Domain were set aside by Governor Phillip in 1792 and have been sliced in two by the Cahill Expressway. It is important that the Gardens are passed to future generations not damaged.

632. VAN UMMERSEN Link

- No mention in the EIS of the likely increased signage's visual impact upon the Woolloomooloo.
- I note there are no submissions by the Department of Health, despite it being required by the Director-General that they be consulted. Were they consulted? Why no mention of their 1994 paper 'Blood lead level in 1-4 year old children attending child care centres in the Eastern Sydney Area by Christine Cowie? It's conclusions are serious ; i) the proportion of children with blood lead level above National Health & Medical Research Council national goal of 10ug/dl was 12.6%(n=191); ii) specifically specks of risks to children ' living on a road with more than 20,000 vehicular movement per day. And 157,500 vehicles are estimated to pass my house by year 2011!
- The EIS does not touch on the intrusive aspects of artificial lighting intruding upon residential properties during night time, both from street lamps, vehicles and signage.
- Prior to 1985, 9 streets/lanes led westward to Palmer / Lincoln Cres: 4 were closed for William St underpass, another later and this proposal closes another 4 lanes. With the east blocked by escarpment, that means the only route out of Woolloomooloo is north / south, one or both of which could be cut off by a serious emergency endangering public safety.
- Ms Irene Moss is the wife of Allan Moss, Managing Director of Macquarie Trust of Australia. That trust is funding the ED. This marital association cannot be seen to protect the public's need for an impartial Ombudsman to protect the public's interest in the EIS process. She should stand down.
- M5 Eastern extension. This \$520m extension suggests that the ED's orbital component is crucial. If so, then to fund environmental / social responsibility, and accepting claims of not enough money to construct the ED in stages.
- M5 Eastern extension: it's impact on volume projections is not considered.
- Regarding to the number of tunnel lanes, the RTA's 1994 toll / no toll community consultation specified 2 lanes north and south; this 1996 proposal specifies 3 each direction. If in the space of two years, a 50% hike in total number of lanes rising from 4 to 6 is deemed called for, by deduction the RTA traffic volume models are grossly ill designed.

- It sadly appears that there is to be no provision for pedestrians on the eastern side of Palmer St, taken up instead by laneways. I assume that the western side is to be retained.
- There have been 6 schemes proposed by successive government since 1985 for the ED! How many millions of public funds have been squandered on not addressing this planning issue over the years?
- Ventilation: what provision exist to cover power failure?
- There has been no EIS mention made of the local impact of emission proximal which would not be covered by ventilation provisions. Delays and accidents will aggravate this issue.
- Sound barriers once installed, air circulation will be cut off. Also they will be susceptible to graffiti, a local problem.
- There has been no investigation of constructing the ED in stages, for example:
 - a) by taking out the east-west and exit element before the Olympics while leaving in the Olympic 'necessity' of a city exit from south.
 - b) then after the Olympics make provision for resolving this proposals serious east-west deficiencies and exit provision to make it an effective 'distributor'. if necessary, the tunnelling under Moore park could be deferred yet a firm public commitment could be undertaken to proceed with such an intention post Olympics.
- The site inventory listings By "Godden Mackay" are sketchy, hastily prepared, inadequate, superficial and ill-researched as to dating, specific, notation and heritage listing despite my contact. There are no such listing for following heritage buildings: 2-4 Harmer St. (subject to demolition) or 133-139 Cathedral (133 is adjacent to the route and owned by housing Commission along with 135) and 129 Bourke (LEP Heritage draft Schedule; National Trust Register). Properties owned by the RTA are not stated to be.
- "H B Heritage Consultants" did not adequately service archival information I have to hand relating to an Aboriginal burial in the Woolloomooloo which I consider disrespectful to the local Aboriginal Land Council.
- I suspected Woolloomooloo House and outbuildings will disappeared when William St underpass was constructed, caution must still be insisted upon, especially under Palmer Street's eastern side if disturbed. Likewise Carroll's Hardware site; estimate it may have been the location of outbuildings to palmer's Woolloomooloo house and complex.
- 'Blood lead level in 1-4 year old children attending child care centres in the Eastern Sydney Area by Christine Cowie? It's conclusions are serious ; i) the proportion of children with blood lead level above National Health & Medical Research Council national goal of 10ug/dl was 12.6%(n=191); ii) specifically specks of risks to children ' living on a road with more than 20,000 vehicular movement per day. And 157,500 vehicles are estimated to pass my house by year 2011! Which precludes the marketability of my house.

- The RTA claimed at law it was not empowered to purchase my house when I offered it to them 3 Oct 96 for resumption. Community dissidence to proposals could be addressed by resumption, with the RTA holding such property temporarily during the construction period as Housing Commission stock then selling it back to the private market post-development with no-recourse clauses. Such a policy would mitigate structural damage, rectification claims and abatement cost.
- More than one proposal was never presented to the community. Only a rehash of the stale and obvious old chestnut which present dire damage to Sydney's essence.
- Planning focus meetings lacked any community representation in 1995 consultation discussion, contact was limited to stakeholders or community interest groups working within the community but not residents.
- The RTA holds significant land along the route, including that presently delicate to roads and that proposed to be delicate. The RTA does not pay local rates. Consequently, local councils have experienced reduced rate revenue over the period which means that their services offered to ratepayers have been accordingly grossly limited. Foregone rates would be worth millions over these years at present value! Legitimate rate payers have been forced to carry the RTA; and the RTA will eventually sell those surplus land holdings to developers at the RTA's gain, with no compensation to local council or on-going ratepayers. IF the ED is above ground that means surface area is still rate free and the issue is permanent. Obviously, if below ground, the issue is resolved finally.
- Eight (8) Woolloomooloo residences owned by the RTA are subject to demolition under the proposal. Eviction notices have been served on tenants to those properties prior to the Minister approving the proposal and, in time of ambiguity if the site indeed needed. Some of them have relocated, other have yet to and some have, only upon lobbying, been granted a stay.
- I suspect only properties bordering the ED will be entitled to abatement measures. Based on the noise impact to my home since the Harbour Tunnel opened, my only recourse will be to sue for damages, most likely by a class action.
- I found the EIS is sketchy, with glaring omissions, hastily prepared and ill conceived.
- Important information / issues in the working papers are not carried to the main document with serious consequences to this city. The list are following:
 - a) Inadequate reliance on heritage matters.
 - b) Owners affected by pollution are intentionally not addressed.
 - c) Toll evasion impact is not addressed.
 - d) Regarding to travel time, there are gaps in the information presented in the EIS preventing any assessment of the time saved by a motorist travelling from Woolloomooloo to Mill Pond Road. What does \$65 m buy ?

- Many of the ultimate impacts will come to be resolved outside the EIS process during the construction phase, being intentionally withheld during the EIS period. This has very serious environment and social impact.
- Among the governmental stakeholder which appear to not have been consulted further to DUAP's EIS Practice Guideline are NSW Department of Health and Department of Aboriginal Affairs.
- 1985 and 1994 findings. These to my assessment were not taken as a given, a starting point, which on that basis alone would have demanded some route other than one through the Woolloomooloo and it contrary to DUAP guideline.

633. LONG D. P.

- Concerned with the visual impact of the proposal
- Concerned that vibrations could affect foundations of buildings.
- Concerned with the air quality
- EIS states that the air stacks will be architecturally designed to the other developments in the vicinity. Writers building has a heritage council listing and they feel an air stack can not be designed to fit in with a sandstone building.
- Outraged by the proposal of the Northern Ventilation Stack.
- Why put the ventilation stack in an area where people live. Surely it would make sense to move the stack down to the land fronting onto William St, where it is a commercial area.

634. Krone Richard

- Believes that the pedestrian bridges are dangerous to cars passing underneath with objects being able to be thrown and exposes the pedestrian user to the possibility of being "trapped" by people standing at either end.
- Prefers option W5 to complete tunnel from the Domain Tunnel to Drivers Triangle at Surry Hills.
- Concerned that the preferred option W3 will be relatively negative for community severance. Also feels that the residents of Surry Hills will be served from Moore Park.
- Concerned that the roadway will form an impenetrable barrier, exposing the local residents in Woolloomooloo to much greater noise.

635. McIntyre Rev. John (Anglican Parish Of South Sydney)

- The Bat and Ball Hotel and the Moore Park View Hotel and rows of Victorian terraces are all heritage buildings whose foundations are within 10 meters of the excavations and so might suffer damage of some sort. It would be unacceptable to try and repair these important elements of Sydney's heritage after the predicted damage has occurred.
- Concerned about traffic levels on residential streets of South Sydney City Council area.
- It is essential that LATM schemes must be developed in consultation with local residents.
- The Director-General's requirements required the assessment of any significant environmental impacts along the alternative routes. No evaluation of traffic diversion to Crescent and Phillip streets which are lined with residents and which will be exposed to high noise levels.
- The RTA Interim Traffic Noise Policy does not provide any noise reduction measures for the second storey bedroom windows of terrace houses.
- Concerned that Moore Park will be further encroached upon by roads and this valuable "lungs of the inner city" will be reduced in value as a recreation reserve.
- There is a high pedestrian movement across South Dowling street to access Moore Park, Centennial Park, the Football Stadium, Cricket Ground and Showground. The thousands of regular pedestrians will be severely disadvantaged by the motorway without any mitigating measures being provided.
- Two lanes of the motorway should be designed as transit lanes from the time it opens.
- The need for the tunnel option for South Dowling Street should be adopted.
- Emissions from motorway traffic will be added to vehicle emissions in the Cleveland Street "canyon" by north easterly sea breezes. The EIS has not examined air quality in Cleveland Street.
- Concerned about the increased traffic flows which will then result in increased vehicle exhaust emissions.

636. DARWIN Chris (Eastern Suburbs Greens)

- Concerned about the increased traffic levels due to the construction of the Eastern Distributor.
- Concerned about the increased pollution levels due to the construction of the Eastern Distributor.

637. KABOS Adrienne

- Believes that the Cahill Expressway is an unsightly structure and should never have been built and the Eastern Distributor will be another similar mistake by the government.
- Concerned about the increased traffic levels which will be created by the construction of the Eastern Distributor.

638. GLOVER Jane

Form Type B2

639. BYRNE Robert

- The Eastern Distributor will compete for patronage with the New Southern Rail Line from Central to the Airport.
- The reclaiming of the existing exclusive bus way between Centennial Park and Anzac Parade/ South Dowling Street will make bus services even less competitive with private vehicles in travel times to and from the CBD and eastern beach suburbs. This will result in a loss of patronage from the bus service.
- The proposal would lead to a massive decline in residential living standards in eastern Sydney, particularly in Woolloomooloo and Surry Hills.
- Concerned about increased traffic levels which will occur due to the construction of the Eastern Distributor.
- Is concerned that the Eastern Distributor will reinforce car travel when we should be investing in sustainable transport solutions such as light rail, gas buses, cycling and walking.
- The existing and proposed public transport infrastructure will be adversely affected by the proposed Eastern Distributor.
- Due to the proposed road widening as part of the Eastern Distributor this will result in an unacceptable loss of existing open space parkland from Moore Park and Centennial Park.
- Concerned about air pollution resulting from vehicle emissions.

640. ABRAHAM Paul

- Believes the Eastern Distributor could be improved by extending the proposed tunnel (north of William St) back to the existing tunnel (Cahill Expressway) leads to the harbour.

641. GUTHRIE Deborah

- Believes that the tunnel should continue under South Dowling Street from Moore Park Road and not surface until it comes to Link Road.
- Concerned about the increased levels of noise which will be generated from traffic in close proximity to houses.
- Believes that due to the Sydney 2000 Olympics pressure is being exerted on the RTA to make a decision that is far more expedient than it is sensible.

642. ELLIOT Paul (Night Corporation)

- Due to the construction of the Eastern Distributor we are encouraging private car usage when we should be encouraging people to use the public transport system.
- Concerned that due to the construction of the Eastern Distributor we will have increased air pollution.
- Concerned that due to the construction of the Eastern Distributor we will have a further sense of harshness and hostility in the local residents living standards.
- Due to the Construction of the Eastern Distributor it will be even more difficult than what it already is to access Moore Park and Centennial Park.
- Concerned that due to the construction of the Eastern Distributor we will have increased noise levels.
- States the Cahill Expressway was a mistake and in preparation for the Olympic Games in 2000 we should not make the same mistake twice (construction of the Eastern Distributor).
- The construction of more roads encourages growth in traffic. Refers to the SACTRA report in the UK.

643. WILLIAMS Doug

- Concerned with the removal of trees
- Concerning about flooding in the area
- Wants tunnel extended under South Dowling Street

644. BOWEN-JAMES Anna

- Pedestrian and bicycle crossing are not mentioned for Moore Park Road, which given that this road is an important thoroughfare connecting the Eastern Distributor with a major recreational facilities is a significant oversight.
- Alternative modes of transport, such as light rail, have not been discussed or analysed to the extent that the motor vehicles has enjoyed. This continuing promotion of fossil fuel vehicles (including buses) is shamefully contrary to world wide belief that such fuel s are not viable in terms of survival of the planet.
- It is projected by the year 2011 the Eastern Distributor will have reached its carrying capacity, which indicates that the proposal is a short term solution solving the problem of vehicular traffic for less than 15 year time span. Given the economic /social/environmental cost of such a development, this proposal performs very poorly in terms of sustainable development.
- The long term cumulative impact of such large volumes of fossil fuel driven vehicles is detrimental not only to local flora and fauna, but also human health.
- The EIS reference to taxi as a mode of public transport , Buses and taxis are not considered by World Health Organisation Healthy Cities Organisation to be suitable for moving large numbers of people quickly, efficiently and with minimum impact on the environment.
- Moore Park Road is a fine example of late 19th century, early 20th century streetscape consisting chiefly of terrace housing. These building are at risk of structural damage due to vibration caused by large volumes of heavy traffic, in particular trucks. The EIS deals with the effect of vibration during on construction phase only, neglecting impact of vibration during operation of the tunnel/motorway.
- Given that it is proposed that car parking spaces for some 7,500 cars be eliminated, and no serious mass public transport system is being implemented, the question needs to be asked where will all those cars be parked during an event at one of the venues?
- Not enough consideration has been given to the potential parking loads on street around Moore Park Road, which will severely impact on local residents, many of whom rely on on-street parking.
- Where there are several alternatives for south-bound exit locations, no genuine alternative proposal is provided for consideration and comment. This is a serious issues given the major impact this development will have on some of the most significant precincts in Sydney - significant in social, economic, historic and visual terms. These precincts included: Darlinghurst, The Art Gallery of NSW, Paddington, Victoria Barracks, Moore Park, and Surry Hills.
- It is a gross deficiency in the EIS that it only consider traffic management of the Moore Park Road precinct principally during the construction phase. The whole point of an EIS is

to consider the impact of the scheme once completed and indeed to serve as a focus of reflection on the purpose of the enterprise in the first place.

- Public owned land along South Dowling Street, is simply subsumed by the proposal, despite the fact that the Centennial and Moore Park Trust Act of 1983(NSW) states 10 Subject to section 20(2), the Trust shall not sell, mortgage, demise or otherwise dispose of any of the original land." Although the proponent of the Eastern Distributor is the RTA, the preferred proponent is the consortium Airport Motorway Ltd.-a private company. This selling of public land to private body is tantamount to theft, and is in direct contradiction with the Act.
- An exit midway along the tunnel, arising in Bourke Street and turning left into Oxford Street. The proposed (south bound) exits at Williams Street and Moore Park Road will fail to deliver much needed traffic to Darlinghurst and Oxford Street Paddington . A midway exit would act as an emergency exit should either end of the tunnel be blocked by an accident or congestion.
- Cyclists are once again confined to sharing lanes with cars endangering them to fast flowing traffic.
- Perhaps the greatest deficiency regarding the Eastern Distributor is that it focuses exclusively on motor transport and does not make any provision for light rail. It is acknowledged in the EIS 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 better satisfy demand than a bus and taxi system. In fact, patronage of buses travelling along Anzac Parade and Oxford Street has increased 10-15% in the last year, which indicates that there is a strong demand and therefore committed market to justify the construction of light rail.
- The Local Area Traffic Management Plan should be addressed in the EIS, as decision made at a local level will be crucial to the impact and operation of the distributor.
- Residents of Moore Park, east of Green Road, Have not been consulted, despite the fact that Moore Park Road, under this proposal, will carry large volumes of traffic in and out of the tunnel.
- The EIS fails to address the following key issues set out under Clause 85 of the Environmental Planning and Assessment Regulation. (1994)
 - a) Justification for the proposal and its relationship with relevant state and regional planning, environment and transport strategies.
 - b) Consideration of various alternatives to manage the environmental impact of the proposal.
 - c) Examination of the opportunities for the preferred option to facilitate public transport.
 - d) Description of particular details of the proposal.
 - e) Detailed assessment of traffic impacts.
 - f) Toll free and dangerous goods routes.
 - g) Impact on pedestrian and bicycle traffic.

h) Social impact including potential restrictions to future development; severance of precincts; access to public recreational facilities, schools and private properties; impacts on major recreational areas; impacts on the areas or buildings of heritage or conservation value; and visual impact.

i) Increase in traffic noise; air quality; impacts on water quality and water tables; and stability of the structure.

j) Construction issues including potential disruption to traffic, construction site access, construction traffic and spoil disposal arrangement, construction noise and vibration.

k) Cumulative environment impacts with other transport developments.

l) Outline of an Environmental Management Plan.

m) Consultation.

- At no point does this EIS consider the combined impact of the distributor and the Fox Studios on the Moore Park region. Both these development will feed on each other to dramatically compound traffic volume and congestion in the area.
- Insufficient consideration is given to the potential traffic congestion at the southbound tunnel exit as traffic attempts to enter the football stadium, or Foxtel Studios.
- Oxford Street Paddington relies on through traffic for it's survival, and under the current proposal, traffic will filter back from the Moore Park Exit through residential streets to Oxford Street. This will have a detrimental effect on residents in South Paddington in terms of amenity and safety.

