

- In relation to the construction phase aspects, the Trust seeks the definition of temporary work boundaries, e.g. through fencing, to its satisfaction.
- The Trust believes that the EIS gives an unsatisfactory evaluation of dust generation from the construction compounds and detailed control measures.
- The temporary construction compound lies in Moore Park and potential effects from dust and subsequent rain wash are of concern.
- Dust calculations in the EIS assume an extent of disturbed land of 2ha (p. 9-62). Construction Compound 3 in Moore Park is around 4ha in extent in itself. Proposals for the surface treatment and management of this compound are not provided.
- The EIS gives no prediction of the extent of time during the operation of this compound when the dust 24-hour goal will be exceeded and how this will impact upon park users and vegetation. Dust impacts upon the fig trees is not considered.
- Sources of water for dust control measures are not identified in the EIS. How will use of mains, bore or recycled water impinge upon the Trust's water supplies (quality and quantity)?
- A time period should be stated for the revegetation of disturbed ground.
- The Trust would like to contribute to and evaluate the dust management plan and requests involvement in the ongoing monitoring of dust impacts during construction.
- The Trust seeks further information on the activities to be undertaken in the Moore Park construction compound in relation to temporary storage and disposal of excavated material on Trust lands. No information is provided in the EIS.
- The Trust requests further information and to be consulted on the planning for erosion and sediment control. Where these may adversely affect Trust property, all plans must be subject to the Trust's approval. No detailed information is provided in the EIS.
- During construction, access to the parkland will be poor and it is likely that visitor use will show little growth.
- The Trust request additional detail be provided on access arrangements during construction and want to be consulted to achieve an outcome acceptable to the Trust.
- EIS (s8) does not provide details on pollution sources and the effects on air, noise and water.
- Insufficient detail is given on the construction phase impacts, their mitigation and how this impinges on Trust land.

- The Trust requests further information and to be consulted to achieve an outcome acceptable to the Trust.

761. MOORE Betty

Form Type E

762. ILLEGIBLE

Form Type F

763. NYGH James

Form Type E

764. BOWEN Mike

Form Type B

765. SHORTER Cameron

- The Government needs to spend more on cycling facilities (ie 10% of RTA budget instead of 0.4%)

766. O'BRIEN Michael, Rennie and Lisa

- Consideration must be given to landscaping and beautification of Moore Park Road as it is a major thoroughfare and may become the gateway to the Eastern Suburbs. It is suggested that the trees planted along the footpath are replaced with trees such as plane trees. This has been done in Anzac Parade, Kensington and Alison Road, Randwick and are effectively used throughout Woollahra, particularly Queen and Ocean Streets. Plane trees in Moore Park Road would block out western sun which is blinding when driving down the southern side of the road and would provide a vista. -Consider landscaped parking chicanes in Moore Park Road, similar to those in Lang Road. If this is an option it would require planning with Council and residents.
- The EIS notes that many areas will benefit from noise reduction by the Eastern Distributor. However, it does not consider that the increased volume of traffic will result in increasing noise levels.
- Concerned about the potential loss of property values in Moore Park Road if the proposal proceeds.

- The RTA should be looking at long term solutions to traffic problems such as providing better and more efficient public transport, for example, light rail.
- Agrees with South Sydney Council's proposal to install traffic lights at the intersection of Moore Park Road and Regent Street and in addition at the intersection of Moore Park Road and Oatley Road. This is to improve the safety of Moore Park Road if option DT2 proceeds.-If traffic lights are not installed at the intersection of Moore Park Road and Regent Street or Oatley Road, speed cameras should be installed on Moore Park Road. Contrary to police advice, motorists regularly travel in excess of the speed limit. Speed cameras would slow down the flow of traffic.
- Concerned that Moore Park Road may be reclassified as a state road if it is linked to the Eastern Distributor. This would mean that it would no longer be possible to have residential parking as the road may be subject to clearway restrictions. Currently the Northern side of the road has residential parking as does the Southern side.
- Request that the RTA, Minister for Roads and the Minister for Urban Affairs and Planning provide a written undertaking (until the year 2020) that Moore Park Road will remain a regional road and the existing residential parking will remain on both the Northern and Southern side of Moore Park Road. If this is not undertaken it is requested that residents are advised of what action is intended to ensure the residents of Moore Park Road are able to park in the near vicinity to their home without being penalised with parking infringement notices. Parking is already difficult on Moore Park Road and the Centennial Park and Moore Park Trust proposes to remove the 7,300 grass parking spaces by the year 2000. This will cause parking problems throughout south Paddington and Centennial Park. -Parking problems will be exacerbated in the year 2000 if the Olympic Soccer is held at the Football Stadium and Cycling at Centennial Park.
- The Eastern Distributor will exacerbate traffic problems caused by crowds using the Football Stadium and Sydney Cricket Ground. Paragraph 10.4 of the EIS states that traffic on Moore Park Road may grow by 27% as a result of the Eastern Distributor. This does not take account of the additional use which occurs when there is a football game or some other use of the Football Stadium, Cricket Ground or Show Ground. The traffic from these venues can not be ignored because they occur intermittently.
- Paragraph 4.3.4 of the EIS states that the Centennial Park and Moore Park Trust has plans for "continued and possible increasing use of the Sydney Football Stadium and the Sydney Cricket Ground (which attracted 1.4 million people and held 71 events during 1995)." Residents have noticed a considerable increase in the use of these venues during 1996 especially with the addition of night football games and the growing popularity of the Sydney Swans.
- The Trust has planned at least 100 events during 1997. During peak hours on week days the traffic travelling East on Moore Park Road is regularly bumper-to bumper from Gordon Street to Regent Street. It can take half an hour to travel that distance. When football crowds are leaving the area, the traffic is usually backed up to Oatley Road and it can take an hour to travel from there to the intersection of Moore Park Road with Gordon Street. This situation will not be alleviated by the Eastern Distributor.

- Concerned that the quality of life for residents along Moore Park Road will be affected due to the proposal.
- The proposal sacrifices the quality of life of Moore Park residents for the sake of the Sydney Olympics and other residents of the Eastern Suburbs who use the roads but will not share the traffic. This is inequitable. Compares Moore Park Road residents to those areas first affected by the third runway. The federal government has now shared the burden of aircraft noise and pollution, however unlike flight paths, roads cannot be moved.
- Ask why Lang Road is not a regional road. All of the roads surrounding Centennial Park, except Lang Road, are classified as regional roads (see EIS Figure 5.1, page 5-2). According to the RTA guidelines: "Regional Roads" are those subarterial roads which provide for medium level movements of people, goods and services and public transport, support and link state roads and provide those functions to centres of local economic or social significance. -Considers that Lang Road should be a regional road; that traffic calming devices in Lang Road should be removed; a portion of footpath on the Centennial Park side of Lang Road (which is not used) should be removed and the space utilised as roadway, thereby allowing for three lanes of moving traffic and one lane for parked vehicles. This would allow more access for vehicles and take some of the traffic off Moore Park Road, especially in relation to the east/west and east/south traffic; and signage around the area should be changed (in consultation with residents) to reflect the most direct route for motorists to get to their destination without travelling on local roads.
- Concerned about the probable increasing lead levels and pollution on health from increased traffic. A kindergarten ('Till I'm fine) located at 61 Moore Park Road with a garden area fronting the road is used as a play area and no consideration has been given to this.
- Considers the "speedway" character of Moore Park Road will be exacerbated by the introduction of the Eastern Distributor as Moore Park Road provides a wide, long stretch of road which is unimpeded by traffic lights or traffic calming.
- Motorists are not required to slow down except at the intersection of Regent Street where there is a pedestrian crossing and at the eastern end of Moore Park Road where there are traffic lights. Vehicles already regularly exceed the speed limit although police have advised that "bearing in mind the volume of daily traffic utilising Moore Park Road, the number of traffic infringements is relatively small. Residents dispute this. -It is currently hazardous for pedestrians to cross Moore Park Road, even when motorists travel at the designated speed of 60 km/h. Residents have difficulty reverse parking and opening driver's side doors because drivers cut across lanes especially near the Gordon Street intersection with Moore Park Road. Concerned the proposal will increase the safety risk to pedestrians and motorists using Moore Park Road and surrounding streets. -If option DT2 proceeds then measures need to be taken for pedestrian and motorist safety along Moore Park Road. By slightly narrowing the lanes on Moore Park Road, traffic calming devices such as chicanes could be used intermittently along the roadway, next to the footpaths (similar to Lang Road, although modified so as not to lose too much parking space). This would enable residents to access their cars safely.

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

767. BELL Andrew (University of New South Wales Student Guild)

- The ED will create an urban blight that will cost much more to remedy in the future. If it goes ahead as planned in the EIS, it is likely that in the future the public will call for exposed sections to be put underground.
- It will add to the disastrous visual impacts that roadways are having on the city of Sydney. The proposal shows a lack of consideration for the visual amenity of Sydney.
- The above-ground sections will seriously compromise the visual amenity of the surrounding areas.
- The proposal does not address the larger issue of the cause of congestion in the city.

- There are too many cars using the road system. The RTA should be addressing the underlying causes of the problems rather than just the symptoms.
- The RTA should be looking at reducing the number of cars on the roads.
- The ED may temporarily improve congestion problems at Taylor Square and Anzac Parade intersections, but it will be relatively short lived. The induced demand for private motor vehicle travel on the ED will be in effect catering for a "latent" demand that is not there at the moment.
- Congestion is a major reason for discouraging staff and students of UNSW from using motor vehicles. The ED may temporarily alleviate this problem. Increased motor vehicle travel to UNSW will have adverse effects on the surrounding areas of Kingsford, Kensington and Randwick.
- Increased motor vehicle travel to UNSW will worsen an already overcrowded parking situation and further discourage cycling and safety for cyclists.
- The lack of provisions for cyclists is very short-sighted planning. Encouraging not discouraging cyclists should be part of the RTA's planning for increasing the efficiency of the road network.
- The proposed ED does nothing for cyclists. It includes no designated cycle lanes and fails to address the serious hazards to cyclists in the inner city.
- Any future road upgrades or proposals should recognise the rights of cyclists to use the roads safely alongside motorists.
- The proposal will have a long-term, deleterious effect on air pollution levels and the EIS fails to address this sufficiently.
- The claim that the proposed ED will reduce fuel use and emission output cannot be justified.
- The extra pollution generated from the increased traffic volume will impact both on the local environments and also add to the broader air pollution problem.
- The failure of the EIS to model pollutants such as benzene, ozone, lead and PM10 is unsatisfactory and shows a contempt for the health of those living and working in the vicinity of the proposal.
- The RTA should adopt the same noise levels as the EPA in its EIS procedures.
- The ED will lead to increased noise levels around the development.
- The living standards of residents living in close proximity to the development will be affected.

- The Art Gallery of NSW will be adversely affected by the proposal.
- The reliance on average levels of noise pollution as the basis of the EIS is misleading as it obscures the noise levels in peak travel times.

768. GRAHAM Dick (Abbott Tout Solicitors)

- Supports Sydney City Council's proposal to extend the tunnel so that it commences at the rear of the Art Gallery. The submissions of the Sydney City Council, Clover Moore and South Sydney Council are endorsed. The Eastern Distributor offers the opportunity to improve the inner city whilst improving the road way. An extension of the tunnel will allow Woolloomooloo to flourish in a manner consistent with the objectives expressed in the EIS (pp7-18 tp 7-19) and as envisaged by South Sydney Council (EIS, p10-11).
- The RTA proposal envisages a rising two lane ramp immediately to the rear of Kidmans Terrace. It appears there will be no land space or "island" between the ramp and to the rear of the back walls of the Kidman terraces. The diagrams suggest that at Kidmans Terrace the "street level" of the ramp will be higher than what is currently ground level, although it is not clear what the elevated level will be. To the west of the ramp there will be a further eight lanes of expressway.
- There is no evidence that estimates in the EIS take into account the fact that the vehicles using the ramp immediately adjacent to Kidmans Terrace will include trucks carrying dangerous goods which will be prevented from using the tunnel (page 10-33).
- The fact that the roadway will to some degree be elevated will increase the impact of the noise as both bedrooms in the Kidman terrace residence are situated on the second storey of the properties.
- There is no evidence that the old terraces comprising Kidman Terrace could survive the additional influx of traffic in close proximity, particularly bearing in mind the ramp immediately behind the terraces will be extensively used by heavy vehicles.
- Table 10.10 in the EIS reveals that the proposed ED will significantly increase vehicle pollutant emissions in the Kidman Terrace area. The proximity of the residence to the proposed roadway and its elevated nature mean that air quality in the residence, including the upstairs bedrooms will be of serious concern.
- Despite Kidman Terraces' beauty, historical significance and uniqueness, it will be rendered derelict due to the proposal. Currently it could be described as an oasis in the inner city environment. The EIS (10-6) acknowledges the significance of Kidmans Terrace. all of the seven terraces have been subject to renovations. In 1990 Number 3 underwent full renovation of quality to be featured in magazines.
- The EIS acknowledges a range of impacts on Woolloomooloo and Kidmans Terrace including noise, dislocation, inability to sell properties etc.

- In the event that the Government proceeds with the RTA proposal, it is expected that the Government will resume the residence at 3 Kidmans Terrace, Woolloomooloo.
- The proposed Eastern Distributor will achieve the opposite of the objective from 7-18 & 19 for emphasising the cultural significance of Woolloomooloo as a major gateway to Sydney and reinforcing the Royal Botanical Gardens, Woolloomooloo Bay, the Domain and the adjoining residential areas by incorporating fig trees and other large, robust tree species wherever possible. The enlarged roadway carves into the Domain in the region of the Art Gallery. Fig trees and facades will not hide that the freeway will divide Woolloomooloo into two.
- Page 10-11 notes that South Sydney Council has identified Woolloomooloo as an area to be encouraged as an urban village with "a compact, well defined community, featuring higher intensity development, a strongly pedestrianised environment, a clear and interactive focus, housing and land use mix, public spaces and high quality urban design." The ED will be counterproductive to these features. In particular pedestrian access will be impeded. Woolloomooloo will be marginalised. Impact on Kidmans terrace will be particularly acute.
- There is no suggestion that any of the proposed noise reduction techniques will be used in the vicinity of Kidmans Terrace. The proximity of the ramp to the terraces suggests that it would simply not be possible.
- The introduction of a ten lane expressway and a two lane elevated ramp immediately to the rear of Kidmans Terrace means that residences will be rendered inhabitable and unsaleable.

769. McCOY E

- The project could be greatly improved and achieve acceptable environmental standards by extending the tunnel the full length of South Dowling Street.
- South Dowling Street will become a physical barrier from 1997, preventing access to Moore Park for Redfern residents who use this park daily to exercise children and dogs and for their own exercise.
- Peak noise levels will cause severe sleep disturbance even if houses are double glazed.
- There will be a permanent loss of the beautiful row of palms along the median of South Dowling Street so recently planted by the RTA.
- Air pollution levels will be above the EPA goals.
- No pedestrian bridge is proposed at Thurlow Street to maintain access to Moore Park for Redfern residents.

- Residential streets will eventually become congested as traffic volumes grow because of a signposted non-toll alternative route. This will result in worse air and noise pollution for these streets than occurs at present.
- Page 6-23 states that outside lanes on South Dowling Street are to be for off-peak parking, i.e. used for peak hour traffic. There will thus be an increase to 8 lanes of congested traffic passing terraces in South Dowling Street.
- This could be reduced by not placing any parking restrictions along the western side of South Dowling Street and reducing the access road on the eastern side of South Dowling Street to one lane next to Moore Park. This would maintain the lanes available for traffic to six lanes as currently exists, but four of the lanes would be motorway standard. This would reduce the encroachment into Moore Park. This may also reduce air pollution levels along South Dowling Street and Cleveland Street to less than EPA goals.
- Concerned about the predicted structural damage to sensitive heritage buildings.

770. CHESSELL Susan

- I urge you to consider the true environmental impact of the Eastern Distributor on Woolloomooloo. I'm amazed that an EIS could see any sense in a plan that allows the construction of an elevated highway so close to people's homes and work places. With estimate of around 125,000 cars a days roaring by, not to mention Mack 16 Wheelers hitting the air brakes at the toll booths, I wonder how many cars and what disruption would be required for the EIS to suggest that there might be a better solution to the problem of Sydney's traffic.
- The placement of the toll booths at the edge of the suburb will cause a huge increase in noise and fumes as traffic decelerates and accelerates. Any backup of traffic will be into the Woolloomooloo area.
- A real health problem of noise and pollution that an elevated highway would cause local residents and workers.
- It would be an ugly slash on the landscape that would cut Woolloomooloo in half and create a barrier between the city and the Eastern suburbs . It will destroy the environment for walkers and pedestrian traffic that makes such areas people orientated places. If allowed to happen this will lead to an increase of crime in the area.
- I realise that the Olympics will be held in 2000 but is it worth destroyed an historic ares of Sydney and the environment of the residents t impress the world for two weeks. It's a little like the socialite who neglects her family to impress her friends. When it comes downs to bottom line, we, the local residents, are the people who will have to live with the new traffic arrangement, Please make them as people orientated as you can.
- The tunnel option proposed by Cr Sator would actually allow the creation of extra green space and improve the area rather than create an eyesore. It sounds as if this much more

acceptable solution would cost very little more or take much more time to build when the benefits are taken into account. The additional expense would be well worth it from the viewpoint of all who live and work in the city as well as visitors who would see a more people orientated and attractive city.

- Why is the tunnel solution not the obvious choice?
- How can a discredited elevated highway be considered in this day and age?
- How much noise and pollution can one area be expected to take?
- Have studies been done on the effects on people of a life time of living in fumes, I would expect it would be as dangerous as passive smoking?

771. VELLA Angela

Form Type D

772. FRASER John

- Surry Hills and Redfern will be separated from Moore Park just as the residential component of these areas is increasing.
- Considers the current proposal is not satisfactory but that a well designed Distributor is required. The roadway must go underground to Link Road to resolve visual impacts and loss of park land.
- The intersection in William Street needs better design.
- The emergence of the tunnel at Drivers Triangle and the widening of South Dowling Street and all the attendant underpasses look like crude design.
- If the proposal is built there will be loss of park lands.
- If the proposal is built the ugliness of Sydney will be increased.

773. COWELL Russell (Kensington P. S. School Council)

- Concerned that the Distributor will exacerbate the traffic for Kensington Public School on the corner of Todman and Doncaster Avenue during construction and operation. This will be a result of reduced traffic flow on Dacey Avenue.
- Because the right turn from South Dowling Street into Dacey Avenue involves a set of traffic lights, many motorists use Todman or Link Road and Lenthall Street feeding onto Todman Avenue.

- During construction the disruption to Dacey Avenue corner will lead to more motorists abandoning the Dacey Avenue route to the east in favour of Todman Avenue.
- Request that during construction stage that other means and routes are investigated for permitting traffic to the eastern suburbs so that traffic along Todman and Doncaster Avenues is not increased. If this is not possible then the safe pedestrian access should be provided across Doncaster and Todman Avenues in the vicinity of the Kensington PS. Overhead footways are recommended as additional or new pedestrian crossings would be unsuitable from safety and traffic flow aspects.
- In the operation of the Distributor there should be improved access the Dacey Avenue from the south. Proposals for a tunnel to be provided so that the eastern bound traffic has direct access to Dacey Avenue is sensible. This would reduce traffic flow for Kensington PS on corner of Todman and Doncaster.
- Traffic should be encouraged to use Dacey Avenue as it is one of the major arteries to gain access to the eastern suburbs. It is suited to this role as it does not pass through built up areas and there is significantly less pedestrian traffic. Motorists are discouraged from using Dacey Avenue as it involves a set of traffic lights to turn from South Dowling Street. Motorist use Lenthall or Todman Avenue instead.
- During construction motorists will not use Darcy but Todman. Therefore more traffic will be passing past the Kensington School, along Doncaster and Todman.
- In operation the right hand turn onto Dacey will not be made easier than present and the EIS predicts that traffic taking this route may decrease and the alternate route will force much more traffic past the School.
- Request liaison between South Sydney and Randwick Councils and RTA so that traffic flow in local streets of Kensington is reduced and that there be a separation of vehicular and pedestrian traffic in the vicinity of the Kensington PS
- Concerned about safety of children attending Kensington PS as the Eastern Distributor is likely to increase traffic levels along Doncaster and Todman Avenues. Todman Avenue has no pedestrian crossing in the vicinity of the School. Concerned for children that walk to and from school.

774. KIRKMAN Michael

Form Type L

775. PARKER Brian

- The underpass along South Dowling Street should be redesigned to limit there width and therefore impact on Moore Park. This can be achieved within the existing width of the

road by utilising a staggered underpass with sliproads over the top of the centre lanes, a merging zone and the centre lanes emerging beyond the merging zone. A reverse configuration is also possible with the slip roads over exterior lanes but is marginally more expensive (refer to diagram).

- The section from the Cahill Expressway to William Street is Environmentally unacceptable and should be underground. Request more information on existing in ground services and other physical restraints exhibited as part of the EIS so that more informed critique on the tunnel proposal can be made including cost effective solutions to lowering the elevated road. This information would consist of a plan of existing services with RLs, a long section of the road with the invert levels and sizes of the existing services and a comprehensive geotechnical report.
- The roadworks should be in a tunnel from William Street to the existing Cahill Expressway tunnel. Travelling from the north the road would be at existing grade until it reaches the existing exit of the Domain tunnel. The road would then grade steeply down to 7.0m below existing surface into a cut and cover tunnel. At this point the grade would reduce but continue downwards to be 7.0 metres below Sir John Young Crescent where it would be cut and cover tunnel till it reaches the driven tunnels proposed at William Street.
- The section from Sir John Young Crescent to Art Gallery Road would be left temporarily open during the period of toll collections to allow for an al fresco toll plaza. This area would be covered over after toll collections ceased. In the short term the roadworks are lowered out of sight and hearing and the Domain is reconnected to the Botanical Gardens whilst allowing for the complete covering over of the expressway. Pedestrian access would be re-established between the Domain and Woolloomooloo Bay underneath the existing Art Gallery Road Bridge (refer to map).

776. PITSIKAS Nicholas

Form Type L1

777. BOGLE Michael

- Request a pedestrian overpass on South Dowling Street between the traffic lights at Cleveland and Driver Triangle. It is difficult to get access Moore Park Road as a pedestrian.

778. HOPKINS T.J.

- We believe it is unconscionable to suggest that traffic management in Moore Park Road will be considered after completion of the Eastern Distributor. This must be part of the overall plan. This unacceptable to the residents in question.

- Drivers Triangle is already congested. We understand the report that it will become busier still. We urge you to consider an additional entry to the tunnel in Moore Park Road.
- We understand this is merely the second of many of consultation so that we can come to an agreement prior to the Eastern Distributor proceeding.
- There appears to be little, if any, provision for pedestrian and local resident in question. What are your plans please?
- We urge you to consider an exit from tunnel at Oxford St so that the burden of the increased traffic is shared equally by Moore Park Rd and Oxford St. After all ,Oxford St is not a residential street like Moore Park Rd.
- We urge you to consider the proposal to extend the tunnel to Kensington, so that the pressure on Driver Triangle is relieved.
- Environmental Impact Study proves to be accurate in regard to traffic levels in Moore Park Road we will be left with seriously devalued properties. We need a guarantee from the RTA that we will be fairly compensated
- Our worst fears are confirmed and the Environmental Impact Study proves to be accurate in regard to traffic levels in Moore Park Road we will be left with seriously devalued life styles.
- Our worst fears are confirmed and the Environmental Impact Study proves to be accurate in regard to traffic levels in Moore Park Road we will be left with seriously devalued properties.
- EIS states that as a result of the tunnel there will be a 23.9% long term increase in traffic on our section of Moore Park Rd. Given that we already suffer excessive traffic noise within our properties and this increase of traffic will be within 10 metres of our front doors, we submit that the east bound traffic exit next to Greens Road should be amended to also incorporate an entrance for west bound traffic. Unless this step is taken we will be faced not merely with additional passing traffic (like the rest of Moore Park Road), but with traffic decelerating, queuing / Revving and then accelerating directly outside our homes twenty four hours per day. We are sure you will understand that this is totally unacceptable to the residents in question.
- We are unable to establish from the EIS of your plan for parking in Moore Park Rd. This is unacceptable to the residents. Our families live and many of us have businesses that depend on begin able to park in Moore Park Rd. We need to know your exact plans for residents parking during and after construction please. We submit that at the very least the status quo should be maintained.

779. HOPKINS Linda

Form Type K

780. STARVIOV-PAGOWSKI Michael

Form Type K

781. JACK P M & BOYD Michael

Form Type K

782. SALKELD Joffre

Form Type K

783. CLOUGH Jude

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

784. MALLIA H J

Form Type M1

785. FOLEY Angela (Total Environment Centre Inc.)

- The costs of the Eastern Distributor do not consider bus business in terms of the re-routing which will occur during construction.
- The distributor and its links will trigger higher levels of urban expansion in the outer south-western suburbs and have a negative effect on local historic values in Woolloomooloo and along South Dowling Street.
- What is to be done about parking? Already people who live in the inner city use public transport because there are few options to park.
- Traffic impacts in the immediate region are poorly considered including those related to the Cricket Ground, Sydney Football Stadium, the new Fox Studios and Centennial Park.
- Local people will undoubtedly suffer from property value impacts, which are not recognised in the EIS.
- The EIS does not explore alternative arrangements to improve transport issues for the area and the region.

- The economic argument is seriously misleading and constructed for the purpose of producing an EIS which casts the proposal in a favourable perspective.
- The case/option that the Eastern Distributor is the best option is defended through a set of cost/benefit assessments which are based on some deceptive and unqualified estimates, particularly time savings. It assumes travellers won't switch to driving and thereby increase the demand for the Eastern Distributor. However, the travel time savings estimates will become non-existent as congestion slows traffic movement and reduces travel time savings way below the calculated figure.
- The economic argument is driven by the determination to pursue one mode of transport (cars and roads) without an analysis which recognises broader transport and environmental concerns.
- It is unfortunate that this EIS has simply taken the 1984 figures from the Tunnel EIS and added inflation to estimate property values in relation to air and noise impacts. The hedonic price approach is not technically robust and the assumed benefits to the value of housing in this EIS are narrowly constructed and poorly informed. Knowledge and public attitudes have undergone a terrific rate of change which renders a simplistic 'upgrade' of 1984 figures naive as well as outdated.
- The Eastern Distributor will become naturally congested and create greater disadvantages to the local area than area anticipated in the EIS.

786. FRASER Peter

- Although the Sydney Olympics is important an "eyesore" at East Sydney should be built just so that it would be ready for the Olympics.
- Tourists frequently visit Woolloomooloo and the Art Gallery. Building an enormous raised highway in the area would be unsightly and would demonstrate an uncaring, quick fix attitude from the City of Sydney.
- Toll plazas close to the Art Gallery would have serious environmental implications with increased traffic noise and fumes.
- Option W4 is the superior plan as it reduces visual impacts and the impact on the Art Gallery. The toll plazas are moved further back and this cancels the need to build a raised highway. The payment plan for the option could be over a long period of time. the extra money need to fund W4 could be spread over a longer toll period and /or small increases in the proposed toll.
- Option W3 is cheap and quick and should not be chosen on this basis.
- Considers Option W3 would produce a raised, unsightly highway and would ruin the area visually.

787. BROOKER Lynette

- We are concerned with the effect that the elevated section of the distributor will have on the Woolloomooloo bay area. Erect a barrier between a large part of the suburb and the waterfront district.
- We are concerned with the effect that the elevated section of the distributor will have on the Woolloomooloo bay area. Seriously effect future development of that historic area and its tourist potential.
- We are concerned with the effect that the elevated section of the distributor will have on the Woolloomooloo bay area. Ensure that the separation of the Domain and Botanic Gardens parklands is perpetuated.
- We are concerned with the effect that the elevated section of the distributor will have on the Woolloomooloo bay area. Impact visually on the NSW Art Gallery surrounds.
- Considering the effect on the heritage and living condition of the area, we request that the section of the Eastern Distributor through the Woolloomooloo district be underground.

788. Kovac Laura

- Recommends that tunnelling for South Dowling Street would be a better option than the current.
- Recommends the construction of a pedestrian overpass for access to the parkland.
- The reduced access to Moore Park.
- Concerned with noise levels around South Dowling Street due to the above ground proposal with increased lanes.
- Concerned with pollution problems around South Dowling Street due to the above ground proposal with increased lanes.
- Concerned with the parking problems around South Dowling Street due to extra traffic.
- The reduction of parkland to Moore Park.

789. MOSHOS Michael

- Concerns with regard to being mislead about the proposal . When first introduced he thought it was going to be a tunnel and now has been told it is road bridges. Favours the tunnel from under Taylor Square to exit in the south past the SupaCentre.

790. CHAMBERS Ian

- Danger to pedestrians from cars travelling at high speeds.
- A need for funding and development of local area traffic management schemes before a final decision is made.
- A need for traffic calming measures for local roads.
- Adequate considerations to be given to public transport planning for the area.
- Concerned that little thought or planning seems to have been expended on assessing the effects which changed traffic patterns will have on local streets.
- Concerned about air pollution generated from the proposal.
- If the proposal is accepted and acted upon a large number of the residents living standards will be reduced.
- The Alienation of suburbs such as Woolloomooloo and Surry Hills from parklands and harbour by concrete and asphalt barriers.
- Local trips and pedestrian or bicycle access to parks is going to be significantly curtailed.
- Concerned with increased noise levels due to traffic flow.

791. FITZGERALD R. and W. WILSON

- An allowance for landscaping the triangular area near 85 Dowling Street with trees and shrubs.
- Should the frontage road not be provided then Ingram Street is to remain open - refer Mr. W. Mertell Randwick Council. Or access to Myrtle Street or Ingram Street to be made possible by the RTA.
- Eliminate traffic signals at Link Road and replace with jersey kerbs for merging traffic , road markings and if necessary move north bound entry point further north.
- Would prefer the extension of the sound and safety barrier of the frontage road south past Myrtle Street to past Ingram Street.

792. STREET Brian

- Upon approaching an independent traffic consultant (Maptec) to check figures quoted in the Eastern Distributor 1996 EIS, advice was given by the consultant that the RTA had exclusive rights to any traffic count/volume data and this information was not made available to any party not working for the RTA. This raises concerns about the legitimacy of figures quoted. As a means of checking these figures, the traffic counts for 1996 in Lenthal Street were compared to those traffic counts reported by Randwick City Council for the same period. The Eastern Distributor 1996 EIS quotes 1996 traffic volumes of 18,100 v/d for this area. Randwick City Council reports traffic volumes for October 1996 of 7,339. This is a modelling error of 247%, and illustrates the reasoning for concern about further traffic predictions.
- Upon questioning the RTA as to effect the LATM has on traffic volume predictions, the RTA admitted that it had made a mistake in that, the Authority had omitted the LATM when predicting traffic volumes in the area of Lenthal Street and Todman Avenue. This further illustrates the concern about traffic predictions.
- It has been stipulated by the Environmental Protection Authority that the evaluation of local and regional traffic management principles should be included as part of the proposal. The 1996 Eastern Distributor EIS has failed to identify this. In fact it has been reported that any such report will be released as a Review of Environmental Factors after the EIS is released. Is it common practice to ignore the Requirements of the EPA?
- It is believed that the EIS has failed to thoroughly and correctly identify measures to rectify how the Motorway will affect the local residents and consequently local streets during construction.
- The EIS has failed to address the issue of severance on Kensington. The EIS has interpreted severance to only apply to communities which have at one edge the effects of the development. In actual fact Kensington has been divided three ways by the Motorway yet the EIS fails to address this. This severance may be reduced by; eliminating the left turn at Link Road; providing a south to east traffic movement from the Todman Avenue tunnel.
- The EIS has ignored the major construction impacts on Kensington. The proposed redirection of traffic during construction, will serve only as a means of frustrating commuters, and promoting them to take an alternate route.
- The EIS ignores the impact of this development on regional air quality. The NSW Smog Action Plan was released on May 1996. The main objective of this group was to reduce vehicle kilometres travelled by promoting public transport and alternative transport including 'car pooling'. This project will seem to defy these objectives by providing a means of promoting higher volumes of traffic.
- Upon attempting verification of traffic volumes counts and predictions, advice was handed down that associates of the RTA only are given access to such information. It is this type of bureaucracy which leaves doubt in the mind of the writer.

- It seems the methodology chosen for this development ignores world's best practise principles. It is questioned whether 1996 air quality goals can be used as a guideline to compare air quality predictions for the year 2011. The logic of this falls down if the theory is applied in reverse. That is, a developer wished to build a project of say one year duration and wanted to apply air quality standards of 1981, the proposal would be rightly rejected. In Europe air quality standards are predicted and modelled to be used as a comparison for air quality predictions for the same year. Why does Australia not follow this theory?
- Particulate matter has been identified as the next major air quality issue likely to affect fuel composition air consequently air quality. It is recommended that the EIS should supply predictions of particulate mater concentration according to traffic volume predictions.

793. MICHEL Paul

- The exit of the Eastern Distributor on Moore Park Road must be after Greens Road, as the residents of Nos 2 -32 are not affected.
- The cost of the additional tunnelling of about 30-40 metres can be met by the government. This would also stop cars exiting from the tunnel to turn left into Greens Road, which will further reduce traffic in the area.

794. GAVIN-WEAR Matt

Form Type C1

795. HISLOP Owen

- By encouraging traffic off at Moore Park Road we are merely moving the problem at Taylor Square 1.8km to the Junction of Moore Park Road, Oxford Street, Lang Road, Cleveland Street and Cook Road. Encourage traffic to Bronte, Waverley, Randwick out on a Ring Road system using the route shown in chart 1 (See submission for chart 1 details). This would mean it would not be necessary to have a north bound portal in Drivers Triangle or east bound portal feed off and into Moore Park Road.
- Feels that Anzac Parade has not been fully utilised, a tunnel should be bought up into Oxford St. that could feed Bondi Junction. Signs on Anzac Parade going north from Dacey Avenue encouraging traffic to Bondi Junction past Robertson Road and Lang Road to Moore Park Road should be removed and that traffic be able to turn right at intersection of Dacey Avenue and Alison Road by way of light changes. Robertson Road and Lang Road must take a share of traffic.

796. PURSEHOUSE Mr and Mrs C.

- Doncaster Avenue is characterised by closely settled residential development, the major recreational facilities of Randwick Racecourse and Centennial Park. Within the section is a significant local school protected by speed restrictions. Randwick Council has proposed a draft LEP to allow future development of the Doncaster Avenue area. This would promote an increase in local traffic. During peak periods, traffic volumes are at or near saturation with parking also very limited. In general, the current and likely future traffic patterns does not support nor accommodate an increase in traffic volumes. For this reason it is requested of the RTA and the proponent, that serious consideration be given to the Local Area Traffic Management plan for the area, including the adverse effect of rat-runs on the area. The greatest concern lies with the thought that the peak period may increase in duration and/or consistently high or higher flows over the entire day may result due to the Eastern Distributor.
- Let it be recognised that the RTA successfully protected the amenity of residents adjacent to the City West Link. We can only hope for similar standard in our area.
- Concerned mainly about the possibility of an increase in traffic volumes in Doncaster Avenue. This type of result would disturb the amenity of local residents due to increased noise, pollution and exacerbate the unsatisfactory hazards to pedestrians and vehicular traffic.

797. ANDERSON John

- Close Link Road as it will be a dangerous egress with 160 bend and will direct traffic to Lenthall Street heading to Alison Road or Anzac Parade.
- Request alternative strategy to that proposed for the section of the ED between Link Road and Darcy Avenue. The alternative strategy should have the objectives of non interference with the efficient operation of the ED and routing through traffic coming of the ED with an eastern suburbs destination via a road network built for high traffic volume (Dacey Avenue and Alison Road) and away from residential streets in the Kensington area (Todman Ave, Lenthall Street, Doncaster Avenue).
- The following alternative strategy is proposed:
- Close Link Road as it will be a dangerous egress with 160 bend and will direct traffic to Lenthall Street heading to Alison Road or Anzac Parade. Do not install entry or exit points for the ED at Todman Avenue intersection. Instead install a roundabout on the top of Todman Avenue, ED overpass. Traffic travelling west along Todman would have the options of going straight ahead to connect with Bourke Street or the traffic could continue around the roundabout and connect with a larger roundabout above Dacey Street, ED intersection.
- Traffic coming off a large roundabout at Dacey Street, ED would be in a position to join Todman Avenue after connecting with the roundabout above the intersection of Todman Avenue and ED. This would have the benefit of Todman Avenue traffic being local traffic and would have the means of entering the ED at Dacey Street, ED roundabout.

- Install entry and exit points to the ED at the intersection of Dacey Street and ED. Control of traffic at these points would be by means of a large roundabout, possibly supported by traffic lights (similar to the lights at Kingsford roundabout). The roundabout would take and distributor traffic to the ED (north and south exits), ED (north and south entry points), Dacey Street and a connection road down to Todman Street roundabout.
- Supports the ED design objective of reducing traffic on local roads and improving the quality of life of residents adjacent to streets carrying inappropriately high volumes of traffic. Disappointed that the design objective has not been achieved in the Kensington area. It would appear that traffic volumes will increase on all Kensington Roads.

798. ILLEGIBLE

- Traffic should be deterred or prevented from using Link Road as the major southern access point to the Eastern Distributor.
- The traffic using Lenthall Street impacts adversely on the whole of West Kensington and notably on Doncaster Road. Lenthall Street already carries 18100 cars per day. Traffic should be discouraged from using Lenthall Street.

799. FINCH Amanda and Paul STEVENS

- A tunnel should be built from the Domain to Link Road. If a tunnel was built, an above ground lane along South Dowling Street could be devoted to bicycle traffic and Pedestrian access would be improved. It would reduce cars and trucks passing metres from homes. Other freeways can have noise barriers erected to cut noise and visual pollution.
- Planners in forward thinking Western cities have realised that vast, multi-laned open roads are not the solution to traffic problems and only create future traffic chaos as well as an ugly, dirty city.
- Will another cycleway be built to replace the dirt path used by cyclists in Moore Park which runs parallel to South Dowling Street? Will cyclist commuters be forced to use the expressway?
- Vehicular access to driveways and garages along Dowling Street will be difficult and dangerous. It is already difficult for residents to pull into and out of their driveways because of fast moving traffic. This situation will become worse due to increased speed limits and the removal of Link Road lights..
- The aesthetics of the project is not appropriate. When visitors arrive in Sydney for Olympics 2000 and beyond, their first impression will be of an ill-planned concrete jungle. Randwick Council were previously considering beautifying Dowling Street with kerbside plantings and median strip trees. The median strip planted with palms to make the gateway more attractive will now be replaced with concrete.

- The abolition of the Link Road traffic lights will mean that pedestrians will not be able to cross from Todman Avenue down to Southern Cross Drive. There will be no median strips to cross with safety. This is inconvenient and dangerous.
- A recent court finding against Optus established any alterations or additions must be in keeping with the heritage listed area along South Dowling Street. How is it possible to ban Optus's TV cables as being unsightly and not in character with the area, while allowing a 10 lane expressway to proceed.
- Ten lanes of high speed traffic travelling past residents along the Eastern Distributor would make sleeping or working in the front rooms of houses impossible
- Government and local councils are trying to cut pollution with emission controls and the closure of the Eastern Suburbs Incinerator. Such a pollution causing proposal for the Eastern Distributor should not be allowed.
- There will be loss of Moore Park when Sydney's Green space is already being encroached upon. This is a retrograde step for inner city dwellers.

800. LIEM Lely

- Traffic should be encouraged to use the arterial road (Dacey Avenue) by the inclusion of underground slip roads onto Dacey Avenue.
- Traffic should be deterred or prevented from using Link Road as the major southern access point to the Eastern Distributor.
- Lenthall Street already carries 18,100 cars per day, far too many for a local street, as a direct result of its connection with Link Road and thereby to Southern Cross Drive.
- Lenthall Street has several features which make it unsuitable for heavy traffic, including 70 degree bend, it is subject to flooding, has a blind crest, closely spaced driveways, steep camber and 2 operable lanes.
- The traffic using Lenthall Street impacts adversely on the whole of West Kensington and notably on Doncaster Road, which is a local road with a school at its intersection with Todman Avenue.
- Traffic is presently encouraged to use Lenthall Street. Link Road offers the first opportunity to exit Southern Cross Drive for many kilometres, which it can do without the frustration of traffic lights. There are 2 sets to deter drivers continuing on the arterial road (Dacey Avenue), which is designed to cater for them.