645. ILLEGIBLE Ruth Mary

Form Type P

646. BOWEN-JAMES Alan

Form Type P

647. ALCAINO Vivienne

- She strongly opposes the building of a eight lane motorway adjoining the NSW Art Gallery. Just as she hoped that the visually ugly Cahill Expressway was planned to be removed, she has now been told of this planning disaster.
- The Botanic Gardens have already been reduced and destroyed by the Cahill Expressway and in its wake magnificent trees were lopped and left standing sadly amongst the asphalt expressway
- The Botanic Gardens should be returned to its original acreage and the Cahill Expressway and the proposal 8 lane raised tollway put underground.

- Money should be put towards improving the depressed William St to becoming a tree lined boulevard similar to European cities.

648. ANDERSON J. Lawrence

- Opposed with a plan currently being pushed by Woollahra Council to turn Boundary Rd Darlinghurst from a single lane street, going one way off Oxford St and into a two way multi lane Rd , linking New South Head Rd and Oxford St, Darlinghurst and providing a direct link to South Dowling St, the Airport and Southern suburbs. At a residents action meeting all residents felt the plan would be a traffic disaster and Woollahra Council should defer its decision on the plan.
- The meeting strongly felt that local traffic planning such as that for Boundary Rd should be planned in conjunction with the planning of the ED to avoid the problems of traffic congestion caused by traffic evaders using local residential areas as thoroughfares .
- He feels the project will remove much of the through traffic from the congested streets of Darlinghurst.
- The RTA should commence liaison now with the relevant councils ie. South Sydney and Woollahra to ensure that their traffic design branches do not create traffic thoroughfares through residential areas which can be used by toll evaders, resulting in a loss of residential amenity and reduced economic viability for the ED.
- He strongly opposes the design which allows for an elevated expressway through Woolloomooloo. Wants this section built underground.
- Feels the cheap option would be a disaster.

649. IACOPETTA Robert

- Agrees with alternative schemes proposed by the City Council. They show that for a mere \$30 million extra (5% of the total), a tunnel can be built underground.
- He feels that this is a small price that perhaps could be funded by a modest toll increase.
- He believes that the RTA should place as much of the road underground.

650. PIERCE Jennifer & John

Form Type C2

651. SHORT Graham

- Gerard Street, Cremorne has one of the highest casualty/accident rates in Sydney. Any additional traffic will adversely impact on already dangerous conditions and poor amenity.

652. TAMM M Yeuk

Form Type E

653. YOUNG Joshua

Form Type E

654. ROBINSON Stephen

Form Type E

655. WILSON Stuart

Form Type C1

656. ILLEGIBLE A

Form Type C1

657. LENERTZ J.

- Would like a healthy environment for grandchildren to grow up.

658. RANBY M

Form Type C1

659. BOYD Peter and Alison CLOUSTON

- Would like a proposal that does not increase traffic volumes.
- A comprehensive study of the ED's effect on local traffic volumes and a plan to remedy problems created for local residents need to be made before deciding on the proposal. This should be made in consultation with residents and experts and set out to keep traffic on the ED, prevent the use of local street for toll avoidance and capitalise on the proposal to benefit residents in terms of returning streets to local traffic use and traffic calming.

- Would like a plan that allows traffic to move efficiently while avoiding residential areas.
- The northern most section from William Street to the Cahill Expressway should be tunnelled or covered in such a way to reconnect these areas. The tunnel should be introduced because the current proposal complicated pedestrian/cycle access between the surrounding areas and is visually and socially unacceptable.
- At present access is possible for pedestrians and cyclists to parklands across South Dowling Street. This is possible for most of the section between Crescent Street and Moore Park Road and traffic lights allow controlled access at regular intervals. There is a proposed pedestrian bridge from Moore Park Gardens estate to Moore Park, but no guarantee that it will be actually built. The population of Redfern is increasing rapidly and Moore and Centennial Parks are the prime recreational destinations for this area. Large volumes of pedestrian traffic also pass through when public events are staged. The solution to this is pedestrian/cycle bridges or tunnels at regular intervals along South Dowling Street or a tunnel through to O'Dea Avenue from Moore Park Road.
- Would like a proposal that does not create a physical barrier.
- Would like a proposal that does not impact negatively on public transport.
- Would like a proposal that does not impact negatively on rail freight.
- Would like a proposal that does not create a visual barrier.
- Would like a proposal that improves pedestrian and cycle access through residential areas and parkland.

660. SIRO Felicity and Sandor

- Concerned about the visual impact of the elevated roadway past the Art Gallery. The effect on the outlook from the extension of the Art Gallery will be catastrophic.
- Request that all possible steps are taken to ensure that South Dowling Street does not become a huge motorway cutting through a dense residential area to the detriment of residents.
- All measures must be taken to facilitate public transport options for the Moore Park sporting venues and the Fox Entertainment Complex.
- Supports the Sydney City Council's proposal for the tunnel alternative. This would relink the Domain with Woolloomooloo.
- Local area traffic management schemes should be developed to minimise adverse effects of the Distributor on neighbouring roads eg through traffic trying to avoid paying the toll.

661. HIGHTON David

- Concerned that no LATM scheme has been developed as part of the EIS. The EIS is not credible without undertaking such a scheme. The scheme should be developed prior to any further consideration of the project, and focus on how toll avoiders and through traffic will impact local streets in a situation of greatly increased traffic flows and what traffic calming measures can be adopted.
- The location of the southern ventilation stack on the corner of South Dowling Street and Flinders Streets is unacceptable. The building at 99-115 Flinders street is shown to be adjacent to the stack in the artists impression. At a height of 26m, this location and elevation means that the toxic emissions out of the stack will be at the level of 20 balconies. Prevailing southerlies will draw the emissions over the building balconies and the high density residential area located around Hutchinson and Albion Streets including St Margaret's Hospital, which has a roof garden for it patient's. The EIS air assessment limits itself to street level readings and dubious traffic forecast. Traffic projections for freeway projects of this type are always underestimated, with new roads drawing more cars onto roads, rather than redirecting existing traffic. Saturation of the tunnel could be assumed in 2-5 years.
- The alternate site in Moore Park is not the best one but at least fumes will have a better chance to disperse rather than be located next to high density residential buildings.

662. COOLEMAN Hubert

- If the purpose of the Eastern Distributor is to reduce traffic on local streets and improve the quality of life of local residents, then it has missed its target as it will lead to higher volume of traffic, including heavy trucks especially in Todman Avenue and Doncaster Road. These roads already have high traffic flow, high traffic noise and already lead to not enjoying the back yard. Due to the Distributor more traffic will make use of these roads.
- There is considerable danger to children who have to cross Todman and Doncaster Avenue to get to Kensington school or school buses. This will increase with increased traffic levels.
- Consider diverting traffic by a way of branch tunnel to Dacey Avenue where there are hardly any residences. This would remove traffic from local streets.
- Introduce speed and truck weight restrictions on Todman Avenue and Doncaster Avenue.

663. BRETNALL Marshall (Kapala Investments Pty Ltd)

- Opposed to the location of the southern exhaust tower in Hutchinson Lane which is adjacent to homes and businesses.
- Request that the exhaust tower is located at the alternative site in Moore Park.

664. HALL Dorinda

- Traffic calming measures for roads adversely affected by the Eastern Distributor should be developed in consultation with residents and be part of the plan.
- Concerned about the increased traffic in Surry Hills leading to increased pollution. Windows are already covered in soot.
- Concerned about the gridlock at Drivers Triangle as lanes merge from the Fox Studios, the Cricket Ground, Anzac Parade and the motorway in South Dowling Street.
- Concerned about the increased stream of traffic in Surry Hills and its effect.
- Opposed to the resumption of 11000 sq m of Moore Park..
- The tunnel should be extended from Drivers Triangle to Link Road.
- Concerned about the increased traffic in Surry Hills leading to increased noise.

665. ILLEGIBLE

- Asks how it is proposed to cross the western suburbs ocean outfall sewer?

666. GOODE P. E.

- Proposal should be tunnelled so that there will be no reduction in amenity to the greatest foreshore and harbour in the world.
- Must proceed to the tunnel and attempt to make this Distributor one costed for years to come in stages.
- The Eastern Distributor is an impediment to the harbour view at Woolloomooloo from seaward as well as the city.

667. BAUER S. Graham

- The proposed motorway would become a major barrier to residents of Woolloomooloo seeking access to the city and the Botanic Gardens, one of the few areas where we have access to a pleasant space.
- I note that a pedestrian bridge has been proposed but it would be of limited value to most residents who would lose current routes to these facilities e.g. Cathedral Street.

- I have always thought that we live in a civilised and humane society and that we are sensitive to the needs of our citizens and to international "best practice". The proposed Eastern Distributor throws into serious doubt those assumptions. It may allow greater volumes of traffic to traverse the city but it does nothing for the quality of life of the people of Sydney and in particular erodes significantly the quality of life of those people who live near the proposed roadway.
- Investment in this project diverts scarce resources from other more environmentally, aesthetically and socially acceptable solutions to Sydney's traffic problems. It throws into question whether long term issues of our city are taken seriously by so called "urban planner".
- I hope that the RTA will take seriously the objections of residents to this proposal. We have invested considerable time and effort in preparing our responses to an issue which affects us in a significant way. Failure by the Government and RTA to acknowledge and assure those concerns will, I fear, almost certainly lead to other forms of protest against this proposal. It would be a sign of the maturity and good sense of our planning authorities if differences could be resolved by conciliation rather than confrontation.
- Increased traffic flows would result in increased pollution in an area already experiencing high fall-out rates from major traffic arteries (Palmer Street and William Street).
- At the very least, the RTA should adopt the proposal outlined by the Sydney and South Sydney Council and bury this section (Palmer and William Street) of the motorway and any other sections (such as Surry Hills) which pass through densely populated areas.
- Visual and Aural Impact on the residents of Woolloomooloo. The proposed configuration of the distributor near Sir John Young Crescent (including toll booth) would be a major scar on our urban environment.
- The visual and aural impact of traffic in Palmer Street is already considerable. Under the proposed plan this would be increased several times over. Interesting buildings would be destroyed in the construction, trees removed and the character of this section of Woolloomooloo affected.
- Better roads encourage yet more cars onto our roads. It seems unbelievable to me that the archaic philosophy behind the Eastern Distributor has been espoused with such enthusiasm by Government and the RTA. There are better ways of addressing the problem of the mass movement of people in Sydney and it is to the shame of the Government and the RTA that these methods have not been looked at seriously.
- A motorway linking up with existing or planned motorway would make the Kings Cross /Darlinghurst area more accessible to residents from other parts of Sydney. The RTA must know that traffic along William Street on a Friday and Saturday night is chaotic at present. Even more traffic will make the situation worse. What the RTA does not have to contend with is the consequences of a large influx of people who come to Kings Cross in their cars for a night out: the abuse of residents by drunken louts; vomit on pavement;

noise of speeding cars and thieves or vandals. These social costs are as important a part in the equation of "cost and benefit" as the engineering costs of such a project.

668. CARNEGIE Jack (South Sydney Community Transport)

- Concerned that there is a conflict of interest that Michael Knight is the Minister for Roads and Minister for the Olympics.
- There will be problems in the Woolloomooloo area due to traffic avoiding the toll and using entry and exit points.
- The proposal will not lead to relief from traffic for residents in Darlinghurst as many motorists will avoid the toll by using the old route.
- Concerned about the impact of three years of construction for residents along the route. Including the impact of trucks, noise and dust.
- Concerned about the impact of three years of construction for residents along the route due to confused motorists taking any turn as they find their normal route blocked.
- Residents are concerned about the speed of the process for completing the EIS. The EIS was completed by mid-November with only a month for comments.
- Small businesses may suffer in Woolloomooloo because they will be severed from the CBD.
- The justification for the Eastern Distributor does not compensate for the environmental damage the tollway will cause.
- The justification for the proposals are vague, dubious and brief
- Residents are concerned about the level of community members consulted in the EIS process. Instead of large public meetings small precinct meetings were held and only those on the consultants mailing list were invited.
- There was no model, only plan drawings at community meetings. Plan drawings were difficult to interpret.
- The RTA would not comment on the issue of connecting the Domain, the Botanic Gardens and the Woolloomooloo foreshore and the impacts on heritage items in this vicinity when contacted by the heritage writer for the Sydney Morning Herald.
- Only a small percentage of people were notified about meetings organised by Rust PPK.
- Noise and vibration will threaten many properties and some residents fear that their homes may drop in value between \$75,000 and \$150,000.

- The widening of South Dowling Street will result in loss of scarce open space and the destruction of trees.
- The William Street area will discourage pedestrians due to the mixture of tunnel exits, ventilation stacks, bridges and roads.
- Fitzroy Street will create a hazardous and hostile environment for pedestrians due to tunnel exits, road widening and the ventilation stack
- Pedestrian Bridges and underpasses will have to be used by pedestrians to cross the toll road. These are inhospitable places and many pedestrians avoid them. Underpasses can be dangerous.
- The tunnel should be extended from Fitzroy Street area to Southern Cross Drive. This will prevent Moore Park being isolated from the community and save properties and inhabitants from being overwhelmed from traffic and pollution.
- The Sydney City Council proposal for extending the tunnel to the Cahill Expressway should be adopted.
- The proposal will increase traffic volumes and car usage will be encouraged.
- Once there is a reduction in one area of traffic, it will eventually be filled up with more traffic. The people of Woolloomooloo will pay for this.
- The Eastern Distributor is unnecessary as there are alternative solutions available through public transport initiatives, minor road works and traffic management.
- Oil may become prohibitively expensive early next century. The Eastern Distributor will need an abundant supply of cheap fuel into the next century and this can not be guaranteed.
- The cycle of more cars and more roads must be broken to create a future for Sydney where public places are accessible and can be used by pedestrians without risk to their life and health. Cars should not be promoted as a major form of transport due to legacy of air, noise and visual pollution for future generations. Reliance on cars has adverse global implications, with scarce non-renewable resources used in the construction of cars and as fuel and global warming as a result, .
- The proposal is not a component of a sustainable transport system. If there was a commitment to sustainable cities the road would not be built through a densely populated and historic part of Sydney.
- The toll plaza, pedestrian bridge, widening of Palmer street and the elevated road and the administration building at Woolloomooloo will degrade the views and ambience of a major cultural and recreational area including the Art Gallery, Domain and Botanic Gardens.

- The William Street area will have adverse visual impact due to the mixture of tunnel exits, ventilation stacks, bridges and roads.
- People living on South Dowling Street will feel their houses are inhabitable due to living on a tollway, with the associated noise, air and visual pollution.
- The William Street area will be inhospitable due to the mixture of tunnel exits, ventilation stacks, bridges and roads. Its unique character will be lost.
- The area bounded by The Domain, Woolloomooloo, The Art Gallery and Royal Botanical Garden will be severed. The people of Woolloomooloo will be isolated from the city due to the toll plaza, pedestrian bridge, widening of Palmer street and the elevated road and the administration building.

669. WOODCOCK

- The proposed toll plaza should be moved away from the Art Gallery or should be covered over by parkland. This would protect or improve the outlook from the Art Gallery and would better connect the Art Gallery to the Harbour.

670. DOYLE Paul

- There will be an increase in air pollution, which is surely bad enough already.
- Public transport will lose many of its passengers to cars. This is precisely what this city does not need.
- I believe that instead of government pouring money into freeway both directly and indirectly (such as through tax breaks) they should direct their resources towards public transport and cycle ways.
- Many homes will be subjected to increased level of air and noise pollution which cannot enhance the occupant's health or general quality of life.
- Parks and recreational facilities will be affected and pedestrian access to these will decrease.
- Traffic will increase on the existing local and regional road system.

671. SUTTON L.F. (Sutton's Motors Management)

- Concerned that the existing signal controlled right turn movement for southbound traffic at the Link Road intersection will be closed thus denying direct access to their motor dealership and many businesses in the adjoining road network. Similarly, right hand turn access out of Link Road to continue southbound will be denied.

- Sutton's City Holden was only established in the last 12 months and the decision to develop the land was based on its direct access to the current main road network.
- The alternate access at Todman Avenue will be considerably longer and access will be circuitous for customers, especially for new customers. This will result in loss of trade and accompanying land values.
- A comprehensive evaluation of changes to Link Road should be undertaken before a decision is finalised. It should address existing traffic volumes and the impacts of displaced traffic on the adjoining road system in terms of :
 - projected road and intersection volumes; future traffic service levels and likely delays; operating costs; traffic amenity; residential amenity; access alternatives and site accessibility and likely impacts on the future road hierarchy.
- Sutton's submission contains AM/PM peak hour traffic volumes for right turn movements into and out of Link Road from/to South Dowling Street collected by Rhodes Thompson Associates. (27/11/96- 29/11/96). These volumes submitted suggest that there is considerable existing demand for both right turn in and out movements to Link Road. Closure should not be undertaken without a detailed origin and destination assessment and reassignment of traffic to readily accessible and convenient alternate routes. The use of O'Dea Avenue and Joynton Avenue by southbound vehicles to access their site is not convenient.
- South Sydney Council and Randwick Council indicate that Link Road carries 15,000 vehicles per week day and Lenthall Street 10000 per day 1996.
- The closure of the median at Link Road will realise the displacement of 7500 vehicles per day onto the adjoining road system. Displaced traffic would use Joynton/Epsom Road roundabout past South Sydney Hospital. Southbound vehicles may access Sutton's City Holden by turning left into Milroy Avenue and thence approach Link Road via Lenthall Street. Traffic volumes may be unacceptable to residents and Randwick Council due to the use of the residential street system.
- The right hand turn could be retained without causing significant operational problems as traffic flows will not vary greatly from today (RTA Traffic Volumes and Supplementary Data). This right hand turn has operated safely for many years.
- If the median is closed and right turn movements prohibited it is suggested that the Link Road intersection be constructed similarly to the grade access/egress facilities being provided at Dacey Avenue and Todman Avenue. This will save serious dislocation for numerous businesses and residents in Epsom Road area as well as development associated with Australia Post, Energy Australia, the former Navy site and Meritons apartments.
- Suggest that Link Road at grade intersection is retained and the proposed Distributor tunnel from Dacey Street to Todman Avenue be extended to south of Link Road. Or the southbound local access frontage road servicing local developments to the south of Myrtle

Street be extended to provide southbound grade separated over/underpass access to Link Road for westbound vehicles.