801. MILLIGAN Janett (Department of Housing)

- The Department of Housing considers that the proposed ground level motorway is incompatible with the high density, pedestrian orientated urban environment of Woolloomooloo. Woolloomooloo is significantly disadvantaged in comparison with other inner city areas where the motorway is underground.
- The proposal will lead to increase in community severance. This will further disadvantage low income residents of Woolloomooloo, who are characterised by a pedestrian environment and low level of car ownership. The placement of the motorway below ground would allow for improvement for east west pedestrian and cycle access.
- Woolloomooloo occupies a cultural setting of national and state significance. The reconnection of Woolloomooloo and the foreshore with the Domain and the Botanic gardens would integrate many of the important cultural elements significant to Australia's history
- The redevelopment of Woolloomooloo by the Department has ensured the steady improvement in the residential amenity of the area. The traditional built form of the area has been enhanced ensuring the concept of an "urban village". The placement of the motorway below ground would further improve this important urban design element and allow for the redevelopment and integration of Palmer Street.
- The measures proposed for the mitigation of unacceptable noise levels may impose considerable constraints on the livability of residential dwellings in Woolloomooloo. The motorway should be underground considering the substantial number of dwellings involved and the expected noise levels.
- The design of the motorway should be reconsidered to be underground in the Woolloomooloo area. The current proposal has major impacts on many Department of Housing residents and wider community of Woolloomooloo.
- The proposed motorway involves a drainage design to the 20 year Average Recurrence Interval Standard with connections to the existing system. The existing stormwater system at Woolloomooloo is inadequate and additional runoff flows are expected due to the increased road surface. Amplification of the existing system would be required for the motorway to meet the propose drainage design standard. The EIS has not addressed this issue.

802. INGRAM David

- Heavily opposed against removing parkland from Moore Park.
- Recommendation that the Eastern Distributor be placed in tunnel along South Dowling Street.
- Heavily opposed against the complexity of a multi laned Motorway along South Dowling Street, access to Moore Park will be hindered.

- Dilapidation survey is currently being conducted by the Strata Council. Assurances requested that works will have no adverse effects on the structural integrity of the building.
- Opposed against proposed location of the southern ventilation stack. Believes stack would be better located, as EIS option indicated, in Moore Park.

803. LEWIS Jennifer (Coalition of Transport Action Groups Inc.)

- A more energy efficient and less petroleum dependent public transport network must be provided instead, using the funds to be spent on the Eastern Distributor. Public transport infrastructure for less petroleum dependent travelling public should be provided now. The ED should be abandoned so that there is not wasteful duplication of infrastructure with public transport infrastructure.
- The effect of Distributor on the viability of the New Southern Railway and of the New Southern Railway on the traffic volumes and viability of the Distributor must be outlined in the EIS. The effect of the up-and-running railway on traffic approaching the airport from the north should be observed before investing in competing infrastructure. It will draw passengers and profits away from the NSR. Construction of a road in competition with the railway which is being built to take the traffic off the roads that the Distributor is claiming to relieve is duplication and aberration of planning.
- A recent federal government study predicts that Australia will soon suffer an acute shortage of petroleum. These predictions have been made in other studies as listed in CTAG's submission. Since these predictions have been made, a well researched and reasoned refutation of them and a credible alternative scenario to them of ample resource base to conveniently fuel the traffic predicted in the EIS must be provided, otherwise the EIS lacks credibility.
- Shortage of petroleum will mean that it will only be affordable to a small part of the population, which will relieve congestion without expenditure on the Distributor.
- The EIS assumes unlimited petroleum resources.
- The EIS must study the effects of the introduction of the ED into the whole of Sydney road network as increased traffic from the Distributor will effect all roads. It would be expected to increase congestion on the M2, the northern arm of the Sydney orbital and feeder network. As a consequence air and noise pollution would increase in the M2 catchment. Piecemeal study of roads is misleading.
- Hell on Wheels, page 3 demonstrates that the EIS can not deliver one of its major goals of increased travel speed.
- SACTRA concludes that new roads such as the Distributor do induce traffic.

- Hell on Wheels Nov 1996 page 2 discovered some extraordinary reductions which detract from the credibility of the EIS.
- Even if the plans are changed to put the Distributor underground it does not invalidate concerns of dwindling oil supplies producing a white elephant about the effects of extra traffic on all of Sydney, competition with NSR and dependence on less energy efficient and polluting fuel source and the continued degradation of lifestyles and social conditions by increased traffic.
- The location of tollbooths outside the Art Gallery is insensitive.

804. HAYES J.C. (Sydney Ports Corporation)

- There is a lack of appreciation in the EIS of the impact of heavy vehicle traffic generated by the Ports of Botany Bay and Sydney Harbour on the overall road network.
- The forecast traffic volumes generated by the port activities as shown in Working Paper No.3 are being extracted from reports which are over 5 years old. Current forecasts indicate that container throughput at Port Botany is expected to reach 2.23 million TEUs (Twenty-Foot Equivalent Units) by 2020 from the 1996 level for both Ports of 698,000 TEU's. A revised table showing the current numbers of truck movements is attached. This volume will increase as the throughput of containers increase.
- Road transport will remain the dominant mode of transport to and from the Port, although actions are being initiated to encourage movement of cargo by rail. Currently only 8% of containers are moved by rail with this expected to reach 20% by the year 2020. The 25% figure contained in the WP3 refers to mass of cargo and not TEUs. TEUs are more directly correlated with traffic volumes.
- No improvements are proposed to the existing entry/exit ramps at the intersections of the Motorway with Wentworth Avenue and General Holmes Drive.
- It is not clear whether entry/exit ramps are being proposed between Gardeners Road and the Motorway. These ramps provide access for traffic which traditionally uses sections of Southern Cross Drive and South Dowling Street which are being absorbed into the Motorway.
- There has been no attempt to identify origin/destination routes for truck traffic servicing Port Botany. This information is being extracted from old reports which may not hold true for the future, given the continuing relocation of industrial areas from the inner city areas to outlying suburbs.
- Further consideration should be given to actions to attract truck traffic to the Motorway thereby removing trucks from other routes which cause inconvenience to other road users and residents. Actions could include favourable toll rates, permitting some of the less hazardous (Class 1 and Class 2.3) dangerous goods to use the tunnels and providing easy entry/exit into the system.

- Traffic and Public transport planning should be carried out together so as cars, bus and pedestrian movements can be co-ordinated together.
- It should not be underestimated that major events are occurring more frequently at the SFS/SCG and that once the Fox Studios and the entertainment complex comes in operation, traffic/people activity flows will increase substantially.
- As the project will be privately funded let us not agree to a half cocked approach to what could become a long term problem.
- Looking to the future, there should be more focus on public transport . Sydney's current transport infrastructure is dominated by roads, how long can this be sustained before something gives. Tax payers should be given an equally safe public transport system to rival the private transport system.
- Concerned that increasing traffic volumes due to the Eastern Distributor will increase noise, pollution, decrease parking space capacity and pedestrian safety.
- Believes that landscaping and amenities on Moore Park Road should be improved.
- If Moore Park Road residents lose their quality of life and parking as a result of the Eastern Distributor, and the traffic diversion from Queens Street then residents will surely be liable to seek compensation.
- The Eastern Distributor will promote an unhealthy and unsafe environment.
- Believe that the Eastern Distributor will result in losses in property values.
- It is recommended that the Botanic Gardens and The Domain be brought back together to create one space, by placing the Motorway in tunnel.
- It is recommended that the Motorway be placed in tunnel under South Dowling Street starting at Drivers Triangle and exiting at Link Road. This will eliminate the alienation of South Dowling Street from Moore Park.
- South Dowling Street should be a beautiful tree lined corridor coming into the city and not an LA style freeway.
- The EIS for the does not address the problems that Moore Park Road faces if it is to be an entry/exit point for the ED.
- It is a criminal act to think that a portion of Moore Park will be confiscated from the taxpayers and voters to make way for a wider uglier, wider and more polluted South Dowling Street.
- It is recommended that no land is cut away from Moore Park.

- The disruptions occurring through the construction period must be further evaluated. The effect on the alternative routes of the Central Sydney Light Rail extension, which if adopted is being proposed to be constructed at about the same time should be considered.
- Need to consider the effect on commercial vehicles with the granting of priority to public transport/bus services.
- Need to consider the choice of alternative routes for heavy vehicles.
- It is suggested that a requirement to prepare a "Construction Traffic Management Strategy" be included with Sydney Ports being given the opportunity to review this Strategy prior to its acceptance.
- Further consideration should be given to the continuity between the Eastern Distributor and the M5 East. A section of the General Holmes Drive, between the two motorways which contains the Airport tunnel is not being addressed. This section of road is critical for port traffic since Foreshore Road, the main road serving Port Botany, joins the motorway system through this road.
- Most of the issues raised in the Sydney Ports letter of 26 September 1996 have not been addressed in the EIS.

805. INGRAM

- Money collected from toll ways should be put back into the local area.
- It is recommended that the toll booth be located away from the Art Gallery or at least underground.
- As a measure to improve the proposal, facilities for bicycles must be included.
- Parking along Moore Park Road must not be reduced or hampered in any way.
- Traffic calming and pedestrian facilities in Moore Park Road must be improved to create a healthy and safe environment.
- A traffic management plan must be implemented to accommodate for traffic movements for Fox studios, The Sydney Football Stadium/SCG and the Eastern Distributor as a whole.
- At it stands, there have been no public transport options to shift the large crowds which frequent the area.
- Residents are concerned about a hidden agenda to divert traffic which would normally commute along Ocean Street into Moore Park Road.

806. GEORGES Jim (NRMA Limited)

- There is limited exploration of the opportunity for developing or improving cross regional services. There appears to be an opportunity to develop better services between Chatswood-Kensington, North Sydney-Coojee and Chatswood-Bondi. The RTA should liaise with appropriate public transport providers.
- Treatment of shaft emissions is not planned. If treatment is undertaken, construction of 26m highshafts and future development of buildings around these shafts will no longer be necessary, making the treatment option more Environmentally friendly and cost effective. Recommends installation of appropriate treatment equipment for shaft emissions.
- The proposal is likely to increase the community severance of Woolloomooloo along the Cahill Expressway. It could reduce connections and accessibility between Woolloomooloo and the city. It could also reduce the opportunities for revitalisation of the Woolloomooloo and East Sydney area.
- The proposal is likely to reinforce the separation of the Domain from the Royal Botanic Gardens and Sydney Harbour.
- To alleviate the severance, aesthetic, noise and social impacts serious consideration should be given to placing the Eastern Distributor underground in the East Sydney area. There may be longer term economic, social and environmental cost savings if the underground proposal is pursued.
- Proper assessment of the total value of the underground option is not possible because two very different estimates have been provided for the tunnel. RTA=\$140 million whilst SCC=\$40 million.
- There are acknowledged aesthetic impacts of the Distributor, particularly where it is exposed at Woolloomooloo and the Art Gallery. There is a significant community value of the aesthetic quality of Sydney's built environment. This also impacts on the economic attractiveness of Sydney and would be significant in maintaining Sydney's competitiveness in the future.
- Placing the Distributor underground could eliminate most aesthetic concerns.
- New infrastructure projects should consider aesthetic impacts in their design and consideration of urban amenity values.
- The Eastern Distributor provides the opportunity to reduce existing noise levels rather than simply mitigating them. This could help restore urban amenity.
- The current proposal is unlikely to change noise levels dramatically.
- A tunnel in the Woolloomooloo area would reduce traffic noise levels.

- Where the existing noise situation is already above the RTA's base noise objectives, the existing noise level should be used as the RTA's noise design criteria.
- Improving access for through traffic must not lead to a loss of local traffic access and/or reduce pedestrian and vehicular safety. There needs to be a strong commitment from all responsible authorities to develop a local area improvement plan that capitalises on opportunities provided by the Eastern Distributor to improve local traffic flows, safety, local amenity and transport management measures such as bus priority and enhanced pedestrian and cyclist facilities. This program should also examine the potential to improve conditions along parts of the network that will remain largely unaffected by the Eastern Distributor.
- There is no discussion in the EIS on how pedestrian and vehicular safety will actually occur. This issue is identified on page 5-56.
- There is no discussion on how the RTA and Local Government will consult stakeholders to identify issues of concern pertaining to pedestrian access and safety either along the proposed route or within the adjacent local street network.
- Access opportunities, such as pedestrian bridges must be planned along the length of the corridor and integrated into an area wide pedestrian access scheme.
- An extension of the tunnel in East Sydney would provide the opportunity to extend existing parkland.
- Financial and economic matters are presently reported in far less detail, almost as if the actual ownership and operation of the toll road after construction is of little consequence. Financial and economic aspects reassure the community that an acceptable outcome has been achieved and builds confidence in the private sector provision of future transport infrastructure and the advantages of moving toward a user pays model of road use charging.
- The EIS lacks details about plans to enhance public transport. The RTA should liaise with the relevant public transport agencies to develop a more detailed plan for improving bus operation.
- There is limited discussion on how improvements to public transport access along the proposed route and within the adjacent areas will be achieved. A more detailed plan should be developed in consultation with key stakeholders prior to construction of the proposed route.
- The existing bus service will be disrupted during the construction of the Eastern Distributor. Public transport disruption should not be greater than that imposed on normal traffic. This is in opposition to long term objective of encouraging public transport and seeking to optimise the most efficient modes of transport.
- Priority measures such as the Moore Park bus lanes should not be sacrificed to maintain normal traffic flows where there are reasonable alternatives. Potential delays resulting

from the Eastern Distributor is added justification to promote public transport in the region supported by appropriate priority over other traffic.

- Electronic tolling should be investigated and introduced as quickly as possible to reduce the operational problems likely to be experienced by locating the toll booths in an underground environment.
- The use of 'smart card' technology should be used to ensure that user convenience is maximised.
- A ceiling on the rate of return to the toll operator without restrictions on the level of toll charged helps to optimise the use of the facility, and should be investigated further as a way of increasing community confidence in private toll road operations.
- Variable tolling according to traffic conditions may prove a useful longer term demand management toll.
- Future private toll road proposals should involve greater transparency at an early stage. Where excessive profits are expected, the Government should consider self-financing with innovative bond schemes.
- The project appears to represent a favourable long term business proposition.
- New infrastructure projects should consider aesthetic impacts in their design and consideration of urban amenity values.
- Given the potential inaccuracies in the traffic modelling, it is recommended that appropriate strategies be adopted to monitor variations in project impacts on local routes and along traffic routes parallel to the Eastern Distributor, such as Crown Street, Bourke Street and Flinders Street.
- Concerned that the proposal will lead to loss of existing vista.
- The construction of the proposed Eastern Distributor is supported as it will improve access between Sydney's North, Eastern Suburbs and Sydney Airport. It will also reduce traffic congestion at Tallyer Square leading to safer faster travel.
- It is stated on page 5-30 that the traffic modelling results do not completely correspond to existing conditions and are even more variable for future conditions. This raises concern about the validity of certain aspects of the project which rely on modelling for adequate planning, particularly for future traffic forecasts.
- Assessment of the existing water quality for Botany Wetlands and Shea's Creek was conducted based on water quality data collected by Sydney Water. It appears that assessment of water quality for Woolloomooloo Bay has not been conducted as there is no data in the EIS which indicates otherwise. This assessment is necessary to enable design of adequate water quality safeguards. Recommends that water quality monitoring of the Bay be conducted prior to construction to enable design of adequate water quality safeguards.

807. BROOKER Elizabeth

- I hope that common sense prevail and the Eastern Distributor is put firmly underground through the historic area of Woolloomooloo.
- I wish to add my voice to the many people both residents and visitors who object to the proposed overhead roadway through the Woolloomooloo section of the Eastern Distributor. It would be a horrendous mistake to cut this heritage area with a ugly eyesore and loose any change we have of uniting the Domain with the Botanical Gardens and setting our Art Gallery in a landscape it deserves.

808. BROOKER John

Form Type Q

809. MRONGOVIOUS Will

Form Type E

810. COURTNEY Jacqui

Form Type E

811. BEEBAR-LACINA Margaret

Form Type E

812. ADAM Paul

Form Type E1

813. HALLINAN Jes

- If an extra \$30-50m is required to do tunnel extension, SO BE IT, it will be money well spent in the long term.
- Night time traffic noise is already a serious problem.
- Large scale configuration and visual ugliness of what is proposed for South Dowling St is unacceptable, up to 10 lanes wide in many sections with differing elevations and cuttings.

- The poor design will degrade the appearance of the inner city, specifically Surry Hills, Moore Park and Redfern as the entrance to the City of Sydney.
- The elevated roadways overshadow the Art Gallery, historic Woolloomooloo and eliminate the opportunity of open space within the city confines.
- Access and use of parklands will be impeded in Surry Hills, Redfern and Woolloomooloo, which do not have adequate green space within the residential areas.
- Carcinogenic benzene contaminants and other pollution will increase over residential areas.
- Adverse effect to items of heritage and archaeological significance.
- Should the Eastern Distributor proceed it must be underground, tunnelling from the Domain Tunnel to Link Rd, Kensington.
- Communities affected by the proposal have not had sufficient consultant nor access to data during the pre-consultation process.
- Toll avoidance will adversely affect urban communities alongside the corridor.
- Lack of Local Area Traffic Management plans within the EIS process to allow the community to see the effect of the proposed distributor to the local traffic management.
- East West traffic management generated by SFS, SCG, FOX studios and the large scale increase in population along the route has not been given due consideration.
- Noise levels already exceed WHO stds by over 40db.
- Increase in truck movements, from Port Botany and M5 will further affect what is in many cases an already impossible situation.
- Inducement of traffic to the route, resulting in substantial increase of 250%, within metres from residential housing areas.
- Create gridlock around Drivers Triangle.
- Loss of 3 acres of parkland and open space to accommodate motorway is unacceptable.

814. ANDERSON Linda

Form Type L2

815. GORDON John

Form Type M1

816. SCHEDING S

Form Type M1

817. THOM Lyn

Form Type M1

818. MITCHELL D.

- Access and use of parklands will be impeded in the areas of Surry Hills, Redfern and Woolloomooloo, which do not have adequate green space within the residential areas.
- Large scale configuration and visual ugliness of the proposal for South Dowling St is unacceptable, up to 10 lanes wide in many sections with differing elevations and cuttings.
- The poor design will degrade the appearance of the inner city, specifically Surry Hills, Moore Park and Redfern as the entrance to the City of Sydney.
- The elevated roadway will overshadow the Art Gallery, historic Woolloomooloo and eliminate the opportunity of open space in the city confines.
- Noise levels already exceed the WHO stds by over 40db.
- Lack of local area traffic management plans within the EIS to allow the community to see the effect of the proposed distributor to the local traffic management.
- East west traffic management generated by the SFS, SCG, FOX studios and the large scale increase in population along the route has not been given due consideration.
- Increase in truck movements, from Port Botany and M5 will further affect what is in many cases an already impossible situation.
- Inducement of traffic to the route, resulting in substantial increase of 250% within metres from residential housing areas.
- Create gridlock at Drivers Triangle.
- Carcinogenic benzene concentrations and other pollutants will increase over urban areas.
- Adverse effect to items of heritage and archaeological significance.
- Loss of 3 acres of parkland and public space to accommodate a motorway is unacceptable.

- Should the Eastern Distributor proceed it must be underground, tunnelling from the Domain Tunnel to Link Rd, Kensington.
- Communities affected by the proposal have not had sufficient consultation nor access to various data during the pre-consultation process.
- Toll avoidance will adversely effect urban communities alongside the distributor corridor.
- Night time noise is already a serious problem.

819. THOM R F

Form Type M1

820. LIU S

Form Type L1

- The loss of 3 acres of parkland and open space to accommodate the motorway is unacceptable. Access and use of parklands will be impeded in the areas of Surry Hills, Redfern, and Woolloomooloo.
- Reasonable alternatives have not been presented to the community. The current proposal is unacceptable and will damage the quality of life for residents. The only viable alternative is to place the Distributor underground, in a tunnel from the Cahill Expressway to Southern Cross Drive.
- The adverse effect on the numerous items of heritage significance along the route is unacceptable.
- Carcinogenic benzene concentrations and other pollutants will increase over residential areas. There are no safe limits for carcinogenic benzene. The planned increase in population along the route will be further impeded by the decrease in air quality.
- The large scale configuration and visual ugliness of what is proposed for South Dowling Street is unacceptable. It will be up to 10 lanes wide in many sections with differing elevations and cuttings. The appearance of the motorway will degrade the inner city area as a port entry to Sydney.
- Noise will increase in a residential area already affected by noise. Noise levels exceed WHO standards by over 40 dB. Night time noise, especially intermittent events are a problem for residential areas. The increase in truck movements from Port Botany and the M5 will further adversely affect the area.
- The need for an alternative route bypassing the tollroad will impede local communities. Toll avoiders will adversely affect communities alongside the distributor corridor.

- There is a lack of Local Area Traffic Management plans within the EIS process to allow the community to determine the effects of the proposed distributor on local traffic management.
- East West traffic including that generated by FOX studios has not been given due consideration.
- There will be substantial increase in traffic of up to 250%, within metres from residential areas.
- There are dangers posed to motoring safety (ie weaving patterns, jerseys between carriageways and speed options by a combination of State road and Motorway alongside each other in some sections together with numerous residential street openings).

821. ILLEGIBLE

Form Type L1

822. ILLEGIBLE

Form Type L1

823. MIRANDILLA Ruben

Form Type L1

824. CHOY Bill

Form Type L1

825. ILLEGIBLE

Form Type L1

826. VAN REK Mitch

Form Type L1

827. NORDON Jeanette

Form Type L1

828. HOARE M

Form Type L1

829. SWEENEY D Anne

Form Type L1

830. NAYLOR Arthur

Form Type L1

831. AU-YEUNG Rona

Form Type L1

832. ILLEGIBLE

Form Type L1

833. STANBOROUGH Yasmin

Form Type L1

834. FROLICH J.

- Increase in truck movements from Port Botany and M5 will further affect what is in many cases an already impossible situation.
- Toll avoidance will adversely affect urban communities alongside the corridor.
- Communities affected by the proposal have not had sufficient consultation nor access to data during the pre-consultation process.
- Should the Eastern Distributor proceed it must be underground, tunnelling from the Domain Tunnel to Link Rd, Kensington.
- Access to and use of parklands will be impeded in Surry Hills, Redfern and Woolloomooloo, which do not have adequate green space with the residential areas.
- Loss of 3 acres of parkland and public space to accommodate motorway is unacceptable.

- Adverse effect to items of heritage and archaeological significance.
- Carcinogenic Benzene concentrations and other pollutants will increase over residential areas.
- Large scale configuration and visual ugliness of 10 lanes in South Dowling St.
- Poor design will degrade appearance of inner city, specifically Surry Hills, Moore Park and Redfern as the entrance to the City of Sydney.
- Elevated roadways will overshadow Art Gallery, historic Woolloomooloo and eliminate the opportunity of open space within the city confines.
- Night time noise is already a serious problem.
- Lack of Local Area traffic management plans to allow community to see effect on local traffic management.
- East West traffic management generated by SFS, SCG and Fox studios and the large scale increase in population along the route has not been given due consideration.
- Inducement of traffic to the route, resulting in an increase of up to 250% within metres of residential housing areas.
- Create gridlock at Drivers Triangle.
- Noise levels already exceed WHO stds by over 40db.

835. WIGLEY D

Form Type L2

836. McMAHON L

Form Type L2

837. WILLIAMS David

- The proposal as tabled is totally unacceptable and will impeded quality of life for the residential communities.
- Substantial increase in traffic by 250 % within metres from residential housing.

- The loss of 3 acres of parklands and public space to accommodate a motorway is unacceptable. Access and use of parkland will be impeded in the areas of Surry Hills, Redfern and Woolloomooloo, which do not have sufficient green space within the residential areas.
- Carcinogenic benzene concentration and other pollutants contained in motor vehicles fuel will increase over residential areas, There are no safe limits for carcinogenic benzene . The planned dramatic increase in population alongside the route will be further impeded by the decrease in air quality.
- The aesthetic of the motorway will degrade the appearance of the inner city areas, especially Redfern / Surry Hills and Woolloomooloo as the urban entrances to Sydney.
- The adverse affect to items of heritage and archaeological significance.
- The proposal fails to take into consideration East - West traffic management nor traffic generated by the Fox Studios (planned to 2,100,000 visitors per year) or the large scale increase in population along the route (Green Square and ACI sites).
- The need for an alternative route bypassing the tolling and toll avoidance will adversely effect community alongside the distributor corridor.
- Increased noise impact on already seriously noise affected residential areas. Noise levels already exceed WHO standard by over 40 dB , and the RTA base objectives by 30 dB. The use of double glazing in heritage houses directly on route, and the use of houses as a buffer to residential areas behind, will not be sufficient . Night time noise, especially intermittent events, are already a serious problem for residential areas. The corresponding increase in truck movement, from Port Botany and the M5 will suffer affect what is in many cases an already impossible situation.
- The communities affected by the proposal have not sufficient consultation nor access to information during the pre-consolidation process. Indeed other options have not been presented for the community consideration.
- The short time frame for the construction of the Distributor must not impede adequate design and planning.
- The only alternative to the proposal is to put the Distributor underground, tunnelling from Cahill Expressway to Kensington.
- Lack of LATM plans within the EIS process to allow the community to see the effect of the proposed distributor to the local traffic management.

838. RONFELD Paul

Form Type L

839. GEHOUESE Ann

Form Type L

840. GROOME Graham

Form Type L2

841. SAHEB B

Form Type N

842. ASAD

Form Type N

843. BATCHELOR Leonie

Form Type N

844. GUILDFOYLE Susan

Form Type N

845. WILLIE Jurgen

Form Type N

846. LIGHTFOOT Leanne

Form Type N

847. BROWN N

Form Type N

848. TERDIK Nancy

Form Type N

849. VAUGHAN H

Form Type N

850. KOESTER Dawn

Form Type N

851. FISK C

Form Type N

852. LAI Spring

Form Type N

853. GODFREY J

Form Type N

854. RANGE Steven

Form Type N

855. ROMERO A

Form Type C2

856. ABDALTALT ABDALLAH

Form Type C2

857. ABDALTALT Afaf

Form Type C2

858. GEORGES Ben

Form Type C2

859. PUSELLISCO Anunciata

Form Type C2

860. ALICE D R & PIMENTEL M

Form Type C2

861. SILVA Monica

Form Type C2

862. RAMIREZ Olga

Form Type C2

863. CASTRO Maria

Form Type C2

864. PEDESTA Rosa

Form Type C2

865. YASAR

Form Type C2

866. CAMPBELL Susan

Form Type C2

867. LOPTAS Haydar

Form Type C2

868. PETRAKIS Maria

Form Type C2

869. ROINIOTIS Antonia

Form Type C2

870. MANSORHE

Form Type C2

871. CARR Usha

Form Type C2

872. IBRAHIM Edward

Form Type C2

873. RUSSELL O & WILKINSON J

Form Type C1

874. HOHT Yolande

Form Type C1

875. STEVANOVIC M

Form Type C1

876. RICKARD Tim

- Could not find information on the likely impact on traffic flows during the construction period. Asks whether the businesses and the residents of the affected area will suffer or the through traffic. For example will Dowling Street be reduced to 2 or 4 lanes whilst the motorway is built down the middles and if so, will this situation be alleviated by making all affected road 24 hour clearways. To lessen disruption it would be better to build a tunnel under Dowling Street.

- There seems no point in making Southern Cross Drive into six lanes when the motorway along Dowling Street is only 4 lanes. The money could be better spent.
- There must be more pedestrian routes across motorway sections, either above ground or below. In particular, Moore Park must be readily accessible to the residents of Surry Hills and Woolloomooloo must not be cut off from the Domain.
- The toll booths at Woolloomooloo could be situated closer to the Cahill Expressway in the "dead" area under Art Gallery Road. They would not intrude as much on the Art Gallery's environment in terms noise and visual pollution.
- It is stated that there will be improved access to Mill Pond Road. This should be achieved by flyover's over Botany Bay Road for airport traffic, perhaps as additional lanes to the existing flyover's. This intersection is dreadful at Botany Road is dreadful.
- To preserve Moore Park and to minimise the impact on the residential areas opposite, the tunnel should continue all the way under Dowling Street until Todman Avenue. For the relatively short distance of additional tunnelling this would involve and to avoid the up and down path of the current proposal.

877. JONES Mark (The Royal Australian Institute of Architects)

- Construction of a Cross City tunnel and the reclamation of William and Park Streets as a major urban street.
- Redesign of the two historic entries to Centennial Park on Oxford Street removing the jungle of traffic islands to form new and safe pedestrian environments and complements their roles as important public access points to the major park in Eastern Sydney. This could be part of the Olympic improvements as the park is a venue for the Olympic Cycling.
- Removal of major through traffic from William Street and the reclamation of the intersection of William and Victoria Streets, and Darlinghurst Road as a major urban place.
- The redesign of Taylor Square as a major public space in Sydney.
- New street plantings and urban improvements along Crown, Bourke and Palmer Streets as major north/south corridors for the local pedestrian and vehicular traffic.
- Undergrounding the section of the ED north from Link Road to north of Cleveland Street would cost in the order of \$100 million, however this could be offset with the collection of additional tolls.
- The environmental and visual impact of ten lanes of traffic and the major road cuttings as proposed on South Dowling Street are appalling.

- The RAlA supports the proposal of the Sydney City Council to underground the motorway from Art Gallery Road to William Street. It would be false economy not to consider the City Council's \$25 -28 million proposal. In overseas metropolitan areas, e.g. Boston and Barcelona, existing motorways have or are being put underground at huge cost.
- The RAlA believes that urgent consideration be given to undergrounding of the ED along the entire length of South Dowling Street.
- Any development of motorways needs to be balanced with public transport infrastructure including both heavy and light rail and bus routes.
- There is some synchronicity with the Southern Railway from Central to the airport and East Hills line and the ED, however there is little other than improved bus priority lanes in the proposal to improve public transport in the Eastern Sydney regional level.
- There is an opportunity to extend the nascent light rail network to Pyrmont and the proposed CBD loop to the east, especially to the UNSW and Maroubra Junction along Oxford Street and Anzac Parade and to Bondi Junction and Bondi also along Oxford Street. These are heavily used public transport routes and could generate further cross-city routes that would complement the heavy rail and new motorway routes.
- The ED could bring about the removal of large volumes of through traffic from local streets, but these benefits could be lost if further improvements in public transport are not implemented at the same time or local routes fill with increased local traffic.
- The RAlA believes that road planning needs to be balanced with both metropolitan and local public transport improvements, or the perceived benefits of motorways will be entirely lost.
- If balanced development of transport choices does not take place, the Sydney Orbital Road Network will soon be at capacity. It would be a false economy in the long term not to complement major road construction with mass transit routes.
- There has been a lack of planning for future connection of the ED with the proposed "Cross City Tunnel" and its extension to the Kings Cross Tunnel. This can be simply achieved and allowed for now without significant additional cost.
- The RAlA believes urgent consideration needs to be given to the integration of the proposed ED with proposals for the "Cross-City Tunnel" . It would be planning lunacy if a Cross-City Tunnel had to surface one block from the ED and use William Street as an interchange because integration had not be planned at this stage.
- Further consideration could then be given to extending the Cross-City Tunnel to the existing Kings Cross tunnel, allowing the restoration of William Street as a major urban precinct.

- The proposal as it stands will have a totally destructive impact on the urban quality of Woolloomooloo and have the effect of completely dividing this section of the city from the CBD.
- The RAIA believes that as part of the metropolitan transport strategy , the proposed ED is a necessary addition. However, they have major reservations regarding the design and urban impact of the present proposal and urge that consideration be given to either incorporating additional works in this stage of the development or at future stages of the project.
- As part of the general works surrounding the construction of the ED, existing degraded urban streets and places need to be redesigned to rebalance these places from being traffic sewers and interchanges to gracious and pedestrian-friendly environments.
- The RAIA believes in the primacy of the street as the principal element of the urban environment and public domain. The inner urban street network should not be "suburbanised" into disconnected cul-de-sacs by roads closures, which reduce the potential of the street system as a safe pedestrian and communication network.
- Concerned about the destruction and division of the urban environment in Woolloomooloo.
- Concerned about the further degrading of the precinct between the Art Gallery/Domain and Woolloomooloo Bay.
- Concerned about the destruction to the urban environment along South Dowling Street through the creation of a ten-lane surface motorway acting as a barrier between densely populated suburbs and Moore Park.
- The present proposal will cut off the dense residential areas of Surry Hills and Redfern from the only major green space in eastern Sydney.
- The area around Woolloomooloo is densely populated and a major pedestrian route for both residents and visitors. It will become a nightmare and a wholly undesirable experience with the proposal as it stands.

878. ABBOT William

- Concerned with pedestrian access to the Moore Park SupaCentre, also with being able to walk across Woolloomooloo to the city.
- Would prefer the two ends of the tollway underground.

879. SCHWARZER Rob (Sydney Light Rail Company Limited)

- As part of the Eastern Distributor proposal, Anzac Parade is proposed to be a bus route with dedicated northbound/southbound bus only lanes. The existing bus roadway is envisaged to be removed.
- Sydney Light Rail Consortium questions whether the proposed strategy has considered the future possibility of allowing light rail through this corridor. The bus roadway was once the tram route serving areas south of Moore Park Road and should be reserved for future transport use.
- Since most of the Eastern Distributor in the northern end will be underground, it would allow the use of surface road along Flinders Street for the future extension of the LRT system from Central Station to the south, via the existing bus roadway.
- Although no plan has yet been prepared for this possible extension at present, the existing bus corridor should be reserved for, if and when needed.
- The EIS for the Eastern Distributor should acknowledge this possibility and address the impact of land take on the future use of the bus roadway for LRT tracks.

880. HARE Meryl

- Believes under the current proposal residents will experience an increase in traffic noise directly from an increase in traffic volumes.
- Believes the current proposal would put residents at risk due to the creation of dark and unsafe areas.
- The current proposal for the Eastern Distributor would divide the suburb of Woolloomooloo and have an adverse impact on the Art Gallery of NSW and The Domain areas respectively.
- The current proposal for the Eastern Distributor would be 'more' acceptable if the tunnel section was extended from the Art Gallery to William Street.
- Believes the current proposal will promote a health risk to local residents. Higher quantities of exhaust fumes would be experienced as a result of the corresponding increased traffic volumes.

881. BELL FAMILY

- Subject residents of many suburbs west of the proposed above ground road sections to insurmountable difficulties in accessing parks and amenities which are east of the proposed 10 lane highway.
- The use of noise averaging by the RTA is manipulating the data.

- The project would generate considerable extra volumes of above ground road traffic on sections where tunnelling would not be undertaken.
- The project will be obsolete in a few years, it will shift the bottle necks to the surrounding streets.
- Spoil the amenity of the parks and recreation facilities.
- Pedestrian bridges or subway crossings are very seldom used and subways are dangerous, particularly if used by elderly people.
- Pedestrians will find it necessary to use their cars in future, to negotiate the dangerous 10 lanes of traffic, when trying to access the recreation amenities and the parks.
- If the RTA will proceed with the present plan it will divide the neighbouring suburbs by a very noisy and polluted road corridor.
- The extra cost in tunnelling will speed up the traffic, reduce noise and control vehicle emissions.
- Significantly increases levels of health damaging noise pollution.
- The project in it self while never working properly will become an eyesore.
- Significant increases in health damaging air pollution.
- Existing noise levels along South Dowling St are close to, and in many cases, significantly exceed the RTA base objective.

882. KANG FAMILY

- If the RTA will proceed with the present plan it will divide the neighbouring suburbs by a very noisy and polluted road corridor.
- Pedestrian bridges and subway crossings are very seldom used and subways are dangerous, particularly if used by elderly people.
- Pedestrians will find it necessary to use their cars in future, to negotiate the dangerous 10 lanes of traffic, when trying to access the recreation amenities and the parks.
- Spoil the amenity of the parks and recreation facilities.
- Subject residents of many suburbs west of the proposed above ground road sections to insurmountable difficulties in.
- Accessing parks and amenities which are east of the proposed 10 lane highway.

- The project in it self while never working properly will become an eyesore.
- The use of noise averaging by the RTA is manipulating the data.
- The project will significantly increase levels of health damaging noise pollution.
- The extra cost in tunnelling will speed up the traffic, reduce noise and control vehicle emissions.
- Existing noise levels along South Dowling St are close to, and in many cases, significantly exceed the RTA base objective.
- Significant increases in health damaging air pollution.
- The project would generate considerable extra volumes of above ground traffic on sections where tunnelling would not be undertaken.
- The project will be obsolete in a few years, it will shift the bottle necks to the surrounding streets.

883. McDONALD Ian and Robyn CLAREMONT

- The Eastern Distributor should be built underground from the Cahill Expressway to Link Road. It is logical to bury the freeway in the areas where it is largely residential and which will be totally changed by a ground level freeway.
- There is no longer a place for building LA style freeways with ramps, flyover's and ground level carriageways which are as outdated and disastrous as the Cahill Expressway.
- Access from Thurlow Street into Bourke Street in peak traffic times will be exacerbated by the proposal and new residential developments in the area.
- The construction period of the ground level freeway from Drivers Triangle to Link Road in addition to developments such as the ICI site and Reschs site will cause major traffic disruption. Gridlock will spread over many kilometres. This will lead to an increase in pollution and noise levels with increased health and safety risks to residents and road users.
- One of the features of the renewal of inner city precincts is the availability of open space and recreation areas which can be accessed by non-motor traffic. Residents west of the proposed freeway will find it difficult to access Moore Park, Centennial Park and More Park facilities such as Fox Studio. This means that children will be deprived of safe play areas and will not be able to access facilities to be part of the Moore Park Trust redevelopment.
- The Baptist Street Precinct, which includes South Dowling Street and streets like Thurlow, Bourke, Charles and Chelsea Streets are well established Victorian residential areas. It is hard to believe that a proposal which has a freeway within 3 metres of

residents' front doors can be seriously entertained when there are more appropriate measures available. What will visitors think in 2000 when the freeway they travel along have heritage houses on one side and heritage parks on the other.

- It is proposed that Thurlow Street, which is currently closed to through traffic, will be reopened under the EIS proposal, and will attract heavier usage as people try to find their way around the area. As the proposal is a toll road, it is felt that many motorists will use local street such as Thurlow Street despite measures which might be proposed for limited access to these roads.
- Thurlow Street will suffer from increased levels of pollution due to increased traffic due to the proposal and new large residential developments in the area.
- Thurlow Street will suffer from increased levels of traffic noise due to the proposal and new large residential developments in the area.

884. WEEDEN Ann

- The current proposal for the Eastern Distributor project is unacceptable from an aesthetics point of view. It is believed the visual and Environmentally unfriendly proposal would erode The Domain and the Art Gallery area by constructing another monstrosity like the Cahill Expressway.
- It is recommended that the current proposal for the Eastern Distributor include an extension of the tunnel sections. This higher initial cost would serve as a long term investment and would enhance the beautification of our city rather than destroy it.
- The current proposal for the Eastern Distributor, would hamper access for pedestrians and bicyclists to parks, schools and shops in the area.
- The current proposal for the Eastern Distributor, would promote pollution and increased traffic noise.
- The current proposal for the Eastern Distributor, it is believed that parking problems would be magnified.
- With the current proposal for the Eastern Distributor, high density areas like Woolloomooloo, Surry Hills, Redfern and Kensington would be further eroded by increased traffic.

885. McCAFFERY

- The visual impact of the proposed concrete jungle will be detrimental not only to residents but to the City of Sydney itself, an issue that must be taken into consideration at a time when our aim should be to beautify Sydney in preparation for the Olympics.

- Lack of LATM Plans within the EIS process prevents the public from seeing the real picture within the EIS time frame.
- The proposal does not take into account traffic to be generated by the FOX Studio (planned 2.1 million visitors per year).
- The dangers posed to motoring safety (ie weaving patterns, jerseys between carriageways and speed options).
- The proposal fails to address the East-West traffic problems.
- The need for an alternative route bypassing the tollway will impede local communities. Toll avoidance will adversely affect residents alongside the ED corridor.
- The loss of 3 acres of parkland is unacceptable.
- Access and the use of parklands will be impeded in the areas of Surry Hills and surrounding areas.
- Carcinogenic benzene concentrations and other chemicals in motor vehicle fuel will increase alarmingly over residential areas.
- No safe limits for carcinogenic benzene.
- The increase in truck movements from Port Botany and the M5 will further adversely affect what in most cases is now an intolerable situation.
- Night time noise, especially intermittent events are already a serious problem for residential areas.
- Increase in noise on an already seriously noise affected residential area. Noise levels now exceed WHO standards by over 40dB.
- Substantial increase of traffic by up to 250%.
- Extend tunnel from the Cahill Expressway to Southern Cross Drive.
- The adverse affect to items of heritage along and adjacent to the ED route.