- Suggest that Link Road at grade intersection is retained and the proposed Distributor tunnel from Dacey Street to Todman Avenue be extended to south of Link Road ie to Southern Cross Drive.

672. BYRNES Craig

Form Type L2

673. HOLST Chris

Form Type C1

674. REEVES Fiona

Form Type C1

675. MINOGUE Hohanna

Form Type C2

676. ILLEGIBLE Catherine

- Boronia Street and subsequently Duke Street suffer from enough traffic as it is. People take short cuts to avoid main roads. An increase in traffic is unjustified and unnecessary. If unavoidable remove right turn from Anzac Parade to Boronia street and force traffic onto main roads.

677. STREET Loretta and Brian

- I support the proposed Dacey Ave tunnel extension to provide a south to east traffic movement to join the Todman Ave tunnel as a way of reducing traffic through Kensington.
- As this development approval is to be assessed by the Minister for Urban Affairs & Planning, under section 119 of the NSW Environment Planning & Assessment Act as an object to this development I call for a Commission of Inquiry into this development.
- I urge the RTA to examine reversing the direction of flow on Bourke St between Crescent St & Campbell St, during the two year construction period of the Todman/Dacey Ave tunnel. Extra north capacity will be needed in Bourke St to encourage drivers to use the Odea Ave diversion.

- I consider that it is unsafe to have traffic entering a 160 degree corner at 90 Kph. The current design of the first left turn from the motorway at Link Rd is highly dangerous and should be eliminated.
- Disappointed that your design objective has been achieved in the Kensington area. I object to the forecast increases in traffic on all Kensington roads. I object that, whilst Kensington traffic increase, the EIS forecasts that Dacey Ave may decrease in traffic.

678. SHAND C

Form Type F

679. KIMBER C

Form Type F

680. GRESSOR Megan

Form Type C2

681. HOWE Prof. R.F. and G Neovius-Howe

- Urge that a substantial noise barrier be constructed along the boundary of Southern Cross Drive to reduce the noise impact on adjacent residential properties. We note that this appears to have been done in some of the other freeway development around Sydney, and is certainly a standard feature of freeway construction in other cities. The proposed resurfacing of the roadway described in the EIS may achieve the Predicted noise reduction at road level, but will not benefit at all those properties located above the freeway.
- Section 10.9.4 of the EIS refers to increased traffic volumes between Link Road Wentworth Avenue causing a 1dB increase in noise level, but suggest that this would be countered by noise reduction due to improved road surfacing. The EIS also states however that both existing and future noise levels significantly exceed the EPA noise goal.
- Properties such as ours in Bannerman Crescent Rosebery are elevated above the road level, and consequently suffer considerable amplification of traffic noise from the concrete sides of the cutting through which Southern Cross Drive passes at this point. We are also exposed to noise from a greater length of the freeway than would be the case for properties situated at or below the road level. It is inconceivable that an increase in traffic flow on Southern Cross Drive will not cause an increase in the already unacceptable noise level both in our backyard and inside our house.

682. COOK Ian

683. SMYTH Michelle and Gary BROUWER

- East Liverpool Street residents are concerned about the general increase in traffic associated with the potential toll-evading motorist travelling to William Street in order to enter the motorway at the proposed toll-free entrance.
- Liverpool Street was not designed to take the amount of traffic travelling on it now and residents are concerned about the future. It will have a severe impact on the amenity of the local neighbourhood through the increase in noise and emission pollution, as well as pedestrian hazards.
- Liverpool Street residents are concerned that traffic congestion will be exacerbated at times when events are held at Moore Park Sports Stadia and the future operation of the Fox entertainment complex at the Showground.
- Residents of Liverpool Street believe there have been no effective measures to manage or calm traffic in surrounding residential streets, especially since major road projects such as the Harbour Tunnel, the narrowing of Victoria Street, the ED, and the widening of Barcom Avenue have been implemented or proposed.
- Residents of Liverpool Street are concerned that they have not been consulted on any schemes of plans to manage the traffic in their street. Measures should be implemented as a matter of priority.
- The character of Liverpool Street, including residents, narrowness, Darlinghurst Primary School, a dangerous bend, makes it totally unsuitable for heavy traffic.
- The area of Liverpool Street between Womerah Avenue and Barcom Avenue should be designated a Local Traffic Zone, together with appropriate measures as are necessary to effectively implement and maintain such a designation.
- An effective and substantial traffic management plan should be designed and implemented within six months to restore traffic to low levels and limit large volumes of through traffic. Suggestions are: (a) close Liverpool Street to through traffic between Womerah Avenue and Boundary Street; (b) change Liverpool Street to a one-way, one-lane, travelling east towards Boundary Street, with the inclusion of a 'No Right Turn' sign at Boundary Street and appropriate measures to prevent through traffic along Barcom Avenue; (c) install effective traffic calming measure in accordance with the designation as a local traffic zone.
- The opening of the Harbour Tunnel and the limiting of two-way traffic along Victoria Street has seen the eastern section of Liverpool Street become a short cut for large volumes of traffic.

- The widening of Barcom Avenue and Boundary Street, at Oxford Street, and the proposed ED will put even more cars onto Liverpool Street.

684. ALLISON L. D.

- No provision would be made for cyclists from Sir John Young Crescent, Sydney City to Link Road, Kensington with cyclists being prohibited in the tunnel from just north of William Street to the intersection of Anzac Parade, Moore Park Road and South Dowling Street. This, especially the bicycle prohibition in the tunnel will inflame increased car use this road will generate, as well as going against the RTA 's policy of providing for cyclists in all its roadworks and cyclists having equal rights with motor vehicles to use roads.
- The non provision for cyclists on the road with the ban in the tunnel is that I understand, no breakdown lanes will be provided. The lack of breakdown lanes, not only make the road prohibitive to bicycle use, but a substandard road for all road users. If a vehicle breaks down, it will block the travelling lane, disrupting traffic flow.
- The alternative route served by the proposed tunnel north of the Anzac Avenue / Moore Park Road intersection do not offer a very good cycling environment, even with proposed improved cycling facilities. Traffic in the area will still be dense on account of the high to very high concentrations of residential population in the area.

685. ANONYMOUS

- Does not describe social impacts on Moore Park Rd
- Does not describe urban design improvements to Moore Park Rd
- No traffic management for the proposal for the Moore Park region
- Public and private funding should be spent on public transport.
- Concerned with property values and damage to a unique architectural example of Early Sydney residential buildings.
- Increased Traffic levels are not shown in the EIS.
- No consideration has been given to residential parking for Moore Pk Rd.
- Increased level of pollution on the residents of Moore Park RD is not shown in the EIS.
- The proposal is short sighted , it does not provide for current or long term traffic problems.
- No consideration to alternative modes of transport.

- The location of tunnel portals on Moore Park Rd should be relocated.
- Noise levels for Moore Park Rd are not shown in the EIS.
- Doesn't allow for the increased traffic produced from the SCG/FOX/SFS
- ED should not be linked to Moore Park Rd. The EIS is merely moving traffic problems from identified trouble areas of Darlinghurst to Moore Park Rd.
- Concerns include:
 - * plans foreclosure of Robertson Rd
 - * measures to discourage the use of Ocean St
- EIS states that residents and local communities were consulted in relation to the impact of the ED. He feels that the residents of Greens Rd were consulted and according to RUST PPK staff would not be affected.
- The proposal does not comply with the requirements of the Director General at DUAP as outlined in appendix B to the EIS and is fundamentally incorrect.
- The EIS does not consider the impacts of the proposal on residents of Moore Park residing east of Greens Rd.

686. ANONYMOUS

Form Type S

687. ANONYMOUS

Form Type S

688. DONOVAN Jim (Action for Public Transport)

- Local area improvements advocated in the EIS are worthwhile and should proceed without the Eastern Distributor to help reduce traffic levels in the east Sydney area.
- The alternative to the Eastern Distributor should be policy actions that lead to less road travel in the area. Travel is a means of access for people, goods and services. Community's access needs the best possible social, economic and environmental price. Better land use which reduces the need to travel, direct measures to reduce car use and better public transport, walking and cycling facilities are needed as part of a sustainable policy package. As advocated in UK PPG13 a package of these measures and traffic calming and parking restrictions leads to a more sustainable outcome than building more road capacity.

- Having slower roads rather than the Distributor will ensure that freight vehicles behave in a manner which is more acceptable to the community and in the process the size of the shopping and distribution centres will tend to be reduced to a more human scale.
- Travel time savings in the EIS may have been overstated because the use of narrower traffic lanes than at present on some parts of the road network may require that lower speed limits be introduced. There is insufficient information to indicate what has been assumed.
- Considers social and environmental externalises. Assuming an external cost of five cents per KM, and a travel speed of 30km/h, the external traffic impact is \$1.50 per hour. With time valued at \$15.00 per hour in the EIS, the external cost of induced traffic would be 10% of the travel time used by that induced traffic, that is \$43.6 million in NPV terms.
- The proponent dismisses the phenomena of induced traffic by misdescription of the SACTRA 1994 report.
- The RTA uses the fixed matrix approach which is discredited in SACTRA.
- Provides quotations from SACTRA in the submission which concludes induced traffic does occur and economic value can be overestimated by the omission of induced traffic.
- Several reports including SACTRA indicate travel time is an important behavioural parameter. Where Australians are prepared to allocate one hour per day to travel, travel times in world cities are similar irrespective of road speeds and public transport patronage declines as road speed increases, travel times are similar to inner and outer areas of Melbourne and time savings from faster transport in Sydney have been swallowed by increased distances travelled and high elasticities with respect to travel cost; hence even higher elasticities with respect to travel time which is the major non pecuniary component of generalised travel. APT presumes that this elasticity also indicates, as per the iSTP database, that some of the additional road travel would be drawn from alternative modes and the overall transport time cost elasticity would be about unity.
- Travel time is exploited in an expansionary and contradictory manner. Shopping and distribution centres are planned around isochrones, not areas, as market size expands with road speed.
- The proponent denies induced traffic events for Sydney. However the Sydney Harbour Tunnel, Southern Cross Drive and M4 testify to induced traffic.
- SACTRA quantifies induced traffic.
- Induced traffic will lead to earlier saturation of the road network, making benefits shorter.
- The response to the RTA's Future Directions findings is to ignore the long term impact on congestion levels and concentrate on immediate benefits. The EIS is deficient in information on the longer term performance of the road network.

- The United Kingdom has found that the road transport system is unsustainable and are attempting to act on the problem. A key instrument to be considered is Planning Policy Guideline (PPG) 13 which requires action to reduce growth of motorised traffic, encourage modes with less environmental impact and reduce reliance on private cars.
- It is muddleheaded to claim that the way to ease traffic congestion is to allow more traffic to flow. There is an inherent conflict of interest where the backers of the proposal stand to benefit from more traffic while the community will suffer adverse consequences. This conflict could explain the shortcomings of the EIS.
- The proposed benefits are overstated and short term while the disbenefits are understated and long term.
- Time, operating cost and accident savings are claimed as benefits for the Distributor in the EIS. These benefits have been overstated due to the benefit profile assumed, the denial of induced traffic and an exaggerated annualisation factor. The BCR should be reduced to 0.64 based on calculations by APT.
- The EIS takes a different approach to other EIS where benefits have been calculated at more points which span a greater time and show a continuous increase with time. However benefits may not increase with time.
- The monetised annual travel times for high and low traffic demand can be considered as applying to the most likely traffic for different years. Noting that north-south two way traffic growth from 1996 to 2011 is approximately 15% for low traffic, 25% for most likely traffic and 33.3% for high traffic, the high and low values are equivalent to the years 2016 and 2005 respectively for most likely traffic. These points have been plotted in the submission and show significant variation from those assumed in the 1996 EIS. The profile of travel time savings increases rapidly in the early years as the existing road network becomes congested with the demand assumed but reaches a maximum after 8 years. Then travel times rapidly decline as the Distributor becomes congested. A discounted cash flow (7%) using the APT profile of travel time benefits yields an NPV of \$873 million; \$116 million less than the assumed profile.
- Assuming that induced traffic will halve the benefit in present value terms, the NPV of travel time savings would be reduced to \$436.5 million. The loss of travel time will be distributed over a wider area and therefore will be much less visible than the concentrated travel time savings claimed in the EIS.
- The EIS claims that the use of 1800 as the annualisation factor implies that the morning peak represents about 14% of daily traffic. Traffic should not be annualised but the benefit. The overall benefit for the Distributor derives from a faster route and a less congested route. The faster route component applies to traffic throughout the year but the congestion component is greater at peak times. Peak period congestion on the existing road network is severe. The annualisation factor will change with time. Initially decreasing as peak period congestion worsens but increasing again as the Eastern Distributor becomes congested. APT estimate the annualisation factor should be around

1500, which reduces the remaining time benefit by 65.4 million in NPV terms. A more accurate assessment is not possible due to lack of detailed information in the EIS.

- The benefit cost ratio should be recalculated with a %7 discount rate as:
Benefit NPV in EIS \$512.6M
Real benefit profile \$-116.0M
Induced Traffic travel time \$-436.5M
Induced traffic (external) \$-43.5M
reduced annualisation factor \$-65.4M
NPV sub-total \$148.9M
Established cost in EIS \$408.0M
NPV/Establishment -0.36
Benefit cost ratio 0.64
- Disbenefits not considered in the above analysis include loss of trees from the grounds of Moore Park, increased impact on South Dowling Street, pedestrian detours, and impact of elevated roadway and toll gates near the Art Gallery. This disbenefits will be with the community for the long term, long after the claimed benefits have been dissipated in more road travel. APT have not attempted to quantify these disbenefits in monetary terms, but the impact on the already unacceptable benefit/cost ratio can only be adverse.
- The EIS shows ignorance of current transport thinking. It deliberately misrepresents the case for the proposed Eastern Distributor to serve its proponents. It takes courage to implement transport policy change. A clean break with the past is required to avoid an unsustainable future.
- Public transport needs to be attractive and speed, reliability and comfort appear to be key factors ahead of price. Rail is a choice mode (with car ownership) while bus use is by those without alternatives. Matching land use is need to make the attractive rail public transport accessible because as it is uneconomic to take rail everywhere, "mostwhere" must be brought to rail.
- In place of the Eastern Distributor key rail links such as the Warringah and Macquarie/Parramatta lines need to be considered, other more local transport initiatives considered.

689. MISTILIS Nina Dr (The Paddington Society)

- The construction of an eight- to twelve- lane arterial road through an intensely urban environment, which is constructed at-grade over a significant portions of its length, is inappropriate and will result in unacceptable impacts on the amenity (visual, environmental and acoustic) of adjoining land owners.
- Request that the matters raised be taken into careful consideration and that a detailed response be provided within the Assessment report, and that the Society be advised of the details of such response.

- The construction stages are discussed in very general terms in the EIS, with only the movement principles outlined. A further detailed assessment will be required to identify the specific impacts at each stage.
- The EIS proposes the preparation of a detailed Construct Traffic Management Strategy, which would include strategies of the various stages of construction. Direct participation in the formulation of this Strategy is anticipated.
- The resultant at-grade intersection of Moore Park Road with Flinders Street involves multiple conflicting manoeuvres. Ramp connections should be constructed for movement between Moore Park Road and the ED (east to north) to reduce delays and associated queuing effects at this intersection.
- The Paddington Society believes the proposed design is flawed in the respect that it is based on a 2011 scenario, which is too short a term and does not respond adequately to longer term objectives.
- Insufficient information provided in the EIS and WP No. 3 to gain an understanding of the assumption inherent in the computer modelling adopted.
- Of particular interest is the procedure whereby after the trip matrix is assigned to the road network, estimated traffic volumes are compared with measured volumes, corrected to a base year (1996). This comparison is by way of comparing the total flow across a screenline, enabling a judgment to be made of the validity of the model estimates.
- No information is provided to determine the range of accuracy of screenline counts, and it is expected that differences between estimated and real traffic volumes on individual routes will vary considerably, to the point where the model may not be suitable for assessing traffic volumes on individual streets. Confirmation is sought on the likely errors implicit in projected volumes for roads in the vicinity of Paddington.
- Attached a copy of The Society's submission to the last community consultation process and correspondence with the previous Minister, which records assurances given to the Paddington Society at that time.
- The RTA should abandon the current proposal for the ED. No alternative should be constructed unless it takes the form of a fully tunnelled, non-toll road, allowing total integration of the urban fabric at ground level.
- The construction of additional motorways will only introduce further traffic to the area and fails to recognise the real solution, which is the need for an adequate public transport system.
- The noise impact from open motorways adjacent to residential areas will be intolerable, despite construction of noise barriers.
- The ramp connection between Sir John Young Crescent and the entry ramp to the Cahill Expressway is only single lane capacity, which is considered inadequate as this route will

accommodate traffic originating in the southern part of the CBD and the eastern suburbs via William Street.

- The constructional impacts of the ED will cause unacceptable levels of harm to residents of neighbouring suburbs, both in terms of noise and redirected traffic during construction.
- No consideration has been given to the impact on the heritage precinct of Paddington, which already suffers from excessive through traffic.
- In its present form, the ED will be a visual blight, neither in the long-term interests of the inner suburbs nor of Sydney as a whole.
- The alienation for road purposes of considerable areas of Moore Park is unacceptable.

690. CLARKE Frank

- There will be the dreadful visual impact of concrete ramps and walls of the above-ground sections of the Distributor.
- Agrees with the Sydney City Council's proposal of the road to be tunnelled from William Street to Art Gallery Road and extended to the Domain and if feasibly possible right through to the Harbour Tunnel.
- If the Distributor is tunnelled then the Domain Park could be extended from the tunnel down to the water's edge, thus providing greater access to the public of our fantastic Sydney Harbour.
- There will be great inconvenience for access to area parks/shops and foreshore developments for the public.

691. VEERMAN Garry, Jan, Leanne and Andre

- The lack of major pedestrian route. Our access to recreational areas, school, sporting venues and shops will be limited due to the increase in constant heavy traffic and the motorway will be hazardous for young children and pets.
- The 24 hour noise pollution which will be nearly double WHO standard will in turn cause us difficulty in sleeping.
- If the motorway goes ahead and constructs at our doorstep, it will be difficult to make local area trips.
- As residents in the affected area, we strongly reject the proposal for the Eastern Distributor Airport Motorway. Instead, we ask for the alternative of an extension of the underground tunnel, providing the community with no loss of valuable parkland at Moore Park and substantially less noise and traffic pollution. This solution will benefit the

community by maintaining the aesthetic appeal of the area, whilst avoiding the many dangers, hazards, inconveniences and pollution that the Eastern Distributor Airport Motorway will Present.