886. HYNES Natasha .M (Surry Hills Neighbourhood Centre)

- The proposal is likely to increase the community severance of Woolloomooloo along the Cahill Expressway. It could reduce connections and accessibility between Woolloomooloo and the City and reduce opportunities for revitalisation of the Woolloomooloo and East Sydney area.

- The proposal is likely to reinforce the separation of the Domain from the Royal Botanic Gardens and Sydney Harbour.
- The construction of a tunnel under South Dowling St is necessary.
- The dangers of pedestrians- especially to young families with children and elderly people - and bike riders will be increased, as access to schools, parks and shops will be affected.
- Parking problems and restricted street access will affect residents and businesses.
- The proposal to make Crown St a two way road indicates the possibility that this road may become an alternative route for motorists who are unwilling to pay the toll. An increased amount of traffic on an already congested road would exacerbate problems in this area.
- There is a difficulty in assessing what effect the changed traffic conditions will have on the local community, as residents have not been fully informed with regards to alternative routes.
- The proposed infringement on Moore Park as 3 acres of open park will be lost. The park is of major importance to the inner city community where open spaces are scarce.
- There seems to be no proposal to alleviate the current East - West chaos.
- The proposed 10 lanes on South Dowling St will cause a health hazard in terms of noise levels.
- The proposed 10 lanes on South Dowling St will cause a health hazard in terms of air pollution.
- South Dowling St would isolate Surry Hills and Redfern residents from the parkland due to major difficulties in crossing the above said road.

887. MARTIN Rowan and Michael

- Tunnel needs to be constructed from the Southern end of the Domain tunnel to Drivers Triangle, continuing under South Dowling St and surfacing at Epsom Rd.
- The construction of the tunnel under South Dowling St must not be dismissed on the grounds of cost/ or time to complete.
- If the current proposal is rushed through in order to be finished for the 2000 Olympics, then a mediocre project will result.
- Do Not opt for the cheapest and / or quickest alternative, but the best alternative.
- With Paul Keating publicly describing the Cahill Expressway as an eyesore, it would be ludicrous that history should repeat itself with the building of yet another eyesore.

- The visual ugliness of the toll plaza at Woolloomooloo and indeed the entire ED where it is above ground.
- The proposal does not take into account the impact on traffic flow and volume of the Fox Studios on the Showground site.
- Not convinced that the proposal includes an integrated plan to reduce traffic volumes in and around our suburb.
- Moore Park should not be taken to accommodate the proposed ED. Surry Hills and surrounding areas are in the midst of enormous planned reurbanisation and we should be looking to increase available 'Green Areas', not reduce them. There have been a marked increase in the volume of people using Centennial Park for recreation over the last year.

888. SOLE K. C.

- Allowance must be made for a large increase in traffic at Moore Park Rd.
- Modelling to consider how much traffic can and will be generated at Drivers Triangle by;
diversions to regional traffic
Fox studios and major events
natural increase if it turns out to be an attractive route
- In 1993 PPK doing research for the Eastern Distributor pointed out local community concerns and suggested potential benefits of a regional traffic management EIS.
- Plans were drawn up by different lobby groups to Council back in 1993 and presented. It is for you to find those submissions and find out the expectations that were built up.
- A number of suggestions offered for managing traffic around Eastern Suburbs - see submission for details.
- A regional traffic plan be prepared for the Eastern Distributor which takes into account the needs of north/south traffic as well as east/west traffic, which includes measures to divert traffic away from Ocean St.
- Prepare a regional EIS to assess impacts of all new traffic proposals associated with the Eastern Distributor on major streets in eastern and southern suburbs.
- Bottleneck that currently exists at Drivers Triangle will continue when the Distributor is built.
- Access problems to CBD and Harbour Tunnel/Harbour Bridge for non tolled traffic.
- If above problems remain after Distributor is built then regional traffic problems will affect Ocean St, the Paddington corridor, Lane Rd, York Rd, Cook Rd can be sorted by

diverting traffic away from these streets down Moore Park Rd, Anzac Pde and Drivers Triangle.

- Allowance must be made at the design stage for future placement of tunnel and portals at Drivers Triangle.
- Inadequate design for access to the distributor from Moore Park Rd and Anzac Pde. Bourke St must be kept open for non tolled traffic to the CBD.
- Moore Park Rd will become a major road.

889. RANKIN Linda F. and Bruce J.

- The construction of a combination 8-10 lane motorway/arterial road between a residential area and parkland is considered inappropriate and inadequate design. It will have visual impact of concrete switchback; the motorway section is only four lanes and will prove inadequate to cater for future traffic volumes. Furthermore a breakdown in one lane will cause extensive queues and delays; expansion of the motorway to six lanes in the future is likely to be technically and economically prohibitive; the increased traffic noise and pollution are unacceptable to residents; as a result the overall environmental impact is considered unacceptable; the M5 at Wolli Creek is being put underground for environmental reasons. The environmental impact on South Dowling Street is considered equally severe therefore similar treatment is regarded as essential. It is recommended that at least a six lane motorway be provided in a tunnel from Drivers Triangle to Todman Avenue as described in Option SDS6. It is recommended that at least a six lane motorway be provided in a tunnel from Todman Avenue to Southern Cross Drive as described in Option DS6. Both these options carry additional cost, the costs are considered justified when the diverse environmental impacts of the current proposal and the long term infrastructure nature of the development are taken into account.
- At present west bound traffic on William Street proceeds in three lanes via Riley Street and Sir John Young Crescent to the Cahill Expressway. Traffic from the southern CBD also accesses the Cahill Expressway via Sir John Young Crescent in three lanes. Traffic volumes are heavy on the three lanes. However the proposal shows three lanes on William Street, going to two lanes via the Palmer Street ramp, and only one lane onto the Cahill Expressway. This is considered an inadequate design, especially given that the present three lane access roads are saturated and slow moving. With the proposed design, greater traffic congestion and long queues back to Paddington, Rushcutters Bay and Edgecliff are inevitable from when the Distributor opens. It is recommended that the northbound access to the Cahill Expressway from Sir John Young Crescent and William Street/Palmer Street be redesigned to permit at least two lane access at to the Cahill Expressway.
- During construction of the Distributor, Paddington will be adversely affected by through traffic seeking to avoid delays because of the impacts of construction. Following opening of the Distributor, Paddington will be affected by northbound traffic wishing to avoid the toll. It is recommended that Paddington be included as part of the consultation process between the RTA and local council (Woollahra Council) to resolve the above issues and

incorporate solutions in the adopted Local Area Improvement Program. Furthermore the RTA provide tangible funding to ensure that these objectives will be achieved.

- Option DT2 with traffic lights for northbound traffic from Anzac Parade and Moore Park Road and a single tunnel entry in Drivers Triangle Park is considered an inadequate design. It will perpetuate the traffic jams associated with the Moore Park facilities. The egress problems are not solved. Instead of encouraging eastern suburbs and Randwick traffic to use the Distributor via Moore Park Road and Anzac Parade when travelling north, it will have the reverse effect. Queues of traffic will build up at the lights for the single tunnel entry in Drivers Triangle Park. As a result frustrated drivers will find and use alternative rat runs through Paddington and as a byproduct avoid the northbound toll. The opposite effect of what was intended. Expansion cost at some future date to option DT3 will be proportionally excessive. It is recommended that option DT3, with two lane entries in each of Moore Park Road and Anzac Parade be implemented for northbound traffic.
- The concept of the proposed Eastern Distributor has changed from providing an efficient link to the eastern suburbs, to becoming part of Sydney's orbital road network, with the link to the M5 extension. As such it is part of Sydney's long term infrastructure and therefore must be designed for expansion, with a life of say 50-100 years. The Distributor should not be built to meet an artificial deadline of the Sydney Olympics. It will attract significant traffic volumes and potentially could become saturated by 2011. In particular the designs along South Dowling Street and at Drivers Triangle are seriously flawed and they may not be capable of economic expansion. It is recommended that the Eastern Distributor be renamed the Southern Distributor to reflect the change in concept. The economic life of the Distributor and the return on investment should be considered over a longer term to reflect the long term infrastructure nature of the development.

890. SERGI Sergio, Leigh, Nicholas and Richard

- Family is in agreeance with the Eastern Distributor Taskforce in that the tunnel for the project should be extended from The Domain in the north under Taylor Square to, past the SupaCentre in Kensington to the south. This would follow world wide trends and give Sydney a 21st solution to a 1947 road plan, allowing The Domain to be relinked to the Botanic Gardens and allowing South Dowling Street to become Sydney's garden boulevard.

891. WAWN Angela

- Heritage housing in the area will be adversely effected.
- Seems to be a lack of Local Area Traffic Management information published in the EIS document.
- Believes the community consultation period and the content of information available to the general community was inadequate to seriously assess a project of this nature.

- It is recommended that the Eastern Distributor be placed in tunnel
- Parkland in Sydney is very precious. Concerned about the 3 acres of parkland the Eastern Distributor will be resuming.
- It is unacceptable to 'swap' any parkland to accommodate for a Motorway of any sort.
- Concerned that traffic volume levels will increase, very close to residential housing.
- The visual impact from the Eastern Distributor is unacceptable.
- Concerned that noise levels will increase as a result of the Eastern Distributor.
- Believes WHO standards have been exceeded, with RTA's base objective for noise levels too high.
- Often have problems with noise from concerts and activities at the SCG/SFS. Feared the Eastern Distributor will simply add to these problems.
- Concerned air quality will be depleted as a result of the Eastern Distributor.
- Feared that ill effects will occur due to high amounts of carcinogenic benzene.
- Feared that traffic on local streets will increase due to toll-avoiders.

892. HUTCHSON

- Proposes two lanes in Moore Park Road for slow coming and going traffic. Since Moore Park Road is six lanes wide, two other lanes are needed for 90 degree nose-to-curb parking on both sides of the road for residents and their visitors and two other lanes on both sides are needed for more trees and flower beds. Should help emphasise to crowds using the area that this is still "home" to Moore Park Road residents.
- Concerned about daily traffic levels and carparking, taxi and bus facilities around Fox Studios, the Showground, etc., and its entrances, as well as seasonal football and cricket traffic in this area.
- Concerned about the affect this traffic will have on Moore Park Road and on the viability of a Moore Park Road tunnel exit.
- The traffic in Moore Park Road has to be slow and thoughtful because of pedestrians drawn to the various venues (Fox Studios, SFS, etc.), as well as traffic wanting to enter gateways and traffic belonging to residents of the environment.

893. MICHEL D. D.

- Effects of inducing more vehicles into the Sydney network.
- Competition with other transport projects and modes.
- The dishonesty of this EIS is sufficient reason in itself to divest the RTA of its Determining Authority and of the out-of-control structure which permits it to persevere with this and other projects.
- The EIS for the Eastern Distributor proposal does not meet the requirements of and EIS under the EP&A Act and Regulation.
- The RTA predictably fails to take a true accounting of external costs into its calculation of costs and benefits.
- No allowance for the impact of the approaching fuel shortage, which are acknowledged by the Federal Minister for Energy.
- No attempt to indicate how ESD principles may be followed in the proposed roadworks.
- Severe health effects of road noise and vehicular air pollution (including the NOx emissions which are not reduced by 'free-flowing traffic').
- No accounting for the human trauma of community separation and of individuals disposed of their homes and sense of place.
- Dubious value assigned to travel time savings.
- The EIS for the Eastern Distributor proposal does not justify the proposal.
- Loss of amenity in the affected region, including degeneration of such icons as the Art Gallery and Centennial Park.

894. WYATT Ken (The Institution of Engineers, Australia)

- Busby Bore is considered nationally by engineers to be of the highest heritage significance and has the status of a National Engineering Landmark . The proposed clearance of ten metres from the surface of the bore is considered to be adequate, assuming that this is a surface-to-surface dimension.
- The precise location and cross-sectional dimensions of the Bore in the vicinity of Talyor Square are not known with precision, and this omission would need to be corrected before the completion of planning. The Bore in this vicinity has not been inspected for some time and its present condition is not known. It is essential that a Condition report be prepared for this section of the Bore before and after construction of the tunnel. Tunnelling and/or blasting techniques would be designed appropriate to the separation distance between the two structures, the condition of the Bore and the known vibration characteristics of the rock.

- Requests that the institution is kept informed of decisions impacting on Bushbys Bore.

895. ILLEGIBLE Jacqueline

- Concerned about the anticipated parking problems that would flow from this proposal and feels that consultation with South Sydney Council is imperative before any decisions are made.
- Tunnel should be extended south past the SupaCentre in Kensington and in the north to link directly with the Domain Tunnel. This would allow for the beautification and extension to the park-like atmosphere of the suburbs being affected by the current proposal.

896. TREVANION Gary

- Elevated expressway would overshadow public buildings such as the Art Gallery of NSW and St Mary's Cathedral.
- Future vibration impacts on our buildings.
- Cathedral St ped bridge will occupy scarce parking spaces.
- Noise levels far too excessive for human habitation, RTA noise test 3/12/1995 confirm this.
- Property values would decrease.
- Loss of a unique area of the inner city.
- Our pedestrian lifestyle would be compromised.
- Cathedral St pedestrian bridge is inappropriate for the elderly.
- Severance of Woolloomooloo from the CBD and social and cultural consequences.
- Cathedral St ped bridge will occupy scarce parking spaces.

897. BRESSAN Robert and Jan

- Shift the tunnel entry and exit portals in Moore Park Rd to due East of Driver Ave to reduce congestion around Driver Ave/ Moore Park Rd/ Anzac Pde and Greens Rd.
- Upgrade McEvoy St as the major South Sydney EAST-WEST connection with the ED.
- To take traffic off Cleveland Street, Lang Rd Fitzroy St.

- Extend tunnel from Drivers Triangle to Link Road in order to:
 - Avoid degradation of residential amenities.
 - Eliminate visual impact of concrete ramps and walls.
 - Minimise heavy through traffic, which cause pollution, danger and noise.
- The East - West connecting Roads must cater for the traffic problems of residential areas, especially when major sporting events are in progress.
- The traffic must be shifted from these venues as efficiently as possible.
- Proper traffic and public transport planning must be adopted, to cater for the increase in car, bus and pedestrian use.
- Move the traffic to and from Sporting venues along Driver Ave to Moore Park Rd and to Lang/Cleveland Rd for EAST - WEST traffic and to Lang Rd/Anzac Pde/ED for NORTH SOUTH traffic
- Two ways free flowing traffic between Moore Park Road and South Dowling Street.
- Two ways flowing traffic between Moore Park Road and Fitzroy Street.
- Develop Local Area Traffic Management Schemes (LATMS) before finalising approval for the ED which would prevent through traffic and toll avoiders using local residential streets.
- Implement traffic calming measures for roads adversely affected by the proposal in consultation with local residents.

898. LOWE David

- Crown and Bourke St to be made two way local streets, between Oxford St and Cleveland St.
- If placing a more expensive toll or keeping the toll in place for a longer period of time is necessary so a underground tunnel can be built, then this needs to be done.
- Access across to Moore Park will be impeded, as there will be no points to cross South Dowling St between Cleveland St and Drivers Triangle.
- The loss of 3 acres of public parkland is totally unacceptable. Too much public parkland has been lost over the years to roads and other purposes.
- The visual ugliness of the motorways design combined with its configuration and scale is unacceptable.

- The motorway will degrade the appearance of inner city areas, specifically in Surry Hills, Redfern and Woolloomooloo.
- The RTA claims that one of the benefits of the ED that it will draw traffic off local streets, onto the tollway. There is no way of assessing whether this will really be the case in the absence of a LATM plan. In other words, we are being asked to assess the environmental impact of the proposal without sufficient information to do so.
- The lack of a LATM makes it impossible for residents and business persons to make an assessment of the proposed ED.
- EIS has no details of the impact on Bourke and Crown Sts.
- It is essential that the ED be put underground from the Cahill Expressway to Kensington.
- Parkland would not be lost if there is a tunnel under South Dowling Street.

899. MATTHEWS Nereida

- Spend the extra money if it means an extended tunnel will eventuate.
- Provide links with the proposed EW tunnel under the city.
- Provide adequate links to the EW connecting road.
- Construct a tunnel from the Art Gallery in the North to Links Rd in the South.

900. HIND Maurice

- Provide for links with the proposed EW tunnel under the city.
- Provide adequate links to E-W connecting roads.
- Extend tunnel from the Art Gallery in the north to Links Rd in the South.

901. O'CONNOR John

- The traffic and public transport plan must include the substantial generation of car, bus and pedestrian traffic flows from the major sporting venues in Moore Park, including the proposed Fox Entertainment complex.
- Prevent the alienation of Surry Hills, Redfern and Kensington from Moore Park.
- The tunnel be extended from Drivers Triangle to Link Road.

902. JONES I. J.

- Existing parking problems on the increase.
- The obvious route to take is via Moore Park and Anzac Pde in the form of cut and cover, surfacing at Epsom Rd.
- Extending the tunnel from Drivers Triangle to Epsom Rd is an absolute necessity.
- It is difficult to cross South Dowling St now and this proposed monstrosity of a motorway will make it impossible for and anyone else who likes to get a modicum of fresh air.
- South Dowling St at the moment is a very grand entrance to a beautiful city, and it should remain so.
- We should be beautifying our city, not making it ugly.
- Take issue with the proposed elevated roadway right in front of one of our country's national treasures, the Art Gallery of NSW!
- Traffic generated by the increase in housing accommodation and the Fox/Showground proposal will be very significant.
- Existing traffic congestion.
- Existing air pollution on the increase.
- Motorway located between parkland and residents with prevailing winds from the east , there would be no buffer from air pollution.

903. POWELL Michael

- Believes funds should be spent on promoting public transport, rather than the Eastern Distributor project.
- One customer occupies a single seat rather than an entire car space. For every additional person using public transport, environmental effects are very minimal in comparison to each additional car used.
- Public transport should be promoted to avoid similar traffic congestion problems, evident at the Atlanta Olympic Games.
- Regardless of the stress already endured by the residents of inner Sydney invoked by the Third Runway, the Eastern Distributor will only add to motorist stress by creating a means of allowing more traffic to traverse the city. Stress reduces people's quality of life of life and effects their physical and mental health.

- Private cars are a much less economically viable mode of transport in terms of the overall effect on the environment. When consideration is given to greenhouse gases and the ozone layer, time and thought must be allocated into implementing a more Environmentally sensitive and effective transport plan.
- Experience has shown that proposed Motorways which are alleged to 'free up' traffic problems, more often than not work towards the opposite and congestion can become worsened.
- Concerned about the amount of traffic which will now change their original route and mode of transport to take advantage of the Moore Park Road access.
- The economic viability of public transport will be reduced because of reduced demand. The New Southern Railway and the proposed rail extension to Bondi will be financially threatened by the new Motorway.

904. GREEN Christopher and Naoko KAGAWA

- Increased traffic volume will lead to increases in air pollution, already at dangerous levels in much of the affected areas.
- Reduce the amount and accessibility of green space in the inner city.
- Development of an efficient public transport system is the only real solution to city traffic problems.
- Generate a considerable increase in traffic volume in inner Sydney, when public policy should be directed at trying to reduce the amount and impact of road traffic.

905. WALSH Dominic J.

- This road threatens people's health.
- Wide roads and flyover's, together with associated pedestrian underpasses and overbridges destroy existing urban fabric and make these places desolate and inaccessible and dangerous for people with disabilities.
- The ED will cause destruction of open space in the Domain and Moore Park.
- The ED will cause the destruction of trees.
- This road threatens people's personal safety.
- The ED will cause Woolloomooloo to be further isolated from the city and it separates Moore Park from Surry Hills.

906. THOMSON Janet

- There are alternatives to the proposal that would not have adverse impacts on the Woolloomooloo area. These have been judged too expensive to implement but no cost benefit analysis has been carried out which includes consideration of social and urban design impacts. The acceptable alternative is Sydney City Council's proposed scheme of a tunnel.
- It is likely that there will be severe noise impacts on new residential development at Woolloomooloo. As a result it will be necessary to construct noise barriers to reduce these impacts. the noise is likely to be funnelled along Cowper Wharf Road to the residential apartments and will cause concern to future residents. The location of the toll booths and the need for vehicles to stop and start at them will further increase noise impacts. The installation of noise barriers will increase the adverse visual impacts of the proposal.
- Noise will travel across to the proposed roof top park on the building on wharf 11, Woolloomooloo as it will be a similar level to the road.
- The Wharf at Woolloomooloo (WW) development will be impacted by the proposal. The development containing 600 residents will now have difficult pedestrian access to the CBD to undertake jobs and use facilities. This is despite State Government and Council policies to encourage pedestrian activity. The WW provides an opportunity to increase the amount of publicly accessible open space which may become inaccessible. There will be severance from the Art Gallery and the Domain and an attractive route to the CBD. The attractiveness of the development will be reduced. Access will be by an inconveniently located overbridge or through a dark tunnel which is a security hazard.
- Woolloomooloo which has already suffered severance will be further isolated. This will create areas of indefensible space and increasing anti-social behaviour.
- Urban design is dealt with in a cursory way in the EIS. The only comment is on page 10-20. No data is provided on how views would be affected up to the Botanic Gardens and the Art Gallery from Woolloomooloo. There has been no examination of ways to ameliorate these impacts such as redesign or relocation of the buildings (toll plaza, administration and control building) or the lowering of the road. An EIS is required to examine such alternatives and to spell out ways in which the environmental impacts are going to be dealt with.
- There is no examination in the EIS of the urban design impacts of the proposal on the proposed development of the Finger Wharf and Wharf 11 and the general urban ambience of the area around Cowper Wharf Road including the hotel and other development in the area.
- The major urban design issue is the impact that the elevated roadway will have on the Woolloomooloo area where it approaches and crosses Cowper Wharf Road. It is likely

that there will need to be noise attenuation walls on top of this structure. These are likely to be 3m high and this means a 12 m structure could be placed across the road and be visible directly from the adjacent development.

- The elevated roadway will destroy the vitality of Woolloomooloo just as it is being revived.
- The control tower, administration building and toll plaza are structures that should not be in a residential area. There is no analysis of the impacts on the Woolloomooloo area and no thought given to how these impacts could be reduced or removed.
- The government supports urban consolidation and provision of residential accommodation in areas close to the city but it is destroying the amenity of such regenerated areas with major infrastructure projects.
- Sydney is still suffering from the impacts of the Cahill Expressway on the city on views to and from the Harbour and the severance of the CBD from the waterfront. It is disappointing that such proposals are still being proposed despite the environmental assessment system.
- The EIS acknowledges that the proposal will have visual impacts. There has been no effort made to in the EIS to quantify the visual impact. There are no photomontages of the effects on important views of existing or proposed development in the area. The only photomontages are of a birds eye view of the wharf which does little to quantify the existing visual environment. From the point of view of the Wharf at Woolloomooloo development , montages of the impacts of the proposal when viewed from Cowper Wharf Road, the Lincoln Crescent section of the Royal Botanic Gardens and from Wharf 11 would be required.
- Views for the Woolloomooloo Wharf development will be affected. The view from the top of the Wharf 11 building will be dominated by the elevated road.
- Alternatives have been judged too expensive to implement but no cost benefit analysis has been carried out which includes consideration of social and urban design impacts.
- The ED will impact on the amenity of the proposed development of Woolloomooloo. The ambience will be destroyed by an elevated road and a dog leg turn to the site through the tunnel.
- The recent development of the pub in Cowper Wharf Road and the opportunities for outdoor dining will be affected by increased traffic using Cowper Wharf Road to avoid the toll.
- The ED will have impacts on the heritage significance of the Finger Wharf and adjoining areas.
- In relation to social issues there has been no consideration given to the future residential population of Woolloomooloo, including the Wharf development. The issues of isolation

of the community and impacts this will have on security and pedestrian activity have not been examined in detail.

- The Wharf at Woolloomooloo is concerned in relation to the impacts of the construction of the roadway on the construction of the Wharf development. It is likely that the construction of the Wharf development will begin in the middle of 1997 and this will coincide with the construction of the Eastern Distributor. It would appear that the possibility was not taken into consideration in the assessment of construction impacts.
- The Wharf at Woolloomooloo are concerned that they were not consulted in relation to the proposed development of the Wharf. This development will accommodate 600 people, which requires the preserving of amenity, preventing social severance to be addressed in the EIS. It is disappointing that the redevelopment of the Woolloomooloo Wharf has been developed with the Government with objectives in relation to urban consolidation, protection and recycling of heritage buildings and the provision of publicly accessible open space and waterfront areas should be adversely affected by another arm of the Government which gives little consideration to the impacts on this development.
- The design of the administration building appears odd and supports a large tower structure. As the building is well set back it is an area of under utilised open space between it and the road way. This emphasises the wall of the elevated roadway and does little to conceal it from adjacent uses. This destroys the gateway to Woolloomooloo wharf and adversely impacts on the visual integrity of the area.
- Considers that the EIS is inadequate in regard to addressing visual impact, urban design, proposed developments in the area and social impacts including security. these omissions result in interested parties not being able to meaningful assess the proposal and solutions.
- The Wharf at Woolloomooloo has been negotiating with the New South Wales Government to a granting of a 99 year lease over land at Woolloomooloo owned by the Government. The land comprises Woolloomooloo Finger Wharf, the land comprising Wharf 11 and the water area in between (Lot 1 Dp 736611) and lot 102 DP 736610). Wharves, sheds, the land and waterway are listed as heritage items. Development consent has been granted for the redevelopment of the site with 232 residential apartments, a hotel, and retail at Finger wharf and 34 residential apartments with Wharf 11. Requirements of the development include provision of public pedestrian access and joining to the Botanic Gardens by pedestrian overbridges. The EIS does not give any consideration to this proposal and does not assess the impacts on this development and to the public open space.
- It is suggested that prior to making a decision on the ED that a public inquiry is held under the provision of the EPA Act to allow these issues to be publicly addressed and an informed decision made.
- Although the toll plaza is below the level of the traffic lanes on the side of the road, it may be still likely that there will be light spill from the plaza into the Woolloomooloo are and onto the higher levels of Woolloomooloo wharf development. As a result the Wharf 11

roof top park and the top floors of the Finger Wharf development may be affected by this. There will be noise impacts from the vehicles stopping and starting at the toll booths.

- The toll plaza will interrupt significantly the view from the terrace of the Art Gallery of NSW to the Finger Wharf and the water. In the Evening it will provide a highly lit area which will make it impossible to see to the water and the wharf.
- The toll plaza should be moved to a less sensitive location where it will not impact on existing uses and views.

907. BATTEN K. Geoff

- Concerned about the location of the southern ventilation stack. Concerned about the effect of air pollution to his property and the health of residents and also other properties in the vicinity. The emissions from the Sydney Harbour Tunnel far exceed the maximum levels that were predicted in the Sydney Harbour tunnel EIS. Concerned that emissions from the ED will exceed predictions and therefore effect health and lifestyles.
- The ventilation stack will be built against the wall of the building at 99-115 Flinders Street. This will impair the building visually.
- The site at Moore Park would be a more logical alternative for the ventilation stack. Emissions can then be spread over a large area of vacant land with reduced effect on the environment and health of the residents of the area.

908. MALLIN Phil (Sydney Water)

- Item 7.2.4. Main tunnel: The design criteria are valid but the reality is that there are no receiving stormwater systems available for the roadworks that will give a 100 year ARI. Current rates of discharge from Busby's Bore is approximately between 1-2 litres per sec tot eh BOOS system so the design criteria should cater for this contingency. Stormwater: Discharge of stormwater to existing systems (at 100 year ARI or less) will be limited by those systems' capabilities of accepting the rate of discharge. Surface road drainage: The same restrictions apply but no mention is made of the effect that the conveyance of overland (major system) 100 year ARI events from specific areas will have on adjoining properties or existing stormwater systems.
- Item 9.6.1 Catchments. The Moore Park Road and Anzac Parade portal areas drain to the Botany Wetlands catchment and not to Sheas Creek.
- Item 10.6.2 Motorway Drainage; New piped systems may be constructed to Y20 or greater ARI but the level of efficiency will be limited by the existing receiving system.;
- In the statement "Potential flooding problems external to the road are not addressed"Does this address the impacts that flooding external to the Tollway will have on Tollway operation? and "as a general solution amplification remains outside the scope of

the proposal" It may well be the only solution in most of the cases and reinforces the need for Catchment Management Studies to evaluate the total picture.

- Woolloomooloo Bay 1st Par. dot point 1. It is unclear whether the drainage system referred to is owned by Sydney Water or the RTA. the Sydney Water Systems in this area would have minimum allowances for Tollway Drainage.; 1st par. dot point 2. This does not address the total catchment question which needs to be a part of an overall catchment management study.
- South Dowling Street: 2nd Par. Sydney Water, South Sydney Council and Randwick Council should be involved regarding flooding issues in this area. 3rd & 5th Paragraph . Mention is made of "No detention of stormwater at the surface has been assumed..." It is presumed that that this only refers to the pump capacity of the pumping stations and not to what will probably occur as mentioned in Par 3 "the consideration would be given to providing detention in Moore Park for pumped tunnel flows".
- Item 10.6.3 Tunnel Drainage. 100 year ARI protection for portal areas is not available.
- There are considerable gaps in the following: assessment of the impact of stormwater run off and pumped effluent discharge points on the existing receiving systems. The Distributor's impact on local drainage due to its proposed design.
- Impact on flooding in the catchments due to shape, levels, and whether it becomes an impediment to runoff generally.
- The revised EIS should attempt to resolve these matters.
- An expanded list of adjustments to public utilities (appendix H) has been compiled which gives more details of the impact of the Distributor on Sydney Water systems. This list is included in the submission. The effects of Tollway on Sydney Water systems are itemised in the submission.
- The following issues relate to item 7.3.4: Page 7-26, 2nd Para, This concept is no longer applicable to Sydney Water's mode of operation. Sydney Water is not proposing to construct a major conduit along Palmer Street although in the past it may have been on the agenda. It will ensure however that the tollway construction will not compromise future amplification proposals.; Page 7-26, 3rd Para, Dot point 3. There needs to be an inclusion after "alignment"... adjoin or are materially affected by the construction methods or alignment. : Page 7-26, 3rd Para. Dot point 4. The design details and method statements insofar as Sydney Water is concerned will be to Sydney Water standards.
- In dot point 2, item 7.3.4, it is not shown that Sydney Water is also responsible for some drainage issues (as distinct from sewer) along the route.
- There is no recognition of the customer contract that exists between Sydney Water and its customers. Sydney Water customers receive a rebate if there is a discontinuity of supply of services. For any discontinuity caused by the construction or operation of the Distributor the developer will be responsible for the total cost associated with the rebate.

- Under Item 7.1.8 Mill Pond Road Intersection there is a lack of an Artist's perspective of Figure 7.6 Southern Cross Drive. Clarification is required on the proposal of additional lanes of Southern Cross Drive which may impact on the Botany Wetlands system.
- Clarification is needed on the Mill Pond Road intersection as construction may impact on the lower portion of the wetlands. Figure 7.6 lacks detailed information of the surrounding areas which the Artist's perspective achieved in other figures.
- The impact on water quality with regard to construction and operation should be addressed as part of Catchment Management Studies recommended for Woolloomooloo, Sheas Creek and Botany Wetlands catchment.
- Item 9.8.6. Designated Sydney Water systems deemed to be potentially affected by vibration will require a dilapidation survey prior to commencement of construction.
- (10.4.5, par. 1 parking) If parking is prohibited in Palmer Street (presumably the service road component) then access to Sydney Water systems for normal maintenance will be compromised. Asks whether this means that these systems will be made maintenance free.
- In the Heritage section (9.5.3) regarding Palmer Street there is no mention of the 1.8x0.84 stone arched stormwater conduit which adjoins in Plunkett & is also in Palmer Street. This system was constructed in the 1800's.
- Section 9.5.3, Par. 4 "At Taylor Square..." regarding Busby's Bore is confusing. Leighton's concept plan shows the clearance between the underside of the Bore (an approx location) and the top of the proposed road tunnel to be in the region of 2.5 metres which would fall within the curtilage restrictions.
- In item 9.5.4, par. 3., Dot point 4 . Griffiths Street should be altered to Plunkett Street. Paragraph 5 "Constructed related impacts..." needs to include a clause indicating the liaison with Sydney Water and others will be required to establish parameters and approval.
- The statement that "The main tunnel passes over the Bondi sewer..." is generally correct but it does not indicate the extent of the confliction that exists. An access shaft will be severed and probably part of the access structure over the main trunk system in Liverpool Street. Information on this and Busby Bore is contained in the submission in a list of itemised adjustments.
- In item 11.1.4 Further Consultation and Approvals for Heritage Council of NSW. The tunnel is shown as being approximately 10 metres from Busby's Bore but the dimension is misleading.

909. FABRICE Collado

Form Type M2

910. SISMEY Karen

Form Type E

911. CORVILA Ivo

Form Type E

912. BARKUS Laima

Form Type L2

913. SOUTHAM Mick

Form Type E1

914. PLATE Gina

Form Type M1

915. READ Norma & PAKULA Henry

Form Type E1

916. EHRMANN Klaus

Form Type E

917. McKENDRY M

Form Type E

918. NICOLSON Alex

Form Type E

919. BASSETT T M

Form Type E

920. CAMPBELL Catharine

Form Type E

921. ROSE Cleveland

Form Type E

922. KITCHENER M E

Form Type E

923. CONSOLI Roslyn

Form Type E

924. SMIT T

Form Type E

925. LOTZOF June

Form Type E

926. BRYANT Leonard

Form Type E

927. KENNEDY Margaret

Form Type E

928. VIUTO C

Form Type E

929. TONKIN Heather

Form Type E

930. LEIGH Roy

Form Type E

931. KOMOROWSKA Ewa

Form Type E

932. GREEN Veronica

Form Type E

933. SOMERVILLE James

Form Type E

934. DROVER A

Form Type E

935. VERGE Caroline

- The Distributor should go under South Dowling Street.

936. O'BRIEN Elizabeth

- A study by Cowie et al in Eastern Sydney found that the blood level of 1-4 year olds living on busy roads could be expected to rise by 1ug/dl for every 10,000 vehicles per day. The Distributor could raise some children's blood lead levels above the notifiable level (15ug/dl) and well above the national goal (10ug/dl).

937. ANSLEWICT Rhonda

Form Type E

938. WALL Deborah

Form Type E

939. GOODWIN Elizabeth

Form Type E

940. FARRUGIA L

Form Type E

941. JOHNSON Dr. and Mrs P.A.

- Overseas experience study experience should be listened to and to people like Tim Pharaoh.

942. NICOLS John

Form Type V

943. BROKMAN Jeanette

- The EIS fails to take into consideration the projected increase in traffic resulting from events at the SCG, SFS and Fox Studios.
- The examination of the EIS and Working papers in the time frame provided was impossible for lay people.
- Funding requested by the community to examine such a complex proposal was not provided. A large amount of critical time was lost attempting to obtain information needed and requesting assistance with examination of the working papers.
- The timing of the EIS and extension of submissions until Christmas Eve can only be considered as a process designed to minimise community consultation.
- The submission period for the EIS submission responses was after the close of Parliament. Parliament will not resume until April which effectively denies the community the opportunity to voice their outrage.
- The community consultation process was flawed. The proposal was practically determined before the community was able to participate in the preliminary consultation process.
- Rust PPK and RTA advised that the preliminary consultation process with the community was for the period 21 September 1996 until the end of October 1996 and that community

input would be considered to prepare the EIS. Working paper 1 does not include my input given to Rust PPK on 22 September 1996, and it does not correctly reflect a focus meeting held on 4 October 1996. The minutes incorrectly summarise community concern. The proposal put forward was rejected and an option for a tunnel called for.

- The submission tabled within the time frame (31 October 1996) was not considered. I was informed that my input would be valued and asked to lodge it prior to the end of October. Notes that concerns were faxed on 26 October but not receipted until 30 October.
- There was non-delivery of 37,000 information sheets to affected communities despite Rust PPK's claim. Within days of preliminary consultation the majority of residents along the effected route were unaware of the proposal. From door knocking 500 residence on the route and attending public meetings where over 700 residents attended, of these people only 1 in 15 would have received a brochure or known of the proposal in any form, directly along the proposed route ie South Dowling Street and 1 in 50 outside the route. Most people who received brochures were on a mailing list from the community access centre and/or past community inquiry. The announcement of the EIS together with a new brochure was to have been delivered the week after 16 November by Australia Post. When checking with residents of Ridge Street, the majority of residents outside a mailing list had not received any material. Residents have been outraged by lack of non-delivery of material and information.
- In order to adequately understand the proposal and impact on Surry Hills information was requested from Rust PPK. During the first 3 weeks of the consultation process residents were informed that data was currently being obtained and would be available so that it would be able to be included in public submissions within the preliminary consultation process. In the last week I was told that the schedule of information which I requested (attached) would not be available until the EIS was released. It is apparent that this information was available during the Preliminary Exhibition eg noise monitoring was assessed December 1995 and despite repeated requests was not forthcoming until the EIS was released - refer working paper 3.1.1 and table 3.1.
- In order to adequately asses the Eastern Distributor, was the need to be aware of the impact of the M5 and any upgrade on this route. On the 28 October, when submissions were effectively no longer considered by the preliminary EIS, the Government announced the upgrade of the M5 and the removal of the toll. The inducement of traffic to the Eastern Distributor is obvious. Why was this announced after the preliminary consultation period had closed? This implies a predetermined result and makes a mockery of the community consultation process.
- Working paper No. 4, clauses 4.5.2.3 and table 4.3 discusses the projected traffic noise impact between Fitzroy and Dacey Avenue. Does not believe the conclusions drawn correctly reflect the noise impact in the area. The conclusion shows that only noise increases of up to 2dB(A) will be experienced in this zone, based on the measurement and modelling at 3 specific locations only. Two of the three locations have been selected where underpasses have been proposed. Therefore the projected noise level increase have been calculated where the fast moving traffic and heavy traffic is underground. This does not correctly reflect the situation along this zone nor should be held representative of this nominated section of road. No measurement has been taken in South Dowling Street

where the road is ten lane wide and all lanes exposed and approximately level in elevation ie between Prospect and Parkham Lane.

- The noise contour map Figure 3b projects a significant noise increase to the easternmost end of Ridge Street and Ridge Lane. Due to the width of the street and lack of sufficient turning circle, this street would remain open under a local area management plan and therefore would not receive any noise buffer from a road closure. The noise contour map does not take account of: noise reflective of terrace house party walls at right angles to the noise source. Noise is reflected off these walls and back into non directly exposed dwellings; A two storey house can not be entirely protected by a single storey rear or side bounding wall; The RTA owns vacant land in South Dowling Street, near Cleveland Street. This vacant land forms a channel, allowing noise to travel into the back of Ridge lane, then be reflected towards Ridge Street. In this way the property receives noise impediment from the front and rear of their house.; Noise contour from Cleveland Street has not been shown. Properties close to both Cleveland Street and South Dowling Street should have noise contours that cross over from both street frontages. As a result the noise contours are not correctly shown for 49 Ridge Street.
- The EIS has omitted to adequately detail increased traffic noise effects on residences in adjacent side streets to South Dowling Street.
- The EIS does not address increased traffic densities and resultant noise from the use of Sydney Football Stadium, the Sydney Cricket Ground and Fox Studios.
- Truck movements in the early morning hours has not been correctly assessed. There appears discrepancies in the current truck movements. If so, projections shown for noise impact would need to be reassessed in working paper 4.
- The large scale configuration and visual ugliness of the proposal for South Dowling Street is unacceptable. It is up to 10 lanes wide in many sections with differing elevations and cuttings. The poor design will degrade the appearance of the inner city, specifically Surry Hills, Moore Park and Redfern as the gateway to our city.
- Carcinogenic benzene concentrations and other pollutants contained in motor vehicle fuel will increase over residential areas. There is no safe limits for carcinogenic benzene. The current policy of urban consolidation along the route will adversely affect the projected 20-30% increase in population within the South Sydney Municipality. Family is already seriously affected by air pollution with a child on a nebuliser.
- Rejects the proposal as unacceptable due to the adverse social and environmental impact that will occur to a large section of the inner city.
- The loss of more than 1.1 hectares of Moore Park to accommodate a motorway is unacceptable. The loss of a median strip forming an avenue to South Dowling Street for the swap of land reservation is unconscionable. The Centennial and Moore Park Trust must openly detail all financial benefits prior to any arrangement being agreed to.