- Our properties will suffer a valuation decrease because of a motorway at our doorstep.
- Taking away our serene view overlooking Moore Park and replacing it with a view of a 10 lanes motorway which will be right outside our front door.
- The close proximity of the route to a conservation and heritage area should not be allow.
- The lack of provision for parking in the area. If the motorway goes ahead we will no longer be able to park outside the front of our property.

692. DIMENT Philip

- The east / west links. It is absurd that traffic can get from the Eastern Distributor to the Western Distributor by doing a U-turn at the North Sydney. Does the RTA believe that traffic from the South and East cannot cross the West? At this stage there would appear to be no information on what happens to East / West traffic at the Waterloo/Newtown links, at the Cleveland street link, the Foveaux/ Albion link, at the Goulburn street link and at the William street link. Furthermore , there appears to be no consideration on the nature of access to this busy North/South stream for the local traffic. Does this mean even greater choking of East / West street while we wait for traffic light?
- The local area traffic plan. At this stage there would appear to be no information on control of toll avoiding traffic and how residents undertake local area trips around the distributor.
- It is necessity to join the Distributor with underground parking at Moore Park for the Showground / Fox and Stadium visitors.
- It appears so obvious to me as I stand at Taylor Square in peak hour that the proposal will be very much at maximum capacity when it opens if I look at the four full lanes of traffic and add in the expect growth to 2000, the increase from the Showground / Fox and the increase when the Distributor is linked with M5. It appears so obvious that more roads only increase the traffic problems and are too short-sighted to be significant achievement of an enlightened government
- The transformation of South Dowling Street into a motorway and the North / South division between residents and park. It would be preferable to lower more of the road and provide landscaped links across from Moore Park to the buildings on the Western side.
- It will be necessary to resolve the ugliness of the proposed Domain roadworks. This is most simply achieved by putting the road underground here.

- I would like to believe that the amenity of the residents of Woolloomooloo, Darlinghurst, Surry Hills and Moore Park will be equally met by the traffic improvement required. However, it appears that this civil engineering atrocity is about to happen, proudly bestowed on the city by narrow thinking bureaucrats and the vehicle users will be left to sort out the whole mess later.
- It will be necessary to resolve the linking of the Harbour with the Distributor toll.

693. MERLO Kathleen and Mario

- We as residents of Doncaster Ave. are extremely concerned about the current level of traffic on our street, as it is currently a short cut between Southern Cross Drive and Alison Rd. I have personally seen traffic bumper to bumper which is not acceptable for two lanes, supposedly local traffic street.
- Doncaster Ave. is unsuitable for heavy traffic because: it has a large primary school which means that children are subjected to large amount of pollution and parking difficulties add to the traffic hazard; Randwick Racecourse contributes greatly to the already overhigh traffic density; the street is primarily residential and it only has two lanes, one each way!

694. TURNER Richard

- One of the proposed toll plazas will be within approximately 30m of our building and the acceleration and deceleration and queuing associated with the toll will greatly increase noise and air pollution.
- The increased traffic will pass very close to the north-eastern corner of the building and there is much change to the local street system with a large number of closures.
- Our interest in the proposal is the likely affect the proposed freeway will have on the amenity of this building and the surrounding residentially zoned precinct.
- The freeway must be build underground. This is a unique opportunity to avoid the repetition of the associated with the Cahill Expressway. The cost quoted by Sydney Council indicates only 5% increase to build this section of the freeway underground.

695. WATSON Glenn

- The pollution that will be generated in the 'Woolloomooloo basin'.
- I totally support the tunnelling of the Woolloomooloo section of the Eastern Distribution and have no problem with increased tolls for an extended period of time should that be necessary.
- Total dislocation of Woolloomooloo from the CBD.

- Government have the power and the responsibility to return the Parks to the people and to ensure that Woolloomooloo is not cut-off from Sydney City by some huge cement monstrosity.
- Concern about the building as a Administration and Control Building between Lincoln crescent & The Art Gallery.
- The visual impact that the motorway in it's current form will have . i.e. raised roads, concrete ramps and total lack of environmental barrier etc.

696. NEEDHAM Peter

- If this ill-conceived proposal must proceed, the distributor must be built underground, emerging by the SupaCentre in Southern Cross.
- Traffic avoiding the tollway will be diverted into the local streets where our children play.
- Increasing air pollution as attracting more cars to the city.
- The project will cut off residents of Surry Hills and Redfern from Moore Park. There is a lack of open space in the area where we live. Access to Moore Park and Centennial Park provides the only opportunity for many residents to enjoy recreation in a park.
- Already, crossing South Dowling Street through a seemingly endless stream of traffic is difficult and hazardous. Residents attempting it include mothers pushing strollers, family groups, elderly people and cyclists like myself. Converting South Dowling Street into an eight-lane freeway (10 lanes in some places) will make access to Moore Park virtually impossible for residents.

697. GIDLEY-KING Sonia

- Restricted street access for local residents and businesses - Cathedral St is near impossible now to access.
- Very inconvenient for pedestrian access to Domain and city shops and parks. Local areas will be cut off.
- Concerned about the increased traffic congestion which will be produced.
- Concerned about the increased air and noise pollution

698. LIMBURY Alan L. and Rosemary HOWELL

- Extending the tunnel North of Sir John Young Crescent would reduce the noise levels to below the TNL 55 level specified by the EPA. This in comparison with the predicted increase of 3 dBA above the levels which already exceed the EPA criteria.
- Eastern Distributor will hind rather than enhance pedestrian movements. Lack of pedestrian bridges are evident in most areas concerned.
- Noise barriers would be totally unacceptable from an aesthetics point of view. Noise barriers would be unnecessary if the Motorway were placed in tunnel. Eastern Distributor will have an adverse effect on the visual aspect of Woolloomooloo under the current proposal.
- The Eastern Distributor currently proposed will have a devastating effect on the residents of Woolloomooloo in terms of severance.
- The Eastern Distributor currently proposed is in total contrast to the recently developed "urban village" released by South Sydney Council, particularly in relation to pedestrian movements.
- The northern end of the Eastern Distributor should be extended at least to Sir John Young Crescent.

699. BARAGWANATH E. L.

- Traffic on local streets, specifically Moore Park Road, will be adversely affected by the inadequate one lane entry/exit from the Eastern Distributor. Believes an alternate model should have been implemented to predict traffic demand in this area.

700. CHAMBERLAIN J. Mark

- The visual intrusion caused by above-ground sections, associated ramps, and concrete walls will not be able to be rectified by any beautification project the Authority has in mind is a result of the Distributor.
- Desires the implementation of traffic calming measures for local roads adversely affected in the area.
- Seems adequate consideration has not yet been given to traffic and public transport in the local area. Minimal planning seems to have been endured in terms of the affect the Eastern Distributor and alike will have on local streets, in particular the Fox Studio development. The traffic generated by toll-avoiders also seems to have been omitted in the documentation.
- Believes that the Eastern Distributor should consist of extended tunnelling over the currently proposed project.

- Desires funding for and development of an effective LATM before the final decision is made for the Eastern Distributor project.
- A large number of residents will have their amenity adversely affected by the Eastern Distributor, including traffic-noise, air pollution, and danger to pedestrians by high speed traffic.
- Whilst contemplating the future of the Cahill Expressway, the Eastern Distributor too will sever the ties between such suburbs as Woolloomooloo and Surry Hills from parkland and the Harbour by concrete and asphaltic barriers.

701. GRIFFIN James Peter

- Concerned about the impact the proposal will have on egress and ingress of vehicles to Surry Hills. Bourke Street must not be closed at the north of Talyor Square and Crown Street should not be restricted to one lane each way.
- Concerned about the Airport Motorways Local Area Traffic Management Scheme shown in Appendix G of the EIS. It would restrict journeys originating to the north and in the Eastern Suburbs to a right-hand turn from Flinders street into Short Street. If the only entry into Surry Hills is from Flinders Street, then the closure of Bourke Street is a device for making Crown Street north of Oxford Street two way and constricting the north bound carriageway to one lane. Considers Airport Motorways wants to retain the construction of the north bound carriageway of Crown Street for it commercial interests. The constriction of this road will induce motorist to pay a toll. However there is an alternate route from Crown Street to the Cahill Expressway where motorists can turn right into Oxford Street, left into Palmer Street and then make their way across to Bourke Street at Liverpool or Stanley Street. The proposal is meant to remove through traffic from local street. The proposal will actually spread north bound traffic now confined to Crown Street over Crown, Palmer and Bourke Streets and Riley Streets in Darlinghurst, Woolloomooloo and Surry Hills.
- If it is possible to restrict the north-bound traffic in Crown Street to two lanes then it would be possible to design workable traffic management scheme by:
 1. right hand turns from Flinders Street to Short Street remain proscribed. (The turn can be only be reached from the east bound or west bound carriageways of Oxford Street) Turning left into Flinders Street is difficult because of the density of pedestrian movements through Talyor Square. Turning into Short Street, traffic must travel down Bourke Street to Foveaux Street to reach destinations in Surry Hills or Redfern. One can reach this destination by travelling down South Dowling Street or along Moore Park Road. Traffic that reaches this point from South Dowling Street of Moore Park Road does not endanger pedestrians at Talyor Square. The turn from Flinders Street is unnecessary. Traffic that took the route from Bathurst Street/Elizabeth Street/Oxford Street would degrade bus services in Elizabeth, Oxford and Flinders Street;
 2. The east-bound lanes of Campbell Street must extend to Bourke street and the south bound carriageway of Flinders Street. Journeys originating in the CBD south of Bathurst Street and in Darling Harbour, Ultimo, Pyrmont and parts of Glebe use Goulburn Street to

reach destinations along Anzac Parade and Bourke Street. At present this traffic passes through Surry hills via Elizabeth Street, Commonwealth Street or Riley Street. This is inappropriate. the concept of diverting traffic flows from inappropriate streets by opening a road link works. The EIS proposal would make the traffic worse as it would cut off alternate routes to Bourke Street along Stanley Street and Liverpool Street. The flow of traffic from Campbell Street to the south-bound carriageway of Flinders Street is a free movement. Campbell Street would be connected to Bourke Street apart from a pedestrian crossing on the southern side of Campbell Street;

3. Right-hand turns from the west-bound carriageway of Campbell Street must not be allowed so that through traffic moves across to Crown street further south. The EIS proposal would disperse the traffic over single lanes in Bourke, Crown and Riley Street with Campbell used to gather traffic. Bourke street would be the preferred route for people trying to avoid paying the toll for northbound motorists and will become congested;
 4. it must remain possible to turn right from Riley Street to the east-bound carriageway of Oxford Street. In the EIS proposal, local traffic from Bourke Street north of Cleveland Street does not have the choice of using the tunnel and must have access to Crown Street, Darlinghurst and Darlinghurst Road. Lights at Riley Street should be coordinated with the lights of Crown Street;
 5. If Crown Street is made two-way north of Oxford Street it must be two-way north of Campbell Street. If necessary land from Sydney Water could be acquired to provide an extra left-turn into Riley Street;
 6. There is no need to provide right-hand turns from Crown Street into Oxford Street. This reduces the time traffic flow into Oxford Street is obstructed and it discourages through traffic from doglegging to Palmer Street/Bourke Street; there should be a wide pedestrian crossing from Gilligan's (former) Island to the eastern side of Flinders Street. Other crossings to be coordinated with traffic movements would be Bourke Street south of Campbell, across the extension of Campbell and across Oxford Street, north of Flinders. This would increase pedestrian safety; Crown Street should remain one-way from Foveaux Street to Campbell Street for the present until traffic monitoring is undertaken. (Traffic volumes are not available in Bourke Street after the Harbour Tunnels was built table 4.1). The toll free south-bound tunnel and underpass under Cleveland Street will drive traffic with destinations south of Lachlan Street around Surry Hills. There is an inappropriate use of Bourke Street and Foveaux Street to reach Elizabeth Street and Eddy Avenue. With traffic entering the Surry Hills grid at Crown Street the inappropriate use of Crown Street is unlikely. South bound carriageways in Bourke Street and Riley Street should be able to handle south-bound flows on their own. There is no need to make Crown Street two way between Foveaux and Campbell Street. Very few residents would benefit from this section being two way. The closure of Victoria Street forces motorist to use Bourke Street;
- It should remain possible to turn left from Flinders Street into South Dowling Street. Figure 7.2b makes the elimination of this left turn part of the proposal. This turn gives direct access to Boundary Street fro South Dowling Street;
 - Victoria Street must not be closed at Oxford Street. Roads should not be closed to force motorists to use a toll free tunnel.

- Oxford Street should be left alone with no bus priority lanes or cyclists lanes. In Appendix G no motorists will drive to Short Street when they can turn right from Palmer into Oxford Street then left into Riley Street. Under the proposal Oxford Street would be laced by through doglegging from Crown to Palmer Street and from Palmer Street to Riley Street. To reach the Waratah Apartments in Goulburn Street from the harbour crossings motorists would have to drive up Crown Street, make their way to Short Street, turn right into Bourke Street, left into Campbell, right into Riley then right into Goulburn Street. The path to the Koala Motor Inn and Police Headquarters would even be more congested. The existing bus stops would not be operable. This would not affect bus services that do not deign to stop on Oxford Street or Flinders Street. These services would have dedicated lanes in Oxford Street and Flinders Street. This would make matters worse for services that do stop, leading to reduced services in Talyor Square. Areas along Oxford Street depend on ready bus services. the proposal would make congestion in Liverpool Street/Elizabeth Street west. Section AA in Figure 7.3c shows buses trapped in the centre lane at the bus stop and buses due to the proposal will remain trapped in the far right lane all the way to Liverpool Street. The pedestrian crossing in Flinders Street to Drivers Triangle remains the same but when travellers reach Drivers Triangle they will have no where to go.
- Bus lanes and cycle lanes in Oxford Street and Flinders Street should not be included in the design. The state government should not approve the proposal until all reference to this has been deleted.
- The plan for the 1985 proposed Distributor proposed that Bourke street be "localised". The Airport Motorway proposal would make Bourke Street the preferred route for northbound through traffic..
- Figure 5.5a shows a proposed bike route along Oxford Street, west of Bourke Street and College Street. Yet there is no destination for bicyclist along this route that can not be reached using the supposedly exiting bike route along Riley, Yurong and Boomerang Street. Hyde Park was not designed for bikes
- The paragraph at the end of section 7.1.3 refers to providing peak hour exclusive bus lanes and wider kerbside lanes for cyclists in Oxford Street. What does this mean? Clearly cyclists will run into the backs of buses at bus stops. (Submission No. 701)

702. SNOW H and Y

- Eastern Distributor will attract patronage away from public transport, particularly the New Southern Railway. Believe public and private funds should be spent on initiatives like the New Southern Railway and Sydney Light Rail and not more Motorways.
- Eastern Distributor will create considerably higher volumes of road traffic, both on regional and local roads.
- Eastern Distributor will subject thousands more homes to increased levels of health-damaging traffic noise pollution.

- Eastern Distributor will spoil the amenity of parks and recreational facilities in the area.

703. STEVENSON Gordon

- The visual impact on the area, viewed from either the Domain or Woolloomooloo, would be a disaster with the degree of physical separation of the two areas, immense.
- Elevated roadway near Woolloomooloo would seriously compromise the visual amenity of this area.
- Disapproves of the South Dowling Street proposal. Option will result in loss of Moore Park, and will be physically and visually intrusive.
- Eastern Distributor will result in loss of amenity in both the Moore Park and Domain areas. Both places are a popular recreation area. Hopefully these concerns will exceed any cost implications.
- Would prefer to see option W4 constructed. Toll plazas should be moved to the cutting between the Art Gallery and the Botanic Gardens and the main tunnel entrance commenced near or before Art Gallery Road.
- In option W3, the widening of the Cahill Expressway and the destruction of Palmer Street is, I feel, and appalling and unprofessional solution in 1996.
- An elevated roadway will isolate Woolloomooloo and the city.
- A heritage area like Surry Hills will suffer from an above-ground Motorway.

704. SPENCER Jan

- For the sake of national public embarrassment and awe the Eastern Distributor should be placed in tunnel.
- The planners of this Motorway should think about the future needs of the area and the perception it will have on visitors, when finalising a design for this project.
- Agrees the Motorway should be a tollway, this alone should be justification enough to allow for more lateral thinking in regards to design of the Motorway.

705. EADIE Kevin

- After the opening of the Harbour Tunnel, critics of the Harbour Tunnel claimed traffic congestion would simply be moved to a different location, namely the south side. It seems this is what has happened. The Eastern Distributor does not acknowledge this phenomena.

-The EIS claims of 11 million litres/annum by the year 2011 unrealistic. These expectations are inconsistent with the predictions that volume of traffic will increase due to the Motorway. -The EIS also claims that the M5 East Motorway will have little effect on the Eastern Distributor. This claim is insufficiently substantiated.

- The EIS predicts that the Eastern Distributor will be close to capacity by the year 2011, yet no alternative is offered.
- No reference was made in the EIS for additional parking deeds or accommodated for due to increased vehicular movements.
- No analysis was detailed in the EIS as to why north/south movements could not be diverted to the New Southern Railway. This would then be used as a means to reduce traffic congestion and air pollution. -The economic justification of the Eastern Distributor project was grossly unpriced as motoring in Sydney today is very much under-estimated.
- The EIS does not acknowledge that many people will change their mode of travel from rail to road, since the New Southern Railway will increase journey times. Quotes an external source in that the RTA should be spending this money on upgrading roads which already at or near capacity. Instead the community will be suffering with a new road which will not cope with the amount of traffic with which it will need to. Believes the RTA will be carrying out all the surrounding roadworks in conjunction with the Motorway and therefore have a vested interest in the proposal. -Air quality improvements claimed in the EIS see to be inconsistent with the proposed traffic increases which are also noted in the EIS.
- Government policies require that travel alternatives to the motor vehicle be encouraged. Under the current proposal for the Eastern Distributor project, cycling and walking will become very difficult. -The project claims to improve public transport yet fails to identify exactly what is being improved.

706. LAM Nikolas

- The Distributor will increase the level of vehicle emissions, further degrading the health of local residents and those in the western suburbs of Sydney. Carcinogens such as some VOCs and PM10s will make cycling and other exercise hazardous. The increased carbon dioxide emitted will add to Australia's failure to comply with its agreement to reduce greenhouse gases.
- The proposal will prevent bicycle riding largely by the level of traffic which would see any potential cyclists turned toward less Environmentally benign modes of transport.
- The Distributor will increase their rate of fossil fuel consumption. The induced traffic phenomenon will see that there are more vehicle kilometres. Fuel savings per vehicle are contentious since the average speed of traffic will increase by less than 2km/h. With an impending decline in oil production it is foolish to cause faster depletion.

- The Distributor will create a further hindrance to recreational facilities such as Moore Park and Centennial Parks, especially to children, the elderly and the disabled.
- The Distributor will subject many more residents to the RTA's 24 hour average noise goal, which is unacceptable and misleading in that peaks of noise are not sufficiently taken into account. The effect on communities in terms of inducing stress have not been suitably investigated.
- The Distributor will increase the level of the traffic through the neighbouring suburbs of the Eastern Distributor, causing chronic congestion in residential areas, due to toll avoidance and/or induced traffic effect. There will be no improvement made for the level of traffic through these areas.
- The proposal will decrease travel times by an insignificant amount in the short term and in the long term will increase travel times by making people car dependent.
- The proposal will suppress sustainable alternatives. In line with ESD goals it must be recognised that the lives of those who will have to contend with soaring fuel costs and fewer resources to distribute among a greater population. We can not afford to be encouraging the extravagant use of private motor vehicles.
- The proposal will suppress sustainable alternatives of public transport and bicycles. Gridlock conditions will occur, making buses no more efficient. Funds and resources will be made unavailable for projects such as comprehensive light rail and conventional rail links.
- The proposed Distributor is a short term solution at great economic expense. There is no advantage in developing the Eastern Distributor for any party except for the car industries. The one off creation of jobs in building such a facility can in no way compare to the sustained level of employment which the public transport system could provide.
- When it is clear that we should not deepen our level of car dependence it is essential that alternatives to outdated stop gap measures are seriously promoted and fostered by the RTA such as cycling and public transport.
- The proposal will decrease travel times by an insignificant amount in the short term and in the long term (without the implementation of decent public transport or bicycle facilities) will increase travel times through making more people car-dependent.
- The proposal will cause bigger problems at the route feeding or channelling from these freeway networks. It is not possible to augment many of these roads, such as Military Road, making large projects such as the Eastern Distributor a waste of limited resources.
- Does not believe that positive effects will occur for commuters, residents of nearby areas or future generations. If the project proceeds we will be depriving ourselves of options to deal with serious problems of mobility which are already surfacing in Sydney as a direct result of private motor vehicles being the only option for many of the population. Instead of reducing car dependency, the project will increase it.

- The Distributor will subject Sydney Harbour, Botany Bay and other waterways to more pollution from untreated stormwater runoff. The high levels of heavy metals and abrasives from vehicles in effluent from roads makes this pollution toxic.

707. WOOD William

- Believes Eastern Distributor as currently proposed will negatively impact amenity and quality of life.
- Believes the community has not and should be, fully consulted about the sighting of the ventilation shafts.
- Believes traffic levels will be adversely effected by increased traffic volumes.
- Believes the LATM scheme be funded and developed to stop through traffic and toll avoiders.
- Believes increased traffic volumes will have adverse effects on air quality in the area.
- Strongly opposed against raised Motorway and respective on/off ramps. Also concerned about the visual separation of Woolloomooloo from the Domain by the Eastern Distributor.
- Requests that the Eastern Distributor Tunnel be extended from William Street to the Domain.

708. KINGSTON Beverley

- Palm trees are a developers cop-out, trees which promote bird life are essential to this area.
- Recent times have shown parts of Moore Park to be planned as corridor for animals and birds. During the past 26 years, tree planting has been very effective resulting in an abundance of bird life.
- Planning documents seem to be vague and lacking in awareness about particular problems in the area.
- Believes Paddington will bear the brunt of the traffic noise coming from Driver's Triangle, Moore Park Road and Anzac Parade. Already suffering the noise from Oxford Street, no doubt South Dowling Street will also have an adverse effect to the traffic noise levels.
- Regard the shops and other resources of Cleveland and Crown Streets as essential.

- Believes that area has good public transport and facilitates pedestrian movements very well. Everyday activities will become impossible due to volumes of traffic using Motorway.
- Believes that residents will be cut off from parklands by tunnels on Moore Park Road and Anzac Parade.
- Would like to see an additional Airport located to the North with more emphasis put on upgrading public transport to Kingsford Smith Airport.
- Believes Motorway will be physically and visually displeasing.
- How will bus stops/routes adjacent to Driver's Triangle be effected.
- Frequently uses the bicycle path adjacent to Moore Park, it appears bicycle path will disappear during construction and will not be reinstated.

709. KAY Roger

- The tunnel should be extended under Moore Park Road as far as Link Road. This would reduce traffic levels on South Dowling Street and allow for this historic part of the city to be upgraded and beautified. To continue the tunnel just South of Cleveland Street would be a great improvement on the present design. This would create greater access for pedestrians to Moore Park.
- Concerned that the proposal at South Dowling Street will impede Surry Hills residents access to Moore Park due to the widening of the road and multi level design. Therefore the road should be tunnelled.

710. MCLEAN Tanya and Judy

- With funded above ground exit and egress ramps in the area of Woolloomooloo and Redfern, the increase in traffic caused by drivers trying to avoid toll payment will adversely affect the narrow streets of these areas.
- Unless ways are found to channel vehicles and pedestrian traffic for Moore Park facilities around or under surrounding suburban facilities, the situation of traffic/pedestrian will worsen because of the Fox Studio.
- As much of the Distributor as possible should be placed underground in order to prevent separation of suburbs already split by Cleveland Street, South Dowling Street and Anzac Parade.
- East west traffic is a problem along Cleveland Street. Unless tunnelling occurs to deal with cross city traffic eg as far south as McEvoy street, the traffic will worsen.

- Fine examples of early architecture in Woolloomooloo will take place and be replaced with visually ugly above ground ramps and roadways.
- Cleveland Street separates Surry Hills from Redfern and South Dowling Street separates Redfern and Surry Hills from Moore Park. The Distributor will further alienate these suburbs from Moore Park unless it is underground.

711. FITZPATRICK Kieren

- The option of an overhead road at the Domain will restrict access of Woolloomooloo residents to the City.
- The option of an overhead road at the Domain is visually appalling.
- Supports proposals to tunnel the Distributor to William Street. Support the extension of the tunnel to the Domain to allow the Domain to be linked to the northern parkland extending to Lady Macquarie's Chair.
- The tunnel design should take account of the proposed East-West cross tunnel under William Street to enable William Street to be developed into a major Boulevard.
- Proposed LATM should be developed in consultation with the community to ensure that through traffic and toll avoiders do not use the local streets. Any traffic management plans and local road calming measures have sufficient funding committed to their implementation as part of the ED approval process.
- The proposal will have negative impacts on the Woolloomooloo community.

712. MACDONALD Andrew

- Local feeder roads will be subject to drivers speeding up, as has been experienced in similar areas.
- EIS's in general never seem to correctly evaluate traffic growth. Flowery language used in the EIS is never concerned with what will happen twenty years down the track.
- Eastern Distributor will spoil the amenity of parks and recreational facilities.
- Eastern Distributor will result in thousands of houses being subject to health damaging traffic noise, air pollution and greenhouse gases.
- Eastern Distributor will attract patronage away from Public Transport. Public and private funds would be better spent advancing Public Transport.
- Eastern Distributor will increase traffic levels on and around local area.

713. MALKI J. Albert

- Abolish the right turn access from the Distributor onto Link Road and the right turn access from Link Road onto the Distributor. This will make access to our property , which is situated in Roseberry Street extremely difficult.

714. SACKS Shelley

- Concerned about access to their property if the right turn access from the Distributor onto Link Road and the right turn access from Link Road onto the Distributor is abolished. It will have a detrimental effect on income flow and the value of their investment.

715. HAYES Thelma

- I must express my absolute dismay at your plan to put this huge highway at my front door, it fills me with horror to imagine the noise and pollution it will create.
- The only sane and acceptable solution would be to tunnel all the way.
- To remove the lovely big trees from the edge of the park, hundreds of years old, would be a crime.
- Make an improvement on the public transport so not everybody would be so dependent on cars.

716. CHURCHILL D.J. (AGL Gas Companies)

- Outlines the requirements of the contractor to consider Gas Company plant.

717. PETRO Violette

Form Type E

718. BAILEY Mark

Form Type E

719. LANDRETH Susan

Form Type E

720. RONAN J R

Form Type E

721. STEVENS Robert

- Believes the RTA has a responsibility to ensure a quality of life for the future.

722. GRAY Sally

Form Type E

723. STONE D M

Form Type E

724. BIGNUCOLO John

- The ED will degrade road conditions for cyclists by inducing more traffic. The EIS states that "conditions will improve for cyclists". These few words represent the extent of analysis of the ED's effects for cyclists.

725. WEBB Marianne

Form Type E

726. MACKELLAR I

Form Type E

727. ROBINSON H J

Form Type E

728. CARNEY Nick

Form Type E

729. O'BRIEN Marcelle

Form Type E1

730. TAYLOR Rachael

Form Type E1

731. ALPERS Deryn

Form Type E1

732. CRAYN Darren

Form Type E1

733. NARDI De Jan

- Concerned that the proposal will attract patronage away from public transport, particularly the New Southern Railway.
- Concerned that the proposal will spoil the amenity of parks and recreational facilities.
- Concerned that the proposal will increase air pollution and the emission of greenhouse gases.
- Concerned that the proposal will subject thousands more homes to increased levels of traffic noise which will damage health.
- 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 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.
- Concerned that the proposal will cause severe problems for residents near to the University of New South Wales and for those commuting to the campus due to increased numbers of people driving private vehicles in the absence of an efficient public transport service.
- Concerned that the proposal will deter potential cycle commuters due to the increased motorised traffic and air pollution.

734. JELINEK S

Form Type L

735. ATKIN Elsa (National Trust of NSW)

- The proposed elevated expressway, the complex of entry and exit works, the widening of the road, the toll stations, the increased traffic noise and pollution, and the necessity to provide access by overbridges, will all unite to severely damage the historic connection with Woolloomooloo with the Domain, the Art Gallery, the Botanic Gardens and the eastern edge of the CBD, in particular, Parliament House, the State Library and St Mary's Cathedral.
- Concerned about the severance of the suburb of Woolloomooloo. The consideration of severance of precincts is one of the key issues outlined in the letter to the Chief Executive Officer of the Roads and Traffic Authority from the Director General of the Department of Urban Affairs and Planning dated 10 September 1996. This severance will impact on pedestrian access and on the nature of this historic precinct. The elevated pedestrian bridge does not compensate for the loss of access.
- It would of been much more useful if the design options in Chapter 6 had been explained in diagrams.
- The Trust is opposed to the acquisition of land in Moore Park, notwithstanding the agreement reached with Centennial Park and Moore Park Trust.
- The National Trust is opposed to the alienation of the Park, especially where the Park is classified by the Trust. The Park formed part of the Sydney Common which was reserved in 1981.
- The proposal will impact significantly on significant plantings and perimeter fencing.
- The Trust is opposed to the building of a temporary road through Moore Park during the construction period.
- Concerned about the impact of the proposal on Driver's Triangle. The Working Paper No. 6 Heritage (Page 7-14) states that this area was set aside by Macquarie in 1811 as the Sydney Common. The heritage significance of this Park, including items within it will be destroyed.
- The proposal does nothing to alleviate noise impact on the terrace houses along South Dowling Street, which are included in the Surry Hills Urban Conservation Area and the Paddington Urban Conservation Area. The proposed Eastern Distributor along it length passes through a number of conservation areas. The effect on the heritage significance and

the nature of these areas of traffic being driven into those conservation areas has not been adequately assessed.

- The Trust does not believe the pedestrian bridges in the Cahill Expressway to William Street precinct are a suitable solution to the lack of pedestrian access under the proposal. They do not compensate for ground level access and can be unsafe for pedestrians at night. As Figure 7.1d illustrates, the proposed pedestrian overbridge contributes to a series of overbridges in the area and provides a most unwelcoming environment. The Trust is opposed to this section of the Distributor and believes that a tunnel is the best option.
- An elevated expressway would impact upon the access to and from the Art Gallery, the Botanic Gardens and the conservation area of Woolloomooloo.
- The Eastern Distributor should not discourage cycle routes.
- The Trust objects to the preferred proposal in the EIS. Preferred options should be reconsidered.
- The Trust supports the Lord Mayor of Sydney, The Art Gallery of NSW, Royal Botanic Gardens and residents groups (eg Eastern Distributor Taskforce) in urging the RTA to reconsider the elevated expressway which is proposed for the northern section of the route from William Street. Supports a tunnel to be extended for the northern section of the route to the Domain. The preferred option in the EIS perpetuates the damage caused by the Cahill Expressway which is renowned as an inappropriate solution.
- The additional cost of the tunnel option would be justified by avoiding irrevocable damage to the integrity and beauty of an historic part of the centre of the city. The Trust supports the Lord Mayor's comment that "I believe the social amenity the city would receive by having Woolloomooloo connected to it and the economic benefit of that would be easily worth the additional \$20M".
- From Flinders Street to Cleveland Street the Distributor should be within a tunnel. The traffic along this section is so great and the impact on the surrounds is so high that the additional cost of placing this section in a tunnel is warranted. This option precludes acquisition of land along Moore Park and would limit the visual impact on terraces on the western side of South Dowling Street. It would also avoid the severance of Surry Hills from Moore Park.
- The costs of the Distributor in social terms must be included in the cost analysis.
- The proposed Distributor shows a lack of consideration of modern solutions to traffic congestion.
- The proposed Distributor is aesthetically unpleasing.
- An elevated expressway would impact upon views to and from the Art Gallery, the Botanic Gardens and the conservation area of Woolloomooloo. The impact of toll booths and the administration centre along this section of the expressway will have an adverse

impact on the area. The working paper no. 6 Heritage acknowledges the visual impact of these works on views in the area (page 7-2).

- The Trust believes that funding should be spent on improving public transport, from an environmental perspective, rather than building new roads. Commentators from Europe have expressed alarm that Sydney's transport managers are still considering erecting more roads rather than improving public transport.
- The Eastern Distributor should be linked with public transport routes, does not discourage pedestrian and cycle routes and does not have an adverse impact on the environment at the expense of more Environmentally friendly users.
- The ventilation tower proposed between Palmer Street and Bourke Street is shown in an unconstricted building. The height of the proposed tower is inappropriate and misleading in the way it is illustrated, although the reasons for this height are understood.
- The ventilation tower shown on the corner of Flinders Street is shown in an unconstricted building. The height of this tower is also inappropriate for this precinct which is a conservation area.
- The Trust is concerned about the impact on heritage items, including buildings, parks and conservation areas along the proposed route.
- The Trust is opposed to the proposed demolition of all heritage items but notes that these items have not been clearly identified in the reports.
- The National Trust is concerned about the impact on Busby's Bore of the tunnel in the section from William Street to South Dowling Street. This section of the proposal is underground tunnel and it is stated at page 7-13 of the Working Paper No. 6 Heritage that : "the main tunnel has been specifically designed to pass between Busby's Bore and the nearby Bondi sewer. The tunnel passes over the Bondi Sewer and below Busby's Bore, passing close to both." The Trust notes that the precise location of the Bore is not known and therefore it may be difficult to ensure that the proposal does not impact upon this item of very high significance.
- The Working Paper No. 6 Heritage (page 7-9) lists a number of heritage items which may be affected by the proposal in this precinct (Cahill Expressway to William Street). At page 7-11 it is stated that "The construction of the proposal would potentially have a dramatic impact upon the heritage values of this entire project". The Trust is concerned about this impact and queries how heritage issues have been taken into account when considering route options for the Distributor.
- Figure 7.1i (Working Paper 6) shows the isolation of many of the small terraces of this area which are of heritage significance. Their isolation and the noise impact will affect their heritage significance by allowing them to deteriorate and destroying their setting.

- The exit ramps in the Flinders to Cleveland Street are of concern, being the exit ramp behind Victoria Barracks on Moore Park Road because of the impact on the Barracks and on the terraces nearby, and Paddington Conservation Area in general.
- The exit ramp in Anzac Parade is also of concern because of the impact on the Moore Park Conservation Area.
- Some heritage properties in Woolloomooloo, such as Kidman's Terrace will be affected by traffic noise and vibration. The Working Paper No. 6 Heritage acknowledges this impact (page 7-3). The proposal does nothing to alleviate noise impact for properties along Bourke Street and Palmer Street.

736. PINDAR Graham (Department of Defence)

- The Department of Defence site at Zetland is soon to be redeveloped. Preliminary indications are that access to the site is quite good pending completion of the Eastern Distributor. It is recommended that provision be made for a left-in/left-out entry/exit point fronting South Dowling Street. This would in effect enhance the potential to redevelop the site. Similarly direct access to Link Road is desirable immediately west of South Dowling Street. It is believed that an acceptable compromise may be resolved to these issues.
- The proximity of the Zetland Defence site to significant regional rail and bus services are acknowledged. In this regard, the opportunity will be taken to provide local interconnecting feeder services which are fully integrated with the development within the site.
- It is recommended that further regional modelling be given to the particular issue of storage requirement of the right turn from South Dowling Street into O'Dea Avenue, and consequently the queuing effects within O'Dea Avenue on the approach to South Dowling Street.
- It is understood that Transport models use land use data as input to the generation process. It is yet to be affirmed whether South Sydney Council and/or the Department of Urban Affairs and Planning considered the final land use scenarios for modelling purposes.
- Lacking in the content, the EIS does not detail the construction stages of the project. Concern has been expressed about the volumes of traffic which will be redirected into O'Dea and Burke Street's. It is understood this arrangement would be in place for approximately 18-24 months. It is recommended that the local community be given the opportunity to participate in the planning of such programs and/or routes to elaborate on local knowledge.
- It seems the traffic modelling stage of this project has omitted the opportunity to include alternative transport modes as part of the analysis. This would have a devastating effect on the outcome of the report. It is believed that there has been insufficient information

provided in Working Paper No. 3 (Traffic and Transport) to effectively access whether sufficient information has been entered into the traffic model.