- South Sydney faces an increase of up to 30,000 residents on a population base of 77, 000. Large scale developments include Moore Park Gardens, the ACI site and Green Square. The maximising of land through medium and high density housing places more demands on the Government to ensure quality of life in the region. The proposal does not adequately assess the dramatic changes over the last ten years in the regeneration of the inner city areas nor the change in the population base to a younger population. The inclusion of a road system up to ten lanes wide, three metres from residences does not take residential amenity into consideration for future urban planning. Access and use of parklands is critical as part of the social amenity needed within such an urban consolidation program. Adequate green space does not exist within the residential area. Is it the intent of planners to push the community back to the outer region of Sydney away from such an environment proposed by the Eastern Distributor?
- The upgrade of the M5 and the elimination of a tollway will induce traffic currently travelling to the city via the west through this route that need not travel via the east of the city.
- Further traffic volumes indicated for local routes, such as Crown Street and Bourke Street have not been adequately assessed. The EIS does not show an alternate route for the tollroad and as such traffic volumes for both Crown Street and Bourke Street can not be correct.
- The proposal has not considered the buildings and parkland of heritage and archaeological significance.
- The proposal will push traffic gridlock from Talyor Square to Drivers Triangle. The movement of vehicles into the portals in Drivers Triangle have not been adequately addressed.
- The east-west traffic gridlock, particularly Cleveland and Fitzroy Streets have failed to been addressed.
- The community needs to access a Local Traffic Management Plan within the EIS process.
- The effect of construction to the local community for three years will be devastating. The alternative is to construct a tunnel under Moore Park, thereby allowing the current infrastructure route to remain open. This has clear environmental and indirect financial benefits.
- Should the Eastern Distributor proceed it must be underground, tunnelling from the Domain Tunnel to Link Road.
- The effect of construction to the local community for three years will be devastating.
- Full credence must be given to environmental and social impact not just economic gain. The construction timetable for the Distributor must not impede adequate design and planning.

- The proposal impedes the quality of life for large residential communities.
- Our international reputation for urban planning and design sensitivity for the social and environment impact will be destroyed by the proposal.
- The RTA at their focus meeting after tabling of the EIS showed diagrams stating a projected increase in traffic in South Dowling Street from 49,000 to 125,000 vehicles daily. The working paper indicates that 10% of vehicles movements are truck movements. The working paper fails to identify an alternate route for truck movements. Assuming the current truck movements of 4,900 will increase to 12,500 vehicles per day, this will adversely impact the residential communities along the route.

944. ANONYMOUS

- Believe that current plans be rejected on the basis of short term cost savings in comparison to the major long term difficulties for the areas surrounding the above-ground portions of the Eastern Distributor.
- Disregarding the effect on local residences, the current proposal for the Eastern Distributor is unacceptable on the grounds of aesthetics.
- Believes there should be a physical 'space' to separate the residences from the Motorway.
- Believes the current proposal will cause a doubling of traffic volume levels in the Kensington area.
- "If the community cannot currently afford to put the Motorway underground from the Cahill Expressway to Southern Cross Drive, then the community cannot afford the Motorway [at all] and it should not be built".
- With an increase in background noise, intermittent night noise, and increased pollution the general amenity will be diminished in the areas surrounding the proposed Eastern Distributor.

945. OLSON Neil

- Believes the current proposal for the Eastern Distributor will increase pollution in the Surry Hills area.
- It is recommended if the Eastern Distributor is to go ahead, the tunnel for Motorway should be extended to Link Road, Kensington.
- Concerned the current proposal for the Eastern Distributor will worsen the already dramatic traffic situation on Cleveland Street.

- Believes the RTA on behalf of the State Government should use this opportunity to initiate a means of redirecting traffic beyond this area by other more ecologically sensitive measures.
- Concerned the current proposal for the Eastern Distributor will cause major traffic volume increases in the Surry Hills area.

946. LUBIN Rhonda

- Concerned that Eastern Distributor project will result in 'jamming' of local streets with increased traffic volumes.
- Concerned that increased noise resulting from the Eastern Distributor project will have an adverse effect on the amenity of the local residential area.
- Concerned about losing '3 acres' of parkland as a result of the Eastern Distributor project.
- Believes the Motorway should be placed in tunnel from The Domain tunnel to Link Road, Kensington.
- Believes the Motorway will be an eye sore to the city of Sydney.

947. HERRING Suzanne

- The Eastern Distributor must be an underground tunnel from the Domain to Kensington.
- The proposal is unacceptable due to its destruction of the entrance of Sydney and its affect on the residential communities of the inner Sydney and Eastern Suburbs, with noise/air/traffic pollution, on top of increasing populations.
- As a resident, is seriously concerned by the increase in pollution (air and noise) that will occur on top of the extreme levels that are present now.
- There is no consideration for traffic flowing from East to West. This will create further jams/delays along Cleveland Street, affecting thousands of Sydney motorists.
- Rejects the current proposal as it will look aesthetically inappropriate as an entrance to the City of Sydney and more like a concrete jungle. There is no vision for this historic area and it will also be degrading to the appearance of the inner city, particularly by the year 2000.
- The increase in pollution (noise and air) will see an increase in stress, breathing problems and cancer due to fossil fuel emissions.

948. WIFFEN Graeme

- The Eastern Distributor proposal and the EIS seem seriously flawed and nowhere near adequate for such an important area of Sydney.
- Other studies seem to indicate that the proposed Eastern Distributor will increase traffic flows through the area, not only on the ED but on parallel streets. This is the problem that the ED is meant to solve.
- The consequent noise will be alarming, especially as noise levels already exceed healthy limits as measured by most reputable measures.
- The consequences for the city's heritage will be deleterious. Moore Park Road and South Dowling Street have the most intact stretches of grand, large-scale terrace housing. Sydney's terrace houses feature in most tourist advertising about Sydney, and to adversely affect this heritage, placed at the entrance to the CBD - the main airport road - will have adverse consequences.
- Cannot see that the EIS or the Eastern Distributor proposal takes into account the recently expanded development plans calling for huge crowds at the adjacent Show Ground site. Suspects that proposals are already out of date.
- Cannot see that the EIS or the Eastern Distributor proposal takes into account the development plans at the AGC Glass factory site on South Dowling Street that need to be considered.

949. WILLIS Mary

- Opposes the configuration and scale (ie the visual ugliness of the design) of the toll road. The route will be up to ten lanes wide in many sections with differing elevations and cuttings. The aesthesis of the toll road will degrade the appearance of the inner city areas as the entry port to Sydney.
- The proposal will have adverse effects to motoring safety with the danger of weaving patterns, impact of jerseys between carriageways and speed options by combination of state road and motorway alongside each other in South Dowling Street together with numerous residential openings.
- The proposal will have adverse effect to items of heritage and archaeological significance.
- There is a lack of Local Area Traffic Management plans within the EIS process.
- If the proposal goes ahead in its current form, Sydney's international planning reputation will be destroyed.
- Carcinogenic benzene concentrations and other air pollutants contained in motor fuel will increase over residential areas. There are no safe limits for carcinogenic benzene.

- The communities affected by the proposal have not been sufficiently advised of all the factors and ramifications.
- The proposal does not address the traffic to be generated by the Fox Studio (planned 2,100,000 visitors per year).
- The proposal does not address the East-West traffic problems.
- The loss of three acres of parkland to accommodate the toll road is unacceptable.
- There will be an increase in noise impact on an already seriously noise affected residential area. Noise levels already exceed WHO standards by nearly 40dB(A). Night time noise, especially intermittent events are already a problem. The truck movement from Port Botany and the M5 will add to the noise problem.
- There will be a substantial increase of traffic by up to 250% within metres from residential buildings.
- If the airport is to be privatised then the Federal Government must contribute significant funding to the building of the Distributor in recognition of the financial benefit it will reap from the development of this infrastructure.
- The need for an alternate road bypassing the tollway will impede the local communities. Toll avoidance will adversely effect many communities alongside the Distributor corridor.
- There is a transparently artificial deadline for the Olympic Games. If the tollroad is to be built then the community must have a much greater say in the design of the roadway.
- Access and use of parklands will be impeded in the areas of Surry Hills, Redfern, Woolloomooloo, which already do not have sufficient green space.

950. POSEN Jim

- Sydney needs better public transport.

951. ROBERTS Stephen H.

- Erosion of Moore Park is a concern.
- Extend tunnel from the Domain to Link Rd, Kensington.
- Concerns about project generating serious noise and pollution problems.
- Concerns about effects on historical residential areas adjoining the Distributor.
- M5-linkup has taken the Distributor away from local traffic management.

- Size and impact of the above ground portions of the distributor, namely South Dowling St and in front of the Art Gallery.
- Fears that ugly, American style freeways will visually degrade the inner city.

952. McCOSKER F. W.

- It is recommended the Government 'find' the extra funds needed to place the Motorway in tunnel, extending all the way to Southern Cross Drive. Believes taxpayers would be ready and willing to pay the cost.
- Concerned about the effect the proposed Eastern Distributor will have on the health of the inner city through increased noise and pollution.
- Concerned pedestrians will be placed at risk due to the 'rat-runners' using suburban streets to avoid tolls.

953. PRITCHARD Margaret

- The rape of the important heritage parklands, which is apparently being allowed by the Moore Park Trust, raises questions of this organisation's integrity.
- Believes it is short-sighted to have a project of the size and importance of this only be thought of in terms of the Olympic Games.
- The ED should be totally re-designed in keeping with the methods adopted by advanced-thinking countries for long-term traffic distribution.
- Thinks the ED is a careless approach to citizens in the immediate areas, their homes, their health and that of their children and is indicative of a non-caring government.
- Underground ED is essential.

954. NIALL Chris

- The impact on the greater Surry Hills area will cause great social, cultural and environmental fallout.
- The ED, in its present form, does nothing to enhance Surry Hills or those loyal to the inner city.
- The fact that the areas either side of a majority of Anzac Parade lack residential developments must offer a fair alternative to the destruction of Surry Hills and its streetscapes.

- Further consideration should be given to alternatives that will protect one of Sydney's most diverse and individual regions (Surry Hills).

955. COOK David

- Rejects the ED proposal because of adverse social impacts.
- Rejects the ED proposal because of unacceptable noise.
- Rejects the ED proposal because of unacceptable pollution levels.

956. HOLE Joanna

- Increased awareness of the importance of maximising use of valuable space through medium-density housing and mixed commercial and residential development reduces the reliance on private cars and increases the effectiveness of public transport.
- The Department of Urban Affairs and Planning will be contradicting their own policies if this proposal is approved by espousing the benefits of urban consolidation and the principles of Ecologically Sustainable Development and then approving a structure which encourages increased car usage through an historically, culturally and environmentally significant precinct.
- The RTA and the Centennial and Moore Park Trust have come to some agreement regarding the transfer of a hectare of parkland. The conditions of this agreement should be available for the same public scrutiny and review as the Environmental Impact Statement, as a prior condition of its approval.
- The fact that the RTA and Leightons have already signed a Memorandum of Understanding for the proposed Motorway prior to the closing date for submissions turns this whole procedure into a complete farce.
- Loss of almost a hectare of Moore Park, including a strip of trees forming an avenue to South Dowling Street, without consultation with the people of the State, is unconscionable.
- Working Paper 4, Figures 2b and 3b show that no account has been taken of the fact that a two-storey house cannot be entirely protected by a single storey rear or side bounding wall.
- Work Paper 4, Clause 4.6.2.2, paragraph 8 fails to nominate where minor side streets may be subject to increased traffic noise beyond the 3db(A) acceptable limit.
- The Noise Contour Figures 2b and 3b project a significant noise increase in the easternmost end of Nobbs Street. This street is currently not shown as a proposed closed street. The Langton Centre will be exposed to higher traffic noise.
- Figures 2b and 3b illustrate that houses at the eastern end of Nobbs Street will be subjected to increased traffic noise from both the front and rear of the properties.
- Figures 2b and 3b show that no account has been taken of the noise reflective characteristics of terrace house party walls at right angles to the noise source. Noise is reflected off these walls and back into non-directly exposed dwellings.
- Considers 30 days a completely inadequate amount of time in which to formulate informed opinions of the Environmental Impact Statement itself or of the proposed Motorway. The inadequate time in which to review the proposal and its technical information is exacerbated for the layperson.

- The fact that the closing period for submissions is after the close of Parliament for its long summer recess makes it dubious as to the effect of any objections people are making. Who is going to listen?
- Even with the extension granted (8 days), this is still far too short a period for further review. A fair and reasonable period for review of a revised, non-misleading accurate and thorough Environmental Impact Statement for this proposal is still required.
- The Environmental Impact Statement has made a serious omission in making no reference to the increased traffic densities and noise due to the use of the Sydney Football Stadium, Sydney Cricket Ground or the proposed Fox Studios and associated entertainment facilities.
- The conclusions of the Environmental Impact Statement on matters of traffic noise are invalid and require review, re-measurement and re-submission.
- The Environmental Impact Statement is inadequate and misleading about the noise effects of the Eastern Distributor on adjoining side streets. It requires detailed analysis and re-submission.
- The Environmental Impact Statement has omitted detailed discussion of increased traffic noise effects from traffic on the Eastern Distributor or residences in minor intersecting streets.
- The Environmental Impact Statement has made a serious omission in making no reference to the increased traffic densities and noise due to the use of the Sydney Football Stadium, Sydney Cricket Ground or the proposed Fox Studios and associated entertainment facilities.
- The Environmental Impact Statement should be amended to include items currently either omitted or misrepresented, it should be re-issued for public scrutiny and the period for review should be extended to allow an appropriate study by all citizens of the State.
- The conclusion that noise increases of up to 2db(A) will be experienced in this entire zone has been based on measurement and modelling at three specific locations only. Two of these three locations have been selected where underpasses have been proposed for the motorway. In this manner, the projected noise level increases have been calculated where the fast moving and heavy traffic is in fact underground and is therefore not representative of the situation along this nominated strip of road.
- No measurements have been taken in the strip of South Dowling Street between Prospect and Parkham Lane, where the motorway would be at its widest and all lanes would be exposed and approximately level.
- The conclusions of the Environmental Impact Statement on these matters are invalid and require review, re-measurement and re-submission.

957. TODD Mark

- Tunnel extension could easily be paid for by an extension of toll-paying.
- With infrastructure bonds floated at a premium of 40%, there is plenty of money to be made by the builders of the Eastern Distributor.
- Should press ahead with a full tunnel facility for the Eastern Distributor.

958. BALZOLA Robert (Eastern Distributor Taskforce)

- 7.1 does not discuss LATM scheme contrary to Appendix C.
- LATM schemes should be funded and developed before approval of the Eastern Distributor.
- The RTA does not attempt to answer the question of LATM plans but defers the analysis until after the proposal is approved. This is defective as it diverts the determining authority's attention away from the project control function of the Environmental Impact Statement process and move difficult decision away from the approval process towards regulatory control.
- Through non-completion of any detailed analysis on local area traffic management, it is not possible to fully assess the impact of the potential environmental impacts on local and regional networks.
- In the absence of a predefined LATM plan Crown Street will continue to experience surface traffic congestion.
- A vacuum effect may occur after the proposal is constructed. Vehicles may be driven back on surface roads eg Crown Street and Parramatta Road.
- Notwithstanding 10.4.2, mitigation of the adverse effects of the toll is left to references to LATM without elaboration on the extent of how this is mitigated.
- The Environmental Impact Statement does not assess the impact on the Mardi Gras which is a significant social event.
- Objects to the proposal based on legality.
- Considers there has been non-compliance with clause 84 of the Environmental Planning and Assessment Regulations and failure of the Environmental Impact Statement to contain matters referred to in prescribed guidelines. The following aspects of Schedule 2 of the EPR are commented upon (each number refers to the item in schedule 2):

- ⇒ Appendix C of the Environmental Impact Statement refers to 'Chapter 1.7' but this should be Chapter 1.6
- ⇒ The four subclauses i-iv are not referenced in Appendix C. Reliance on notes at the bottom of schedule 2 does not necessarily answer these specific requirements. It appears the subclauses are ignored in favour of the notes listing discretionary matters. The phraseology used is not the wording of clause 4 schedule 2. This is not a matter to be addressed in the Environmental Impact Statement. Notes matters to be included in 4(c) a-k states that "Notes in this Regulation do not form part of the regulation."
- ⇒ Paragraph 1.8 is merely a restatement of ESD as defined in clause 8 schedule 2. In chapters 6, 9 and 10 there is no attempt to implement the precautionary principle in any of these chapters. The RTA is confusing preventative measure in meeting certain air, noise or other regulatory criteria, rather than attempting to avoid delay in implementing regulatory functions, which would reduce or eliminate non-negligible environmental risk of harm.
- ⇒ Many items listed in this compilation do not describe measures proposed.
- ⇒ Clause 7 makes reference to "that must be obtained". The Environmental Impact Statement use of the word 'to' in substitution of "that" implies a discretionary compliance, where in reality clause 7 requires strict and substantial compliance.
- The Environmental Impact Statement fails to have regard of the Directors requirements. The community was not entitled to participate in the formulation of these requirements. Requirements which are considered to not have been complied with are:
 - ⇒ Part A: Sydney 2000 Olympics Planning not sufficiently considered. For the RTA's Public Transport Improvement Program (the writer assumes that the reference to public transport infrastructure is the same as the RTA's public transport improvement program referenced by the Director - air quality. Appendix C directs the reader to chapter 9.7 which is flora and fauna. Chapter 9 refers the reader to WP5 for what it refers to as a detailed discussion of air. Assumes Environment Protection Authority Metropolitan Air Quality Study referred by the Director is the MAQS study in WP5.
 - ⇒ Part B: little consideration given to RTA's preferred strategic option "to provide new free flowing road capacity for north-south movements through the eastern and south-eastern suburbs of Sydney". (found 6.2.3, 6.2.4, 6.2.5). 8.3 does not exist. 11.1 is considered irrelevant to this specific requirement as Eastern Distributor questions what relevance mitigative measures employed in the construction of the proposal has with the consideration of alternatives in selection of a proposal. Only two options (A&B) were presented to the community and only one option in contention. The Environmental Impact Statement states that over 60 design and operational options were considered. When reading table 6.1 the reader may consider that community related factors were considered as options within the community consultation and assessment process when they were not. No

community consultation began until 16 September 1996, well after 13 August announcement and the so-called 60 options were already considered. Number and locations of tunnel ventilation shafts had no reference in chapter 6 although cross referenced in Appendix C. Speed limits are not specifically addressed. The preferred proposal in 6.5 is based on the most cursory analysis in 6.2. Alternative construction methods not addressed in chapter 6 or 11.1.

- ⇒ Part C: examined at 5.3.2 except for the following: continued use of priority bus lane in Moore Park is an “opportunity”; toll strategies to encourage public transport not discussed; the potential of the proposal to compete or complement New Southern Railway not discussed; and no direct description of features included in the proposal to facilitate public transport in chapter 7.
- ⇒ Part D: No details of road connections and intersection treatments in chapter 6 or 7 for Gardeners, Epsom, Lenthal and Link Road. The figures for the scale of the tunnel (7.1c - 7.6b) are not to scale and distort the impact implied by these diagrams. No specific reference to the finish of the tunnel and from of the tunnel. Sufficiency of description of street furniture is questioned. Noise barriers, sufficiency of description questioned. Flooding prevention measures in 7.2.4 (9.6 refers to surface drainage during construction only).
- ⇒ Part E: The reference to this requirement at Appendix C page iv is substantially modified by the exclusion of all wording from “...including the prediction...(to) regional and local road...” These are not referenced in Appendix C. The omission of this requirement, read with the working paper 5 and 9.2 and 10.4 of the Environmental Impact Statement queries whether “all roads likely to experience significant traffic volume changes due to the proposal” has been addressed. This requirement has not been addressed, except for Table 10.1, there is little “assessment of the ability of roads and their environment to accommodate the potential impacts, including traffic noise, safety, air quality and parking restrictions”. “Environmental impacts on roads within the local and regional networks which would experience substantial changes in traffic volume and characteristics” are discussed without any substantial attempt to assess those impacts. For example, no attempt has been made to address and assess impacts of general statements made at 9.27 p9-13 except for a initiative for a construction traffic management strategy.
- ⇒ Part F: Chapter 10 does not identify alternative routes in detail. Chapter 5 does not give traffic estimates with and without the proposal but ‘alternative toll free routes are not identified. 10.4 there is no reference to existing route impacts during construction or operation. Questions whether requirement met in that “similar routes to those presently existing” would exist during and after construction of the proposal. There is no identification of specific routes except for Woolloomooloo in 10.4.3. No mention on any dangerous and other large vehicle movements. Therefore can not identify significant environmental impacts as the route is not identified except Woolloomooloo. Paragraph 6 does not illuminate the reader to any assessment of significant increase in hazard risks along routes that may be used for dangerous goods movements. Chapter 5.7 does not

exist, therefore the requirement for the predicted cost of any toll and any plan to remove the toll in the future has not been addressed.