- It should be noted that concern is expressed over the limited funds which have been made available for the development for a LATM plan for the corridor. It has been outlined in the EIS document that 1 million dollars has been provided for works to be undertaken on Crown, Burke, Oxford, and Flinders Streets. These works are predominantly aimed at streetscaping improvements in the area. It is recommended that an equal amount of money be spent on the southern section of the corridor with attention given to the areas which are adversely affected by increased traffic volumes.
- Pedestrian and bicycle links will be provided within the Zetland Defence site. These linkages will need to be integrated with proposals embodied in the EIS.

737. PARBURY Anabel

- Believes the Distributor is another road which has been rushed through to meet the Olympic Games Deadline without proper consideration of its impact on the local area.
- Believes that the impact of traffic trying to avoid the toll on the local areas through which the Eastern Distributor passes has not been properly assessed.
- Concerned that pollution in the area will be greatly increased.
- A model should be built to ascertain the source and destination of traffic travelling through the adjoining neighbourhoods to the Distributor so that the road can be designed according to demand.
- Believes that the current design will alienate Woolloomooloo from the major recreational areas in the Domain, Art Gallery, the Botanical Gardens.
- Believes the Distributor will be a blight on the landscape and on the Woolloomooloo residential area.
- Parkland should be retained as a recreational area for community use. The ED's current design will require the appropriation of parklands which are already in limited supply.
- The design of the ED will alienate Woolloomooloo from the major recreational areas in the Domain, the Art Gallery and the Botanical Gardens. Residents in Woolloomooloo will be alienated from each other by the ED being constructed above ground.
- The design of the ED will cause residents in Surry Hills, Redfern and Kensington to be alienated from Moore Park.
- Traffic calming measures for roads adversely affected by the Distributor should be developed and implemented as part of the proposal.

- Has requested that a Local Area Traffic Management system be undertaken on the adjoining neighbourhood to the Distributor.
- Believes the Distributor should be a tunnel from Art Gallery Road through to and underneath South Dowling Street.

738. DEMIRGELIS Maria

Form Type E

739. RANDALL Beryl

- Doesn't want the location of toll booths to be in the vicinity of the Art Gallery-Domain area as this will detract from the aesthetics of this area.
- Wants the section of the distributor around the Domain and Art Gallery to be tunnelled as she believes the current proposal will be unsightly and will effect access to these areas.
- Is concerned that the building of the proposed project will spoil the current view from the Art Gallery.

740. MADDOCK Greg (Sydney City Council)

- The severing effect of the motorway through Woolloomooloo will add to the distances which pedestrians and cyclists will need to travel between Woolloomooloo and the City. A surface motorway will significantly reduce the amenity of both pedestrians and cyclists passing through the area.
- No objective standards are provided to judge the current pedestrian experience or the effect of the Airport Motorway proposal.
- The impacts of the proposal on pedestrian safety and the likelihood of the entire environs of the roadway becoming unsafe due to lack of surveillance and street life is not discussed.
- The proposed pedestrian bridges and road closures and resulting detours would create serious pedestrian inconvenience.
- Views and the enjoyment of open space relating to the Harbour, the Botanic Gardens, the Domain, Woolloomooloo Bay and the Art Gallery of NSW would be significantly degraded.
- The depth of analysis of issues and impacts documented in the EIS is inadequate. For example the severance of the urban fabric in the Woolloomooloo area has relatively little discussion.

- Bias is apparent in addressing the balance of effects of the proposal on its urban environment as very little documentation of the negative impacts of the proposal has been included when compared with its benefits.
- The upgrading of nearby areas is not part of the Airport Motorway scheme and will require additional public funding to proceed.
- No objective standards are given by which the impacts can be measured.
- In Chapters 10 and 11 it is noted that the road will affect important views and alter the urban form of the area but in the summary table in Ch 6 it states that the road will have a neutral effect on the visual amenity.
- The assessment of effects on Civic and Public Spaces is understated and limited.
- The EIS does not discuss how the proposal severely degrades the urban fabric of Woolloomooloo and seriously affects urban renewal in the area and the contemporary planning objectives of urban consolidation and sustainable development.
- The degradation of environmental amenity for residents along the boundaries of the motorway in Woolloomooloo have not been discussed.
- In Woolloomooloo the proposal effectively severs the area from the city and increases travelling times for local traffic, pedestrians and cyclists.
- The issue of severance is belittled as an unimportant concern of a small number of residents in Woolloomooloo and long South Dowling Street. In reality the severance will affect the whole of Central Sydney.
- Local impacts are given little attention with the exception of reductions in traffic on some local streets.
- The disbenefits to local travel between Woolloomooloo and the city have not been discussed. The inconvenience and reduced amenity of local vehicle traffic, potential local public transport, pedestrian and cyclist movements have not been discussed by the EIS.
- No discussion has been included on the concept of induced traffic due to the increased road capacity associated with freeway construction.
- The EIS has no long term forecast about the duration that the motorway will accommodate projected traffic volumes and what measures can be taken in the likely event that the road will become full and the traffic will once again spread to local streets.
- No detail is provided on origins and destinations of trips from Port Botany and Kingsford Smith Airport and what proportion travel by road. The opportunity to divert these freight and passenger trips to other modes has not been analysed.

- The potential for rail to handle freight movements beyond the anticipated 35% quoted in the EIS should be analysed.
- The EIS does not mention the impact on Palmer Street.
- Palmer Street will be a heavily trafficked road particularly in the AM peak hour.
- The signalised intersection with Sir John Young Crescent would add to extensive queuing along Palmer Street. Introduction of traffic signal cycle time heavily favouring Palmer Street to clear these queues would restrict access from Sir John Young Crescent, as well as cross movements to Cowper Wharf Road.
- Nowhere is it clearly stated that Palmer Street (which is currently a local street) will be obliterated and become a motorway. The traffic will not be removed from these existing suburbs. It will be relocated to an adjacent street.
- The compressed planning and implementation programme imposes considerable constraint on the ability to respond to issues raised during the EIS and public consultation process.
- The use of Harris Street for additional heavy or dangerous goods vehicles would be incompatible with the objectives of the Strategy and is not supported by Council.
- More traffic will increase greenhouse gases.
- The intersections of William St/Palmer St and William St/Bourke St will be worse with an Eastern Distributor compared with the Distributor not being built.
- The design objectives for the roadway are not stated in the EIS.
- Potential to integrate the design with the road, with its context, and the potential for it to act as a catalyst to improve its immediate environs has not occurred.
- RTA noise standards would be exceeded at Palmer Street, Woolloomooloo.
- The effects of the proposal on the Woolloomooloo area are underestimated by being assessed or measured against the existing deteriorated situation.
- Without a construction schedule being included in the EIS, one cannot be confident that construction staging is a real alternative.
- The EIS did not consider providing bus priority routes at Drivers Triangle during construction to encourage a mode diversion to public transport.
- The impacts of specific Sydney Buses routes and the New Southern Railway to divert trips from the airport has not been discussed in detail. The potential for encouraging a diversion of these private vehicle trips to other modes such as buses or rail should have been considered by the EIS.

- The EIS discusses traffic diversions during construction, but there is no discussion on the traffic impacts on Woolloomooloo or central Sydney.
- Major traffic diversion in particular during the AM peak could be expected. The EIS does not provide details of how these diversions would be managed.
- There is no scope to handle a further increase in city traffic with vehicles diverted from eastern and southern Sydney into Central Sydney streets because of the construction activity of the Eastern Distributor.
- The EIS does not discuss electronic tolling detail and does not entertain its potential long term option.
- The intersection of Cleveland and South Dowling Street will suffer increased congestion as a result of the proposal and has the potential to divert traffic to other streets in the city.
- The capacity for the proposal to meet the aims of the planning concepts in the integration of land use and transportation strategies and compact cities is not addressed in the EIS.
- The intersection of Oxford and Wentworth Streets will suffer increased congestion as a result of the proposal and has the potential to divert traffic to other streets in the city.

741. BRIEGER

- Residents will be severed from access to the Showground and sports facilities.
- There is an oil crisis coming (SMH 19/12/96) and we won't be able to waste oil on personal transport.
- Building roads in Sydney does not solve traffic congestion and air pollution. Building roads attracts more road users.
- Unsure that it will improve east-west flow as is claimed.
- The proposal is competing with Airport Rail Link for airport commuters.
- Why would buses to the east use it? There are no stops in the tunnel.
- The proposal could cut off future potential public transport ventures to the east.
- The only public transport it would enhance is road based and therefore not assisting air pollution reduction targets.
- There must be provision for light rail to the Showground and the eastern peninsula.
- Concerned about the impacts on Surry Hills with Crown Street as a two-way road and people using it to avoid the toll.

- How will toll avoidance impact further west on alternative routes to the Bridge, such as Abercrombie and Harris Streets?
- Does not believe in private sector involvement in public infrastructure.
- Concerned about the conclusions drawn in the summary of the EIS, e.g. "assist economic growth", "provide opportunities to improve public transport".
- The problem of traffic congestion on Crown and Bourke Streets, north of Oxford Street would be solved by a simple underpass at Taylor Square.
- The design of the ED will alienate Woolloomooloo from the major recreational areas in the Domain, the Art Gallery and the Botanical Gardens. Residents in Woolloomooloo will be alienated from each other by the ED being constructed above ground.
- The design of the ED will cause residents in Surry Hills, Redfern and Kensington to be alienated from Moore Park.

742. KWOK Raymond

Form Type M1

743. BANFIELD Kendall

- Concerned about pedestrian and cyclist safety.
- The ED will increase Australia's dependence on oil when local and international supplies are diminishing and international demand for oil is increasing. This will exacerbate Australia's foreign deficit problem and reduce economic performance.
- Through traffic, major roads (e.g. ED) and car parks destroy the visual integrity of neighbourhoods and town centres.
- The ED cannot be justified on economic grounds and will end up costing the taxpayer (including non-car users) dearly. Such projects can only be made viable if they are bolstered by massive Federal and State tax subsidies, hidden grants and contracts that prevent competition from other transport modes.
- Each new road project further decreases accessibility to urban services, creating a more inequitable city, especially for those unable, unwilling, too young or too old to drive or own a car.
- The ED conflicts with the EPA's recommendation for reducing car dependency and use as means of reducing Sydney's air pollution problems. Ozone levels in large areas of Sydney

can exceed the NHRMC goals on up to 15 days per year, with western Sydney being the worst affected.

- Increased car dependency will increase Australia's already unacceptable greenhouse emissions levels (second highest per capita in the world).
- Roads and car parks increase the extent of paved areas. Road runoff, generally containing heavy metals and other toxins, is a significant polluter of waterways.
- Cars are major noise polluters (road traffic responsible for 75% of environmental noise). A 1988 study estimated that nearly half a million people in Sydney were exposed to noise levels considered unacceptable to OECD standards.
- By promoting car dependency and use, the ED will promote costly and destructive urban sprawl. This conflicts with the Government's long-standing policy of urban consolidation.
- Inducing greater car use contradicts the Government's own recommendations for reducing car dependency in Sydney. The RTA, EPA, dot, DUAP and NRMA recognise the problems arising from car dependency.
- Building roads in Sydney does not solve traffic congestion and air pollution. Building roads attracts more road users.
- Instead of building bigger roads like the ED, traffic engineers should be investigating traffic calming. Research in Australia and overseas shows that the benefits include: reduced noise and pollution; top speed of traffic down; less heavy traffic; facilitation of alternative transport modes (with same number of people moved); improved safety (for drivers, pedestrians, etc.); increased vitality of community and local business activity; etc.
- The most effective alternative to the ED is a new light rail system that would generally follow the old tram route from Central or the CBD through to Randwick and Maroubra. It could be extended to the airport and a branch line could allow connection into the New Southern railway.
- Light rail represents far better value for money than the ED proposal. A comprehensive system could be built for the same cost as the few kilometres of road and tunnel which comprises the ED.
- Redirecting funds toward traffic calming, light rail and cycleways will create a safer environment for cyclists that will attract more cyclists onto the streets. Traffic planners underestimate the latent demand for cycling. Small improvements bring many more cyclists onto the streets. (Submission No. 743)
- The RTA is out of touch with international trends, public opinion and other Government agencies, which all point in the direction of alternatives to car and road-based transport systems, i.e. public transport, traffic calming, cycling and walking.

- By inducing greater car use and attracting more traffic, the ED further destroys the liveability of Sydney. Funds should be redirected toward traffic calming, public transport, cycling and walking.

744. ZIHRUL Lynne

- Existing traffic will be seriously disrupted during construction of the ED. Industry, business and amenity will be impacted while traffic is diverted to alternative routes.
- Major roads (e.g. ED) destroy the visual integrity of neighbourhood, town centres and streetscapes.
- The diminishing of world oil supplies highlights the need for other methods of transportation.
- Increased car dependency will increase Australia's already unacceptable greenhouse emissions levels (second highest per capita in the world).
- Motorways are symptoms of poor or inadequate planning based on outmoded ideas. Traffic problems in Sydney will be exacerbated.
- Alternative methods of transport, e.g. public transport, bicycles have not been adequately addressed in the EIS.
- The issue of safe, reliable, efficient and integrated public transport has not been given adequate consideration by the RTA.
- Road building policies disadvantage the public transport system through lack of adequate funds, lack of patronage, and lack of government support.
- Motorways impact on the amenity of parks and recreational facilities, depriving future generations of such facilities.
- Motorway construction would destroy the heritage character of the inner-city streetscapes.
- The EIS contains no clear graphs and the models used are difficult to interpret.
- There are adverse health effects from noise pollution, including hearing loss and increased stress problems.
- Motorway construction noise will increase noise pollution and more residents will be exposed for longer periods of time.

745. BURLEY Neil (Sydney Antique Centre & the Design Establishment)

- First impressions that the community consultation period would be an advantage were soon shortlived, with lack of material made available at many public meetings.
- Would like some assurance that parking along South Dowling Street would remain unhindered during construction and whilst in operation.
- Would like some assurance that the construction phases will be made available sooner rather than later, yet thoroughly investigated in the EIS.

746. STOKES Brian

- Believes people are sceptical over what appears to be an altogether incomplete, uninformed and rushed proposal.
- The level of discussion and community action is unprecedented for Surry Hills, which I think is indicative of how flawed the content of the current proposal is. He thinks the appropriation of parklands for roadways could even make it past an EIS is shameful.
- The elevated roads overshadowing the Art Gallery and that the appropriation of parklands for the purpose of roadways are obscene and primitive.
- People were largely uninformed of the agenda and timetable of the ED and surrounding issues, by the RTA.
- He suggests that the current proposal does not offer real solutions to traffic problems for the suburbs in question.

747. STOKES Brian

Form Type C2

748. Mellisa

Form Type R

- The suggested changes to Crown Street are not satisfactory. Traffic should be spread more evenly through Surry Hills.

749. ILLEGIBLE Sally

Form Type R

750. QUINN Yvonne

Form Type R

751. SIN & Elsa Fong Kui

Form Type R

752. AVOUBI Fred

Form Type R

753. KITIK C & B FITZGERALD

Form Type R

754. WHITE G

Form Type R

755. WYNN John

Form Type R

756. ALLUM Jenny (SCEGGS Darlinghurst)

- Requests further information be supplied to SCEGGS about anticipated starting and finishing dates for construction, the anticipated noise levels and reassurance that all possible avenues to reduce noise levels to a minimum are taken.
- Concerned about intensive construction activity around the tunnel exits and entries, including the ramps to William Street. The Primary School classrooms are located on Bourke Street and this may result in significant difficulties which noise may cause during the 6-8 month construction period.
- Concerned that car emissions from the two tunnel shafts will potentially make the air quality worse for SCEGGS. Requests a more convincing argument in relation to air quality.
- Reiterates concern regarding background noise from the exhaust stacks on completion of the Eastern Distributor.
- Reiterates concern regarding the provision of safe and reasonable access to the School, both during the construction and operation of the Distributor.

- Reiterates concern regarding the preservation of school buildings during construction, given that some are heritage listed and have shallow foundations.

757. WHEATLEY Richard (Bus and Coach Industrial Association (NSW))

- Clarification on whether buses are exempt from the toll is required. The EIS states that "All vehicles would be tolled, except public buses" (section 7.2.1, page 7-11). Does this mean that public buses that meet the criteria under the Passenger Transport Act 1990 will not be paying a toll.
- Additional road lanes and capacity that the proposed Distributor will be providing should enable bus priority facilities to be installed on the surface roads. Improved bus operations along this corridor are expected and supported as there is a large volume of bus and coach passengers along this route.

758. MEWTON T. R.

- Value of Travel Time Saved (VTTS) taken from the RTA Economic Manual, used in the Eastern Distributor EIS is believed to be an overassessment of the correct value. It is believed that the figure used by the RTA does not take into account the disbenefit of increased traffic volumes nor does it quantify the inconvenience to current public transport users as a result of the worsened level of service. With quotes to writers' own Masters document, and documents published by Hensher, D.A., it is believed that a justified figure of about half of that quoted in the EIS should be used. That is, a figure of \$8.23 is more realistic than the figure of \$15.02 used in the EIS for VTTS. An economic analysis has been reworked for the project on the pretence that the new VTTS figure is a closer estimate to the realistic figure and indicates a net loss of 28,711,000.
- It is recommended that the EIS is flawed and should be reassessed on the basis of environmental and economic justification.
- It has been proven that traffic is directly responsive to any existence or increase in toll. It is recommended that a northbound toll be placed on harbour crossings rather than the Eastern Distributor. According to statistics, this will result in a decrease in traffic volumes. This will be due to some of the traffic diverted to the Gladesville Bridge and with the implementation of upgrading the public transport system, patronage using public transport will increase with an overall increase in the environmental effects this will have on the surrounding community. Income from the new toll on the northbound Harbour crossing would be in the vicinity of \$78 million per year. These funds could then be spent upgrading the rail network further detracting from private transport.

759. GIBBS Melissa (Southern Sydney Regional Organisation of Councils)

- There is inadequate data on the likely impact of the proposal on air quality during construction and operation.
- It is important that both the efficiency and amenity of the area is maintained during construction. There is a need to consultatively identify further measures to reduce impacts on amenity due to noise, traffic and heavy vehicles and on the efficiency of road based public transport and freight.
- The success of the project will depend on the proponents working closely with local councils and with the local community in refining the proposal so that it more adequately addresses some of the shortcomings.
- Consultation is required with council regarding solutions to severance and improving pedestrian and bicycle access across South Dowling Street. Walking and cycling are access and commuter modes not just recreational. Access for the elderly, disabled and people with children needs to be identified.
- Consultation is required with council regarding the management of traffic on local roads in Kensington.
- Consultation is required with council regarding the possible upgrading of Dacey Avenue exit as it is a key gateway to the area.
- The EIS asserts that the proposal will improve public transport but this is not supported with detail or data.
- Consultation is required with council for the adequacy and safety of the left hand turn to Link Road.
- There needs to be improved coordination between the M5 east. At present the roads do not meet. The relationship between the Distributor, the M5 east and Southern Arterial Route need to be identified.
- The EIS does not provide adequate information on how noise impacts during construction will be minimised.
- There is insufficient details provided on LATM measures to assess the efficiency, effectiveness and impact of such measures.
- The EIS does not address the cumulative impact of the Distributor with the M5 east. SSROC wanted this included in the EIS because it is a regional concern that additional traffic will be drawn into the area that currently uses alternative routes to access the west and south west of Sydney. There is no attempt to model traffic and environmental impact of the combined impact of these developments. The section on cumulative impacts lacks data and analysis and is thus inadequate.

- The EIS does not give adequate consideration to strategies to discourage car use, yet this is an objective of government policy. Such strategies reduce air pollution, prevent induced trips and ensure that the capacity of the roadway will meet future requirements.
- The EIS does not adequately explain how traffic, particularly heavy vehicles will be encouraged on to the Eastern Distributor. It is necessary to consider how vehicles can be diverted from corridors such as Botany Road, O'Riordan Street, Abercrombie Street etc. and all vehicles to be discouraged from using alternative corridors as toll free routes.
- Further consideration needs to be given to the transport of freight into and out of the Port Botany area, the airport and from industrial areas such as Matraville and Pagewood from both the Eastern Distributor and the M5 East. This will require attention to the design of new links and to key road interchanges such as Gardeners Road, Southern Cross Drive and Foreshore Drive to ensure freight from these area can efficiently travel north and south.
- Further consideration needs to be given to the relationship between the proposal and the City South project. this will entail detailed consideration of freight transport and proposed links with major land uses in the area such as Port Botany, Sydney Airport, central industrial areas, expanding residential areas, Fox Studios and the New Southern Rail.
- Consultation is required with council regarding the need for a 4 way interchange at Southern Cross Drive and Gardeners Road.
- The proposal is not adequately integrated with other developments, planning and transport initiatives in the area. The Eastern Distributor needs to be undertaken in a way that complements other developments in the area and enhances opportunities.
- The links between the Distributor and state roads and major attractions in the area such as Fox Studio, the racecourse, educational institutions, hospital and centennial park needs to be considered.
- The proposal seems to be concerned with north/south efficiency and does not give adequate consideration to the impact on east-west journeys and the impact on adjoining neighbourhoods.
- Consultation with Council is required on the creation of direct links to arterial roads.

760. THORNTON Dawn (Centennial Park and Moore Park Trust)

- S9.2.5 mentions event management; construction is said to increase "difficulties and delays". No substantiation or effective impact assessment has been conducted.
- No detail is provided on how event management will be affected by the use of the bus roadway for traffic and the realignment of Driver Avenue.

- There is no commitment or detail provided to support the mitigation measures proposed, in particular the EIS should identify the number of days allowed for in the construction program for stoppages due to events (p9-12).
- Events management during construction needs the development of a traffic/transport strategy to ensure safe and easy access by patrons of events during the construction period. The Trust seeks the conditioning of determination by the Minister to ensure that this strategy be in place prior to the commencement of construction.
- The Trust is a member of the Moore Park Transport Committee and supports the ongoing involvement of Airport Motorway and the RTA in event-construction issues. The venue managers should provide to Airport Motorways details of all events at the earliest opportunity, to ensure cooperation of all parties.
- The Trust request that the RTA/Airport Motorway fund the development of an event management strategy during construction.
- The relocation of some events (e.g. the Hermes Equestrian event) may be necessary during construction. The Trust would expect suitable compensation from the RTA for any financial losses incurred.
- There is no mention in the EIS of an EMP for operations. The Trust seeks the preparation of an EMP for operations and to be consulted on any EMP or ongoing operational management plans.
- s8.2.2 states an EMP will be prepared. This will include a Construction Traffic Management Strategy. Commitment to maintaining public transport provision to Moore Park is made only "where practicable".
- The Trust requests that it is formally consulted on the EMP because of the large area of Moore Park temporarily affected by construction activities.
- The Trust also wishes to be formally consulted on the Traffic Strategy. This should be a condition of the Minister's determination.
- The Trust seeks clarification on whether any road-related water will be discharged to the park's drainage systems, including that from the construction compound in Moore Park.
- The Trust wishes to be consulted on the erosion and sediment control plan, since pollution control breaches could significantly impact on Trust property.
- Onsite and adjacent parking during construction may be reduced and the Trust encourages the proponents to fund the development, in consultation with the Moore Park Transport Committee, of a public transport strategy to address loss of parking. This issue should be subject to conditions to the determination of the Minister.
- The EIS does not address the issue of temporary parking for park visitors, especially for events. Commitments are made to maintaining all levels of access but there is lack of

detailed information. Access to the Moore Park Leisure Centre during the construction and operation is not addressed (p10-35).

- S.8 contaminated spoil is mentioned. The potential effects of contaminated land/spill excavated or disturbed during the ED works on or adjacent to Trust property is a significant issue which is not addressed. The Trust seeks ongoing consultation during the construction process and where contaminated material is found adjacent to Trust property, the excavation and management and disposal of the material should be to the Trust's satisfaction.
- No description of control measures on wheel washers to prevent contamination from sediment, tyre compounds, or hydrocarbons is contained in the EIS.
- The effect of construction noise including the operation of the construction compound has not been considered on the operation of the Moore Park Leisure Centre. S9.8.5 mitigation of noise impacts lack detail and commitment to innovative construction methods to reduce noise impacts. The construction noise mitigation measures (WP4app1) should be adopted and a system prepared for ensuring the implementation of noise mitigation measures including a mechanism to ensure no breaches and a complaints and conflict resolution mechanism.
- The Trust wishes to be consulted on appropriate construction stage noise impact statements (WP4p58) and for mitigation measures, including monitoring, to be agreed to the Trust's satisfaction.
- The Trust seeks the imposition of appropriate conditions on the determination of the EIS.
- Portal emissions will increase 1 hour average concentrations of carbon monoxide and nitrogen dioxide in the northern part of Moore Park (WP5). Portal emissions are predicted at 14mg/m for CO (1 hour average) which exceeds the maximum acceptable level adopted in WP5 Appendix 1 p5of 11 mg/m (8 hour goal). Asks for additional information on air quality during operation for the outdoor courts of Moore Park Leisure Centre, potential health effects on sporting users and any behavioural impacts on patterns of park use.
- Generally the issue of air quality is poorly addressed in the EIS.
- The EIS has not adequately addressed the issue of air quality impacts and changes on existing and future park users.
- Given that existing ground level concentrations of Co have been monitored as high as 90% of the NHMRC 8 hour goal at Drivers Triangle, WP5 would appear to indicate that the combination of stack and portal emissions and other sources is likely to exceed the 8 hour CO level in the vicinity of Drivers Triangle and the northern part of Moore Park.
- The cumulative effects of portal and stack emissions, surface road and background levels are not clearly described. A clear statement of the predicted air quality for users of Moore Park is required. The existing statement (p10-72) does not provide sufficient information.

- The Trust requires additional information on air quality during construction and operation for the outdoor courts of the Moore Park Leisure Centre, potential health effects on sporting users and any behavioural impacts on patterns of park use.
- The EIS has given no consideration to vehicle emission during the 36-month construction period, when significant traffic effects (delays, slow moving traffic, etc.) are predicted (p. 9-13).
- The EIS has not considered the effects of volatile organics emitted during road (re)surfacing .
- The EIS does not provide sufficient information to assess which of the options for tunnel exit and entry impinge to a greater extent upon Moore Park.
- In discussions with the RTA, the Trust has been informed that the preferred option (DT2) represents least land take from Moore Park.
- Further information is required to enable the Trust to determine the relative merits of the options described.
- The Trust seeks clarification regarding the possible location of the southern ventilation stack in Moore Park. It was mentioned in the working papers but not in the scheme description (p7-12). The alternative southern stack location is proposed as a freestanding structure in Moore park close to Anzac Parade - southern stack No. 2 (SSno2) (WP5). At 26 m high and 7.36 m diameter this represents a major intrusion into the park landscape. The trust opposes the positioning of a venting stack in Moore park, on the grounds of intrusion within the historic park landscape, loss of park land and the inadequately defined air quality impacts on the park and its users.
- The Trust is strongly opposed to the location of the ventilation plant building on Trust land, near the existing basketball courts, due to the additional loss of Trust land, the visual intrusion and the additional unacceptable noise source (WP4s6.3.2). The potential site is not mentioned in the scheme description.
- Given the importance of the park reinstatement as mitigation for temporary loss of parkland, the Trust considers that this should be made a condition of the Minister's determination of the EIS.
- The Trust considers that the resolution of water quality and stormwater management concerns should be made a condition of the Minister's determination of the EIS.
- The Trust seeks the imposition of appropriate conditions on the determination of the EIS by the Minister in relation to construction noise on the Moore Park Leisure Centre.
- The Trust requests that the provision of all servicing plans prior to construction be made a condition of the Minister's determination.

- The issue of a public transport strategy to address the loss of on-site and adjacent parking during construction should be subject to conditions of determination by the Minister.
- Compensation for economic impacts to the satisfaction of the Trust should be made a condition of the Minister's determination of the EIS.
- Because of the lack of information contained in the EIS, the Trust reserves the opportunity to object to any option or variation which may be considered during the project determination and development process. The Trust requests that it be consulted early should any option or variation be considered to the preferred option in the EIS which is likely to impact upon Trust property.
- The EIS does not adequately address the issues of service (re)location (s7.3.4) and the potential disruption and impacts on Trust property, e.g., proposed urban design and tree planting programs.
- The EIS does not address the use of services such as energy, water, etc. during construction and whether there would be any effect on service provisions to the parklands.
- The Trust requests further information, including a full description of all servicing impacts, including provisions for service maintenance and access, upon Trust property.
- A complete set of detailed plans showing all servicing, both new and relocated, is required.
- The Trust is concerned that whilst the ED proposal has tried to minimise impacts on significant features on the eastern edge of South Dowling Street, the need for service relocation could cause considerable damage to fig trees, etc.
- No services will be permitted on Trust land without the full consultation and agreement of the Trust.
- The Trust requests that all services be maintained to the park and facilities during the course of construction.
- The Cleveland Street tunnel pumping station/toilet block and High School area toilet block should be constructed in a style acceptable and agreed to by the Trust and at no cost to the Trust.
- There is no specific mention in the EIS of the reconstruction of toilet/change room facilities.
- The Trust expects the RTA to provide full compensation for any works undertaken by the Trust as a result of the Distributor.
- The Trust supports the RTA 's commitment to fully compensate the Trust for temporary and permanent cost associated with the ED. Compensation to the satisfaction of the Trust should be made a condition of the Minister's determination of the EIS.

- The provision of full compensation should include any ongoing maintenance responsibilities of the Trust which are a result of the ED development.
- The Trust welcomes the agreement by the RTA to enter discussions regarding the vesting of non-road parts of Anzac Parade to the Trust.
- There is insufficient detail in the EIS regarding native fauna. Consideration of the impacts on some threatened fauna and on other fauna is deficient. There are no areas of natural habitat affected but there is no consideration of the impact of fauna in retained vegetation, which is now closer to the road and/or more exposed to noise, air pollution, light etc.
- The EIS states that the significant fig trees are the most important trees for native fauna (s9.7.5) yet no consideration has been given to the impact and therefore mitigative measures to such fauna.
- The lack of plans and detailed description options considered does not allow the Trust to assess the relative impacts of the options. The EIS is deficient in this regard.
- The evaluation of positive and negative impacts within the EIS lacks detail and is considered inadequate.
- The process of evaluating the assessment factors (Table 6.1) is not given, nor any weighting which is applied to these factors (eg does construction cost receive a greater importance rating than significant trees).
- Without detailed plans the trust is unable to comment on the relative merits of the various options other than in very general terms.
- There is insufficient description in the EIS to enable the Trust to comment on the impacts of the following sections on Moore Park: Depressed Highway, Boulevard with Underpass, Cut and Cover Tunnel, Previous Staging Proposals for the Eastern Distributor, Review of Previous Proposal 1993-94. The Trust requests further information on these options.
- The Trust supports the recommendation of the EIS for effective ongoing liaison during construction, environmental monitoring and post-construction audits. The liaison officer should be closely consulted at all stages of the project.
- A detailed effective consultation process with the Trust should be a condition of the Minister's determination of the EIS.
- The Trust considers the ongoing consultative process of importance to the early recognition and mitigation of impacts on Moore Park and recognises the RTA's commitment to liaison with the Trust to date.
- The Trust requests that a liaison person to be named as an individual and procedures and system be developed to facilitate communication between the Trust and the proponent. A

process for ensuring the Trusts concerns and issues are satisfactorily dealt with should be established.

- The Trust requests that an environmental officer/manager be appointed to the project with delegated authority to stop work in the event of environmental incidents. The Trust requests further information and to be consulted about the location and need for construction compounds, equipment and vehicle storage on Trust lands.
- Impacts on significant heritage areas and items from construction are outlined in s9.5.4 Impacts during operation are considered in a cursory fashion in S10.2.2.
- S9.5.5 The EIS does not specify the Trust property items which require resiting.
- The Trust is concerned about the following heritage items: Comrie Fountain; Anzac Parade Ceremonial Columns; Anzac Parade Obelisk; 3 stone boundary piers at the Frank Saywell Kindergarten and the Rennee Fountain. A Conservation Management Plan should be prepared in consultation with and to the satisfaction of the Trust where Trust property or adjacent areas are to be affected.
- Methods for protection of non-aboriginal heritage items during construction are not listed in the EIS or working paper.
- The Trust requests that a monitoring program for all significant heritage items be funded by the RTA to be designed and implemented by the Trust.
- There is insufficient detail in the EIS regarding the impact of non-Aboriginal heritage items during operation. The Trust requests further information of those heritage items which require resiting on Trust property or which are integral parts of the heritage parkland.
- Potential risks to Busby's Bore are identified (Ch 9), but actions to protect and conserve it are vague or absent.
- The EIS fails to consider the historical, cultural and recreational value of open space. Current Government policies is failing to gain a coordinated and strategic approach to the State's open space.
- The information in the EIS does not adequately address the value and impact upon the historic parklands.
- P7-22 & WP2 p5-7:11000m2 to be acquired from Moore Park. This represents the maximum land loss which does not require permanent relocation of all sporting facilities in Moore Park. Any further encroachment of the road westwards would necessitate the removal of the playing fields (due to the need to maintain safety buffer zones) to other part of Centennial Park and Moore Parks which are currently informal/passive recreation areas. Such changes would have significant long term impacts on the recreational values of both Centennial and Moore Parks. The ultimate decision of land acquisition rests with parliament by way of an Act of Parliament.

- The Trust supports the intent of the RTA to remove 7.26 hectares of County Road reservation over parkland. This represents a significant addition of secure land to Trust property and mitigates the permanent loss of just over 1 ha of parkland.
- The trust endorses measures by the RTA to reduce the land take from Moore Park eg small median strips in South Dowling Street, staggered tunnel exits/entries, provision of limited traffic movement at Cleveland Street (p.10-27) and other measures.
- The statement "the provision of extra lanes on South Dowling Street...would be provided within the existing kerbs, with no land required from adjoining land uses" in WP2 p7-18 is incorrect. The statutory charter of the Trust is the protection of Centennial and Moore Parks. The parklands have suffered from encroachment of urban development, therefore the Trust strongly prefers that there be no land take of Trust property.
- Where the RTA has determined that the economic benefits of the ED outweigh the social and environmental effects on historic parkland, then the Trust supports the preferred option which minimises incursion into the park and prevents permanent loss of recreational facilities in Moore Park.
- There is a lack of detail in the description of land use impacts in S10.1.2.
- The Trust supports the removal of the section of exclusive bus roadway between Moore Park Road and Gregory Avenue adjacent to Anzac Parade from dedicated parkland. The exclusive bus roadway is an illegal land use under the Moore Park Trust Act and its non-removal places unrealistic and excessive liabilities upon the Trust. The removal of this section is consistent with negotiations held in 1992/93 between the State transit Authority, RTA and the Trust. The removal is a compromise between transport and recreation needs and will improve event management, pedestrian safety and facilitates park improvement measures contained in the Moore Park Plan of Management. The Trust endorses the reinstatement and reversion of that section of Drivers Triangle to be closed to park land.
- Facility upgrades and maintenance has not been addressed in the EIS. The Trust supports the preferred option as it does not cause permanent loss and displacement of facilities.
- There is no mention in the EIS of an environmental bond to ensure restoration of the parkland to the Trust's satisfaction.
- The Trust considers that the establishment of a bond is of mutual benefit to the Trust, RTA and Airport Motorway. The bond would ensure that monies were available to satisfactorily implement the restoration of parkland following construction or following any operational incident.
- WP2 p6-20 recognised the importance of Moore Park for several local communities bordering or near the parkland for formal and informal recreation. Its role in metropolitan, regional and national tourism/recreation and culture is not discussed in the EIS.