- ⇒ Part G: Makes no provision for the impacts of the replacement of pedestrian lights with bridges for mothers with young children, the elderly or disabled. No provision for the following impacts: increased journey times; increased community severance; local access of Surry Hill's residents to Moore Park; and removal of the pedestrian facility at Link Road and Dowling Street intersection (causing severance of Zetland and Kensington area). There is indirect reference to east-west movement across South Dowling Street and at Woolloomooloo. Chapter 7 is largely silent on the issues of pedestrian and cyclists.
- ⇒ Part H: No specific reference to future developments in Redfern. Impacts for urban and economic renewal in the ports area does not answer the Director's question ie impacts and potentially restrict future developments of the proposal not if the proposal is not built. Does not address construction disruption to the showgrounds operations and impact on Fox Studios. South Dowling Street severance not discussed as a social impact in nominated paragraphs. No impact on vehicular, pedestrian and cyclist access discussed in 10.1. 10.4 makes no reference to access to properties, rather it is an analysis of Traffic and transport systems. 10.4.5 is silent except for parking on Palmer Street, Crown Street and Riley Street and access to properties east of Dowling Street and maintenance of property access during construction. Minor comment on impacts for access to Sydney showground, ACI, Navy Land, Green Square in 10.4.5. Impact on access to proposed new developments discussed only for when proposal is completed. Chapter 7 is not referenced as a reply to land acquisition of Moore Park (page 7-22). Domain access discussed on pages 10-19 but no reference to impact of proposal. No mention of noise impacts on Art Gallery except pages 10-86 and 10.9.5. No direct reference to maintenance in nominated paragraphs. No direct discussion of operational issues in nominated paragraphs. The RTA has glossed over the issues in this part of Sydney Cricket Ground, Fox, Art Gallery etc. There has been mere inferential reference to areas stipulated by the Director. No reference to Mardi Gras. Botany Local Environment Plan is not referenced in list on page 9-21. Visual impact during construction is cursory at 9.11 with no substantive discussion. Urban design define in 7.2.7. Then the design strategies are based on geographic criteria. 10.2 does not describe impact on Mill Pond Road, Southern Cross Drive and South Dowling Street but describes views. WP3 makes no reference to these roads. 7.1, 8.2, 9.2 and 10.1 have little relevance to the issue of potential reestablishment of the sense of identity of the Domain. No mention of reestablishment of the form of the Domain. Recognition of altered views at Domain and Art Gallery without any suggestions. Promise of retaining urban design and heritage architect without elaboration. 10.3 relates to fauna and flora with no direct reference to the Domain. No discussion of how local and regional environment will be enhanced in 10.1 and 10.2. Impacts such as potential restrictions to future developments, severance of precincts, access to public recreational facilities and schools and private properties, impacts on areas or building of heritage or conservation value and visual impacts have been given inferential treatment.

- ⇒ Part I: Number 3 deals with community consultation and makes mere reference to the fact that consultation with the community and Government authorities included 'noise impacts'. No other relevance found. 9.8 has marginal relevance to assessment of the traffic noise impacts, for example, the related issue of background noise. Mere reference of tunnel ventilation at 9.9.3. No reference of noise or vibration impact associated with tunnel ventilation at 9.8. No attempt to deal with methods or cost effectiveness of air emissions during operation at 10.8. 9.7 deals with fauna and flora, which is taken to the response to potential impacts on ecosystems. There is no reference to Alexandra Canal or Millpond Groundwater catchment. 10.6 is relevant to future groundwater and flooding control in tunnel, but says nothing about water quality of surface water bodies of those stipulated ecosystems. This is important to flora and fauna impacts. Water quality issue relative to ecosystems is not addressed anywhere. 9.6 and 10.6 no specific reference to impact on groundwater users such as Randwick Racecourse. Other groundwater users not considered. 10.6 subsidence not considered. 9.3 groundwater settlement discussed without specific reference to subsidence. No appendix cross reference given for impacts during and after the construction of the proposal.
- ⇒ Part K: 11.5 is a paragraph dealing with the compliance with local, regional and metropolitan planning objectives. The relevance to this specific requirement is marginal as this paragraph specifically deals with an analysis of planning instruments and policies. 9.2 there is no direct discussion which addresses consideration of possible connection to any future east-west cross city link, and cumulative impacts on the city's road network. No direct discussion on either M5-East or New Southern Railway at paragraphs 9.2 or 11.5
- ⇒ Part L: No reference to smoke detection and emergency procedures within tunnels, water quality including handling of contaminated fire fighting water and accidental chemical spillage with EMP.
- ⇒ Part M: Based on the Environmental Impact Statement documentation provided, the following agencies service and utilities were not consulted: Central Sydney Planning Committee; Department of Health; Sydney Cricket and Sportsground Trust; Royal Agricultural Society; State Transit Authority; and Telstra Corporation.
- Directors letter to CEO on 10/9/96 references attachment of EPA's requirements. Given that this reference is an attachment to requirements issued under clause 85 it is submitted that the Director intended the issues raised by the Environment Protection Authority to be fully considered within the context of the Director's requirements. There is no reference of the letter in the Environmental Impact Statement and only inferential reference without specific reference to issues raised by the Environment Protection Authority.
 - The terminology used in documentation was confusing. The term "proponent" has a prescribed meaning within the EPPA. However, brochures describe the preferred proponent as Airport Moroway Pty Ltd. Use of the term proposal is ambiguous in the context of its relationship to the "activity" the subject matter of the Environmental Impact

Statement. Confused by Rust PPKs advertisement of "Preliminary concept". At no time was it clear that the Preliminary Concept was the proposal. Proposal from the preferred proponent becomes the "activity" which is the subject of the Environmental Impact Statement.

- The Determining authority under its obligations under Section 111 has a duty to take into consideration environmental factors from when a proposal is first discussed. The proponent must satisfy the approving authority that environmental factors must be taken into account when proposal is first discussed.
- Many issues are dealt summarily without elaboration, for example, mitigation methods for amelioration against construction impacts.
- Questions when were the bidders to the Tender issued the 'Guidelines for Proponents.
- The Guidelines at page 10 refers to 'Probity Auditor'. Has a probity auditor been appointed and if so what is the name, address and telephone and facsimile of the probity auditor.
- The proponent has not fulfilled its obligation under Section 111 of the Environment Protection Authority to take environmental factors into account in assisting the determining authority in its consideration of the activity when it was first discussed. The Eastern Distributor Taskforce will advise the Minister in the future their objections to factors taken into account of clause 82 EPR.
- The proposal lacks merit.
- Community consultation during construction should provide affected residents and businesses with schedules of planned works with sufficient warning before any temporary works affect access. Recommended method is periodic newsletters distributed to residents giving schedules such as road closures, detour maps, heavy earth moving activities etc. This letter should be distributed at least monthly or fortnightly or as frequently as required.
- Before construction commences, full community consultation should be sought so that construction can be fully integrated with commercial and residential interests.
- Eastern Distributor Taskforce objects to the location of the proposed Administration building in vacant land in Woolloomooloo.
- The RTA can demonstrate leadership in the provision of bikelanes. Bike lanes are provided in Working Paper number 3 and the initiative is welcome. This is important as it is unlikely that there will be incentive to integrate bike lanes within local government planning schemes.
- Significant peak hour diversion of traffic during construction will increase air and noise pollution and disrupt pedestrian and cycle access.

- Eastern Distributor Taskforce endorses South Sydney Council in its submission for traffic management during construction.
- The area affected by the Eastern Distributor consists of residents who have one of the lowest car ownerships and highest housing density in NSW. The dislocating impact of the development is exacerbated by the relative lifestyles of the residents in the affected areas.
- The proposal will divide the community through creation of physical barriers. Examples where this has occurred is the M5, M2 and Melbourne City Link. Communities become alienated.
- Severance will be severe on Woolloomooloo and along South Dowling Street. Severance effects include: connection to open space denied; 110,000 vehicle movements (7544 trucks) at Woolloomooloo, 125,000 vehicle movements at South Dowling Street (10% trucks) across 10 lanes. Serve community through sleep disturbance and loss of amenity.
- Proposed pedestrian bridges highlight severance. Pedestrian access to Moore Park facilities and schools will exacerbate peak load requirements.
- Proposal should be abandoned as it will cause harm to amenity of Woolloomooloo, Surry Hills East and East Redfern through severance to cultural and open spaces. Domain and Botanic Gardens could be rejoined with greater access for Woolloomooloo residents.
- Considers that there will either have to be a substantial increase in toll fees for vehicles travelling north, or there will need to be a toll plaza for vehicles travelling north, or both.
- Richard Tanner indicates that tolling of northbound traffic could not produce sufficient revenue to service debt on the \$561.5 million project.
- Eastern Distributor Taskforce is unaware of any plan to remove the toll stated in the Environmental Impact Statement.
- Is a southbound toll being contemplated?
- The Environmental Impact Statement does not consider the "disappearing link" for predicted toll. This link is the two kilometre stretch of motorway proposal between Marsh Street, Arncliffe and General Holmes Drive, Kyeemagh, which has been taken from the M5 East and added to the Distributor.
- A tollway undermines pre-Environmental Impact Statement community consultation as the toll will result in resistance to the use of the motorway as toll avoiders seek alternative routes. As a consequence social impacts of redevelopment activities will include new residential and commercial occupiers of land seeking ways to avoid the toll thus causing localised congestion along arterial and subarterial routes, for example, Crown Street. Therefore proposal could reduce development opportunity thus cancelling benefits of traffic relief that the proposal was meant to gain.

- Supports South Sydney Council that certain surface route identified in the Environmental Impact Statement for movement of heavy and dangerous goods vehicles are not all suitable for the purpose, including: the Bat and Ball Hotel corner (South Dowling Street and Cleveland Street), there is a ban on right-turns from McEvoy Street (westbound) to Botany Road (northbound) and the Southern Arterial Route (Wyndham Street and Botany Road) is incomplete, causing significant disturbance to residential amenity for residents in Wyndham Street.
- The RTA must develop and fund improvements to remove deficiencies identified by South Sydney Council in surface routes for heavy and dangerous goods vehicles.
- The RTA must address capacity constraints evident in Regent Street and Abercrombie Street between Chippendale and Redfern.
- The surface roads nominated by the RTA for truck routes will pose a health hazard as articulated and/or long vehicles will be required to navigate difficult bends in heavy traffic areas. The environmental risk of accident including spillage, fire, or collision and risk to pedestrian and adjoining land owners is equally present. Therefore Southern Arterial route should be considered before Environmental Impact Statement determination.
- Drivers Triangle is an area of special sensitivity as it is used heavily by public transport buses. Drivers Triangle needs close examination to maximise opportunities for pedestrian access demands, especially access to Moore Park. Supports recommendation of removing the entry point within Drivers Triangle currently proposed to be shared between the two.
- Eastern Distributor Taskforce has members interested in property acquisition especially in the Woolloomooloo area. The Environmental Management Plan should accommodate an option to expand upon the proposed property acquisition if it is found that more properties are affected. The Community Liaison Forum would be appropriate for members to liaise with the proposed Community Liaison officer.
- Analysis on flood impact within the tunnel based on current available information is erroneous. The flood levee at Moore Park will be removed for the purpose of construction. This means flood affected areas will alter dramatically.
- Flooding must be considered with local government, Public Works, State Emergency Services, Sydney Water and DLWC before a decision on tunnel flooding management and prevention and ingress/egress measures.
- Supports South Sydney Council's request that a detention system in Moore Park is designed and rebuilt to handle 1:100 year storm event and the stormwater system in South Dowling Street be upgraded accordingly.
- Endorses a catchment analysis for the Distributor and affected streets.
- The stormwater system must be designed to have a capacity to handle a 1:20 year storm event. This analysis must be undertaken before approval is given for this activity. DCP and preferably LEPs must complement and pre-empt these activities to fully accommodate

flood liable lands affected by the activity. LEPs should clearly identify flood liable land and avoid losses and problems caused by flooding.

- “Stormwater systems in the tunnel and Moore Park detention system must be designed to handle a 1:100 year storm event”. A 1% flood standard is questioned. The Floodplain Development Manual notes that “the height of the flood standard is not necessarily the level to which protective flood mitigation works, mainly levees are constructed”. A detailed stormwater investigation is required for: South Sydney Council stormwater system in South Dowling Street, just north of O’Dea Avenue, Sydney Waters open channel and trunk line out of O’Dea Avenue and Randwick Council stormwater system draining into Raleigh Park and residential sites at Todman Avenue, especially where there is risk of stormwater flooding.
- South Sydney Council, Sydney Water, Sydney City Council, Randwick Council, PWD, DLWC and SES must be consulted during the investigation and design of the stormwater system. The PWD, DLWC and SES must be consulted due to their expertise as outlined in the Floodplain Development Manual.
- There is risk of liquefaction resulting from a rise of the stressed water table. Rising water table may undermine the foundation of the road surfaces and rail pylons resulting in further flooding.
- The existence of water tables and underground creeks received little attention in the Environmental Impact Statement.
- Detailed engineering reports should be made available as to the effect of liquefaction on this proposal and existing development. A full analysis should be undertaken before approval is given.
- The visual impact of the Domain will be permanently scarred by a toll plaza, interchange and viaducts which will add to the wide cutting.
- The visual impact, particularly South Dowling and Dowling Street is a diseconomy and will lead to permanent scarring of the landscape which is exacerbated by the proposal being mainly surface road.
- A full tunnel option would eliminate much of the visual impact.
- Traffic impact should be reviewed. The methodology of modelling used to calculate anticipated traffic movements are defective.
- There is dismissive treatment of concepts such as induced traffic, overstatement of benefits and understatement of disbenefits. This presents a misleading analysis of risk associated with the proposal in terms of traffic impact.
- Traffic calming measures for roads adversely affected by the proposal, such as Moore Park Road, should be developed and implemented as part of the proposal.

- The Environmental Impact Statement makes little reference to the proposed light rail proposal to the showground and University of NSW. A more integrated approach should be taken to urban design. Car transport seems to win against other modes of transport. The Distributor will be a built obstacle that the light rail system will need to traverse.
- Very little attention is paid to public transport apart from bus lanes. The Distributor will detract from alternative transport methods and encourage cars.
- Social impacts on public transport supportive developments will be severe and adverse.
- There are benefits through use of bus routes along the proposed motorway.
- The proposal will directly compete with the New Southern Railway for commuters to the airport and erode the potential effectiveness of the railway. Media reports that NSW Government will be liable to compensate the private partners if a railway or freeway is built in direct competition to the New Southern Railway. The proposal does not facilitate public transport but detracts from the use of public transport in a non-integrative way.
- The impacts of the proposal is not related to the New Southern Railway including patronage of Mascot and Green Square stations. This is a specific requirement of the Director and has not been addressed.
- Immediate reductions in green house gases could be achieved through minimisation of reliance upon the motor vehicle, in particular private cars. The proposal strives to maximise utilisation of motor cars for transport.
- The Eastern Distributor Taskforce rejects the proposal because other non-leaded fuel emissions are not accommodated, for example, aromatic additives.
- There has been little time to critically review much of the empirical data and projections made.
- The proposal is not justified on the grounds of Net Present Value and Cost Benefit Analysis.
- Factors such as induced traffic has not been properly accommodated, greatly influencing the NPV and the Cost Benefit results (see E of Directors Requirements).
- The benefit cost ratio should be recalculated with a 7% discount rate as:
 - ⇒ Benefit NPV in Environmental Impact Statement \$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 Environmental Impact Statement \$408.0M

⇒ NPV/Establishment -0.36

⇒ Benefit cost ratio 0.64

- The following disbenefits are considered not to have been included in the Environmental Impact Statement cost benefit analysis: loss of trees and ground from Moore Park; increased impact on South Dowling Street; pedestrian detours; problems with elevated roadways and toll gates near the Art Gallery. These disbenefits will be with the community for the long term and after the claimed benefits have been dissipated in additional road travel. APT have not attempted to quantify these disbenefits in monetary terms. Accommodation of these factors in CBA can only be adverse to the outcome.
- (Please also see sub issues traffic congestion/levels regarding this point). An inflated NPV and benefit cost ration has been presented for the project as traffic effects are not properly addressed. Assuming the impact of the induced traffic to only halve the benefit in present value terms, the NPV of travel time savings would be reduced by at \$436.5 million. The loss of travel time will be distributed over a wider area, and therefore will be generally much less visible than the concentrated travel time savings which are claimed in the proposal. Another impact of induced traffic will be an earlier saturation of the road network, making the benefits even shorter term than indicated.
- The cost benefit analysis ignores noise affectation in deriving the benefit cost ratio. The exclusion of primary and social cost impact has generated a benefit cost ration substantially inflated.
- The NSW treasury, Determining Authority etc can not rely on the economic analysis because it ignores noise going to social costs.
- Eastern Distributor Taskfore will supply information on further traffic impacts. Detailed analysis not undertaken in shortness of time available.
- ESD has not been applied to the Environmental Impact Statement. Prevention methods have been employed addressing known risk factors. Attempts have been made to meet regulatory criteria set by the Environment Protection Authority or other agencies and therefore an attempt to justify compliance with ESD principles and the precautionary principle. Clause 8 has not been applied especially as a test of precaution.
- The precautionary principle has not been applied. Non-zero risk of irreversible ecological harm due to noise and air pollution is not mitigated by the proposed ameliorative measures, especially in Woolloomooloo. The same for visual impact and community severance.

- Anticipated peak noise levels may exceed 12db (a) above background noise levels. Lack of full scientific certainty as to what the peak levels may be should not postpone measures to prevent environmental harm. The RTA believes they are showing precaution by meeting a subjective preventative standard and postponing measures to mitigate irreversible ecological harm.
- Preventative criteria for noise is not met under ESD criteria, therefore fails both preventative and precautionary criteria. (clause 8, Schedule 2 of the EP regulations not complied with). Prior roads, for example, the M2, M5 and Melbourne City Link and 3rd runway have exceeded estimates. Use of averaging technique in an attempt to depict acceptable limits of noise is erroneous and deceptive. Environmental Impact Statement must take account of precedents in refusing to consider material which depicts misleading representation of noise impacts. This should be rejected.
- No reference in the Environmental Impact Statement (Appendix A, chapters 2 and 11) to Section 10 of the Centennial Park and Moore Park Trust Act 1983 that it has to be amended or repealed. To sell Moore Park land, a separate Bill, by State Parliament is required. The RTA should of brought this fact to the attention of the determining authority as it is critical to the proposal going ahead. Parliament does not resume until 8/4/97 and the proposal should not proceed until this Bill is passed.
- Moore Park will be compromised by the sale of 'original land' that forms part of the Trust. Selling land to a private consortium is not good stewardship for permanently preserved land. It denies future generations of beneficial interests. Creates a precedent upon which further land holding reductions may be contemplated. Devalues strength of statutory protection and public confidence.
- Open space in the inner city is reaching critical levels. Taking open space is an affront to intergenerational equity and offends clause 8 of schedule 2 of the Environment Protection Authority regulation
- Considers the RTA has transferred a two kilometre section of the proposed M5 east and added it to the Eastern Distributor. This section of motorway has not been described or discussed in the Environmental Impact Statement even though it is advertised by the RTA as providing an uninterrupted motorway link. In relation to schedule 2 EPR, an activity without approval is illegal. This section of road must be subject to environmental assessment in the Eastern Distributor Environmental Impact Statement.
- Confused about whether the "disappearing link" is being assessed as part of M5 east assessment whilst contractually part of the Eastern Distributor. Various adds of the RTA and other representations must be clarified if the Director's requirement of short term and long term cumulative impacts due to New Southern Railway and M5 are to be met.
- There is confusion as to whether the Eastern Distributor or M5 east is impacting on other road and rail transport projects regarding the "disappearing link".
- Questions whether a toll plaza will be allowed to be constructed for south bound traffic in the Marsh Street and General Holmes Drives section.