- WP2 p3-36 states that "impacts on open space would be expected in Moore Park". The likely nature, extent, frequency, duration and significance of these is not described in the EIS.
- Considerable community research by the Trust indicates the high value placed on access to parklands by a diverse range of people for activities such as family events, stress management, health, and sporting activities. Urban open space is an invaluable resource and a major public good.
- The Trust will not support any further loss and alienation of parklands.
- No detail is provided on how event management will be affected by the use of the bus roadway for traffic and the realignment of Driver Avenue.
- The Trust is opposed to the loss of parkland to provide detention capacity for tunnel pump out. This would result in a further reduction in carrying capacity and usage of Moore Park.
- The EIS does not assess how the ED will assist and improve event management following its completion.
- The RTA has stated that the Airport Motorway's proposal for South Dowling Street (SDS2?) requires acquisition of 22,323m² from Moore Park. This is an unacceptable loss of parkland, causing the permanent loss of sports facilities from Moore Park and severe impact on the golf course and damage to native fig trees.
- There is no differentiation between the three options for the main tunnels in the EIS in terms of their impact upon Moore Park.
- In relation to the redefinition of Park boundaries, s8 makes a commitment to the reinstatement of parkland and boundaries at Drivers Triangle and South Dowling Street at Fitzroy Street.
- There is no consideration of ongoing maintenance of the eastern edge of Moore Park, for example the retaining walls and roadside strip.
- The Trust strongly supports the removal of the road reservations over areas of the park.
- The issues of financial impacts, effects on players and their behaviour and risk and liability issues (eg associated with wayward golf balls) for the Moore Park Golf Course are not addressed by the EIS.
- The playability of the golf course during construction and the permanent safety issues are not addressed.
- The RTA's commitment to the Trust to resolve the above issues to the Trusts' satisfaction are supported.

- The Trust seeks a commitment by the RTA to compensate the Trust in the event of loss of business during and after construction of the Moore Park Leisure Centre.
- The economic impacts of the ED on the operation of the Moore Park Leisure centre during and after construction have not been addressed.
- The economic and cost benefit analyses undertaken in the EIS are limited in nature and exclude any consideration of the economic effects (temporary and permanent) on Trust property. The analyses are deficient in their failure to address environmental economics and financial implications of other impacts.
- The EIS does not address economic effects associated with the construction phase. S9.2.6&7: The EIS does not consider disruption to Moore Park Leisure Centre, Golf Course, playing fields and informal recreational and cultural events in terms of access and visitor/financial implications.
- The EIS does not consider equity of access to Moore Park, especially for parents with young children, single women, people with mobility restrictions and people with visual impairments. Pedestrian bridges tend not to be used by such groups.
- There is no consideration of the need to separate pedestrian access from bicycle access to Moore Park (for safety of pedestrians especially older, infirm, slower pedestrians). Alternatively the access should be wide and spacious.
- The Trust supports the RTA's commitment to fund pedestrian/cycle access within the urban design plan along the western edge of Moore Park.
- The Trust wishes to see safe, permanent access provided to parklands but prefers no permanent pedestrian bridge between Fitzroy/Cleveland Street and the park.
- The ED could enhance accessibility to the parkland from Metropolitan Sydney. Growth in park use has been approx. 5%pa, and increased accessibility could lead to an increase in use and a higher rate of growth in visitors. This could affect the quality of park use and park management in the long term.
- The Trust prefers no permanent pedestrian bridge between Fitzroy/Cleveland Street and the park. A pedestrian bridge at this location would result in the loss of one permanent sporting facility and create visual intrusion. A bridge would result in the loss of additional park land and create safety liability and security hazards. The bridge is inappropriately sighted for major events with insufficient carrying capacity to deal with the volume of pedestrians at major events. For casual use the on-grade intersections at Fitzroy and Cleveland Streets provide more appropriate access to the park.
- The proposed structure/materials for the pedestrian bridge (s8) presents a traditional structure of little aesthetic appeal given its "gateway" location.
- The Trust seeks clarification regarding the necessity for a concrete batching plant (p9-65) and its potential location in the Moore Park Construction compound.

- The EIS makes no consideration of the use of alternative fuels for construction equipment (e.g. diesel).
- There is insufficient detail in the EIS in relation to traffic signs for everyday use of the Park, users of the leisure centre, golf course and for events. s8.2.4 makes a commitment to information provision. No detail is provided.
- The Trust requests further information and to be consulted to achieve an outcome acceptable to the Trust for event management purposes.
- The Trust strongly opposes option TC2 (toll collection for northbound traffic located within the main tunnel or Drivers Triangle area. This would require acquisition of an area of Moore Park, with toll gates located close to the Anzac Parade/Moore Park Road intersection).
- The loss of additional land in Moore Park as a result of option TC2 is unacceptable to the Trust.
- S6.4.11 in the EIS describes the preferred option as TC1, but S6.5 describes TC2 as the preferred option.
- The social and cultural impacts of the loss of 11,000m² of urban open space to the new road have not been considered in the EIS.
- The parklands have been eroded by urban infrastructure since their establishment. The ED will result in further attrition. Urban open space is an important public good to be provided for the city as a whole. This is inadequately considered in the EIS.
- The Trust recommends that should the project proceed, the opportunity is taken to effectively assess all impacts on the historic parkland and open space, including social, economic, behavioural and biophysical effects.
- The Trust supports the concept of ESD and expects the ED to follow the principles of ESD and develop initiatives to ensure that the project is sustainable.
- General: The ESD definition in the EIS is satisfactory. However, neither an ESD process nor project sustainability is demonstrated in the EIS. Section 1.8 states that the principles of ESD have been applied to the development of this proposal. The EIS provides no information of the process, decisions made during the process and subsequent rationale for aspects of the proposal in terms of the ESD.
- The EIS lacks ESD initiatives which are relevant and simple to include in the design (e.g. the collection and treatment of stormwater/runoff for irrigation of Moore Park, rather than discharging it to the existing stormwater system). Alternative sources of energy, such as solar, could be used to power the lighting, electronic signposting and other facilities. The positive benefits to the environment would provide some balance against the overall increase in carbon dioxide emissions from vehicles using the road.

- Air quality: Results of RTA research (p 10-74) do not appear to have been used to validate the air quality modelling in the EIS. Increases of 400,000 tonnes of nitrogen oxides, 200,000 tonnes of hydrocarbons and 10 million tonnes of carbon dioxide are dismissed in the EIS as "small" (p 10-76). No detailed substantiation is provided for this conclusion.
- Materials: Materials sourcing has been delegated to Airport Motorway. No commitment has been given to environmental evaluation of materials or ESD principles by the consortium. There is no consideration for the use of recycled/reused materials.
- Waste Disposal: Proportions of spoil to be disposed should be specified. A commitment of zero landfill should be adopted to meet broad governmental objectives. Ocean disposal is not an Environmentally preferred option. All attempts should be made to utilise spoil generated according to ESD principles, not based on a least financial cost.
- Water: The opportunity provided by the construction of the ED to significantly improve road drainage should be taken to improve water quality at the head waters of an urban system. The EIS accepts that the ED will generate polluted road runoff and that only minimal measures, such as trash rack, oil-water separators will be used because the receiving waters are generally poor.
- Urban design and landscape of vistas into Moore Park are dominated by a Gateway and heritage socio-cultural content.
- The urban design, public art and landscaped vistas should display the rich cultural environment of the city through which the road is passing as well as the metropolis being entered/left. It should include cultural references to the past as well as future, to indigenous as well as more recently arrived peoples, to the rich tapestry of urban life as well as the nationally significant symbolic sites, building and artefacts of the areas being passed, e.g. the Centennial Parklands in which federation was signed. The design concepts and art works should be the product of a process canvassing these concepts as well as the skills of a diversity of cultural industries and artists.
- The Trust recognises the urban design prepared for the ED and generally supports the contents of this document.
- The Trust strongly endorses the implementation of the urban design scheme at the earliest opportunity to ensure that the gateway is in place for the Olympics.
- The urban landscape/design impacts, particularly the visual environment, will be more significant on the local community, rather than users of the motorway. It is recognised that the majority of significant fig trees will remain unaltered, but there is no information regarding the visual impact on local residents, particularly in the vicinity of the Cleveland Street intersection and between Fitzroy Street and Dacey Avenue, where significant changes will occur.
- The EIS does not describe the measures to be used in the event of accidental spillage in tunnels, their approaches or other elements of the ED and whether any Trust property is

required as part of these measures. The resolution of this issue to the Trust's satisfaction will be necessary to ensure no adverse effects on Trust property.

- The EIS makes no mention of any requirement for the use of Trust property for emergency procedures and how these could impinge upon Moore Park (e.g. need for service bays, connection to water supply, etc.).
- The Trust seeks RTA's written confirmation that Trust property has no role in regency procedures for the ED.
- No information is provided regarding the potential impacts of emergency responses in the event of an incident during construction.
- There is no detailed information in the EIS in regards to stormwater and flood management.
- s8 states that drawdown effects are predicted during construction but the effects on Moore Park are not described. Description of proposals for surface, tunnel excavation and groundwater disposal are not detailed in relation to Trust property.
- The EIS does not adequately address the impacts of dewatering on the trees, existing shallow bores and surface water bodies in the vicinity of the project. The impacts could be significant, e.g. a 3-6 m fluctuation of water table variation could have an impact even on species that are well adapted to deep dry soil conditions.
- The dewatering will have an impact on the high school and golf course bore pumps. Cumulative effects of drawdown, bore use and drought could result in inability to maintain golf course irrigation systems. Further information is required to predict the likelihood of this occurring.
- s9.3.5 should include a commitment to monitor bore water depth.
- Impacts on Broadwater supply for the golf course, effects on trees and landscape irrigation must be prevented or remedial measures agreed with the Trust.
- It is not acceptable that any waters be discharged into drainage systems which flow into the Centennial Parklands ponds.
- The Trust requests further detailed information and resolution to the Trust's satisfaction, including compensation where appropriate.
- The Trust requests information on the design capacity of the ED and likely local road network improvements.
- The Trust is concerned that future improvements which flow from the ED but are not addressed in the EIS may require loss of parkland.

- The EIS does not address the design capacity of the ED and potential improvements to it once capacity is reached. The further incursions into parklands should be considered.
- P10-39 mentions the development of the ED "may bring forward the need to address other capacity problems on the road network". The location, extent and nature of these are not described.
- In the interests of expediting the construction process to minimise disruption to the public, the Trust is prepared to permit temporary roads within parklands.
- s7 fig7 & s8 shows temporary road is required for 18-24 months through Moore Park, either side of Cleveland Street, resulting in the loss of one fig tree and relocation of one other. Anzac Parade southbound traffic will use the exclusive bus roadway in Moore Park for 4-6 months, with the roadway widened to 3 lanes.
- The necessity to remove native figs and the impact upon remaining figs for the temporary road is of concern. The specific details should be subject to the approval of the Trust and appropriate contractual arrangement.
- The detailed method and alignment for the widening scheme in Anzac Parade should be agreed with the Trust.
- In order for the Trust to grant approval for temporary roads in the parkland, there must be ongoing discussion to ensure that a solution satisfactory to the Trust can be reached. The Trust considers that conditions to the Minister's determination should reflect the need for a commercial contractual agreement between the parties in relation to temporary roads.
- The Trust strongly endorses the option for South Dowling Street requiring the least landtake from Moore Park. The Trust has been informed in discussions with the RTA that this represents the preferred option in the EIS.
- The Trust requests that accurate landtake area figures be provided for the options for South Dowling Street be described in the EIS. Information provided by the RTA does not relate to the options described in the EIS.
- Option SD3 represents the absolute maximum loss of land acceptable to the Trust (11000 m²), which does not lead to permanent loss of sporting facilities in Moore Park.
- The Trust supports staggered entries and exits in South Dowling Street to reduce encroachment on Moore Park.
- The RTA has stated that the Airport Motorway's proposal (SDS2?) requires acquisition of 22,323m² from Moore Park. This is an unacceptable loss of parkland, causing the permanent loss of sports facilities from Moore Park and severe impact on the golf course and damage to native fig trees.
- The Trust disagrees with the assessment that option SDS2 to 6 have only "neutral" impact on Moore Park. The impact is significant and only acceptable to the Trust where

the economic and social justification for the ED can be shown to be greater than the loss of parkland.

- The EIS does not address the need for temporary stockpiles for excess spoil to be used on other projects, recycled or landfilled and where these stockpiles would be located. Proportions of use should be specified and landfill should be avoided.
- Further information is requested on whether any waste materials are to be stored on or adjacent to Trust property, including within the construction compound within Moore Park.
- The relocation of the Frank Saywell Kindergarten is not described in detail in the EIS but the RTA's commitment to fully compensate and assist the Trust in the relocation to the ES Marks site has resolved the issue to the Trust's satisfaction. The new location will be an improvement in terms of access, air quality, noise etc.
- Discussion between the Trust and RTA to date have indicated some 7ha of land will be required for temporary compounds and roads for approx. 2 to 3 years. This represents a significant loss of the Park's amenity, albeit for a temporary period.
- EIS (s9 fig 7) shows location of broad compound areas. No detailed information is provided. Potentially significant impacts could arise.
- The Trust seeks extra information about the methods to be employed to protect existing trees which are identified to be retained to achieve an outcome acceptable to the Trust.
- No complete schedule of trees and plantings to be lost during the construction and operation phases is provided in the EIS. There are 72 significant trees and a number of existing planting (35-40% in that area) that are potentially affected.
- The EIS states that approximately five significant fig trees would be removed to accommodate the roadway (s11.3.4) and that approx. 20 poplars, mostly on the eastern side of Anzac Parade would be removed (s9.7.5).
- It is assumed that the methods described in s9.7.6 apply to all 72 significant trees and a number of existing planting potentially affected by the proposal. A program to monitor the health of these trees is not mentioned in the EIS.
- The Trust requests an ongoing program of monitoring for all trees, both existing and newly planted, be funded by the RTA to be designed and implemented by the Trust.
- The EIS states that vegetation and significant trees affected by excavation or filling during construction, or those which will be transplanted, will be subject to ongoing maintenance. (s9.7.6). No further details are provided.
- No broader benefits such as planting or details regarding relocation of significant figs is considered in the EIS.

- The Trust requests that a complete schedule be provided and requires that it be financially compensated for the loss of any tree from its lands.
- The Trust requests that replanting, maintenance and details regarding relocation of significant figs be provided to the Trust's satisfaction. This should be a matter for appropriate condition to the Minister's determination.
- The Trust fully supports the RTA's commitment to provide full compensation and, in particular, to reinstate all areas through landscaping, land forming, planting and park boundary definition, etc., to the satisfaction of the Trust.
- The RTA have committed to the provision of permanent landscaping early within the road construction program in 1997, which obviates the need for temporary landscaping. The Trust welcomes the RTA's commitment to bring forward permanent landscaping through careful design of the construction activities in the vicinity of Moore Park.
- Insufficient details on maintenance techniques and the period for other elements of the landscape and urban design are not provided in the EIS. Maintenance period and techniques should be stipulated. A monitoring program for all trees, both existing and newly planted, should be designed for ongoing monitoring by the Trust with RTA funding.
- The EIS mentions the issue of flooding from overland flows from Moore Park and the golf course. It does not address whether the ED will affect the frequency and extent of flooding.
- No details are provided in whether greater capacity would be required and how this might impinge upon Trust land, except that flood retention works "would be maintained or reconstructed" (p10-48).
- The temporary road breaches the existing flood retention berm. The EIS does not consider how this could affect flooding or Trust liabilities.
- The EIS raises the possibility of detention facilities in Moore Park for pumped tunnel flows, but does not address the issues of potential quantities of water, ultimate disposal, contamination, and impacts on park users, facilities and vegetation.
- The EIS does not consider the potential for impacts on groundwater quality during the life of the construction compound.
- The Trust requests further information on the issue of flooding and potential works to existing flood retention systems on Trust property.
- The EIS does not provide sufficient information on the capacity of the proposed tunnel drainage systems, e.g., the low point drainage sumps provide a hydrocarbon particulate pollution prevention capacity for dry weather seepage flows; no provision is made for accidents/spills during wet weather. Pumping capacity is designed for peak inflow conditions (prolonged rain plus high groundwater and seepage) but this merely delivers the polluted water to the surface (p10-49).

- The EIS does not address the effect of tunnel construction on groundwater bores used to irrigate the Moore Park golf course and other facilities. The effect of draw down as a result of the tunnel could necessitate using other water sources or re-boring. There is a potential for draw down to affect the significant trees within Moore Park is not addressed in the EIS.
- The Trust seeks further detailed information on the tunnel dewatering system and disposal. It is strongly opposed to the use of Moore Park for the detention of potentially polluted waters (e.g. as a result of the use of tunnel deluge/hydrant system in an emergency). The resolution of this issue to the Trust's satisfaction will be necessary to ensure no adverse effects on Trust property.
- The Trust requests improved drawings and data to substantiate the claim that traffic noise impacts should be "marginally reduced" on Moore Park (p 10.90.) Figures 2 and 3 (WP4) are not clear to read.
- Noise predictions for the outdoor facilities at the Moore Park Leisure Centre are required as a result of their close proximity to tunnel portals in South Dowling Street and Anzac Parade.
- The cumulative effects of all noise sources (ventilation plant, tunnel portals, tunnel noise and in-tunnel fans) on park users have not been recognised in the EIS.
- The Trust is opposed to noise barriers along Moore Park boundaries (p10.92) on the grounds of severe visual intrusion to the historic parkland and to the gateway to Sydney and the additional severance created between Moore Park and local users.
- The EIS has not adequately addressed the impacts of vibration on the historic structure on Busby's Bore (s9.8.6).
- No noise criteria are defined in relation to the Trust's recreation facilities, e.g. Moore Park casual recreation; use of playing fields for competition and training, Moore Park Leisure Centre, Moore Park Golf Course (WP4s4.3).
- There is no assessment of the effect of noise on park users and their recreational/causal enjoyment of the park (S.10.9.2).
- The Trust seeks further information regarding noise effects on facilities and park users in Moore Park and the Golf Course.
- The Trust is concerned that the EIS lacks detailed information on the management, operating effects, surfacing treatment and redemption of the construction compound. The mitigation measures proposed are inadequate in detail to enable the Trust to establish the extent of the adverse effects upon its lands and customers.
- The Trust seeks ongoing consultation on these matters and resolution to the satisfaction of the Trust.