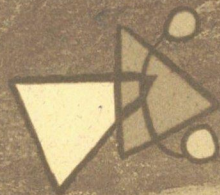


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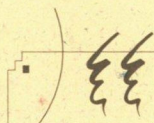


M5 EAST MOTORWAY COMMUNICATIONS STRATEGY

MANIDIS ROBERTS CONSULTANTS 1994 B



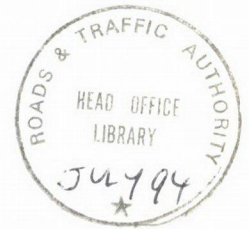
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ROADS AND TRAFFIC AUTHORITY



M5 EAST ENVIRONMENTAL IMPACT
STATEMENT: COMMUNICATIONS PROGRAM
WORKING PAPER

MAY 1994



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Summary

Introduction

The purpose of this document is to summarise the communications program undertaken as part of the M5 East Motorway Environmental Impact Statement.

Since 1986, the Roads and Traffic Authority (RTA) has published three reports dealing with transport projects in this corridor, attracting over 35,000 public submissions. These are the 1988 South-Western Sydney Road Corridor Strategy and associated consultation, 1989 South Western Freeway, Alexandria to Beverly Hills EIS and the 1992 Botany-West Transport Study.

With this 1994 environmental impact statement, the Roads and Traffic Authority (RTA) has adopted the approach of involving the community more fully than in the studies referred to above. This increased involvement is consistent with the Authority's 1994-1999 Corporate Plan which commits to being responsive to community demand through increased community consultation and participation in decision making.

Manidis Roberts Consultants were commissioned to undertake the communications program for the M5 East Motorway Environmental Impact Statement and have fulfilled this role throughout the study process.

Goal and objectives

Goal

The goal of the communications program for the M5 East Motorway Environmental Impact Statement was to facilitate ongoing information exchange from an early stage between the study team and the community. The purpose was for community input to be an integral part of the concept design and subsequent Environmental Impact Statement process.

Objectives

In order to achieve the above goal, the following objectives were identified:

- Facilitate information exchange from an early stage between the study team and the local and wider community to enable a joint understanding of the issues of concern.
- Enable high level access to information and opportunities for participation by all communities, including those with physical, language or literacy difficulties.
- Facilitate an open and fair process where mutual trust could be developed.
- Encourage the community to participate in developing the communications program to ensure it meets their needs.
- Comply with the statutory requirements for community involvement in preparing the Environmental Impact Statement.

Approach to community involvement

The approach adopted for community involvement had two main components. They were:

- To identify the various affected community groups.
- To develop a range of techniques which were considered appropriate to meet the needs of the various groups.

Identification of community groups

Nine community groups were defined as below:

- | | |
|---|---|
| • Local individuals and families. | • Previous submitters. |
| • Local neighbourhood groups. | • Local government. |
| • Regional and metropolitan community. | • State government/other organisations. |
| • Local non-English speaking community. | • Federal government. |
| • Peak groups. | |

Identification of techniques

Four main techniques were identified:

- Individual contacts.
- Meetings.
- Written communications.
- Media liaison.

Individual contacts occurred largely through the M5 East Community Information Centre. The Community Information Centre was opened at Bexley North, a central location along the route. The purpose of the Centre was to provide a focus for local people to obtain constant, up to date information and to provide a meeting place for the community and the study team. At least one staff member was available at all times that the Community Information Centre was open to provide information to the public.

Meetings were held in the Community Information Centre, as well as in other locations. Meetings were held on specific issues of interest. They were also tailored to meet the interests of different groups. Some community groups requested that a representative from Manidis Roberts Consultants attend a meeting to address the concerns held by that group.

Written material used in the communication program took five forms, namely newsletters, information sheets, posters, written consultations with government departments and other authorities and response to letters received.

Media liaison was used to disseminate information and took the form of press releases in both local and metropolitan papers, talk back radio and interviews.

Results of the Communications Program

People involved

From the period July 1993 to April 1994, inclusive, more than 5,500 people came directly into contact with the M5 East communications program. The summary of these contacts is shown on **Table 1** below.

Table 1 — Summary of direct contacts

Month	Visitors to Information Centre	Phone	No. of people attending community meetings	Total number of contacts
June/July	518	69	0 (9)	587
August	396	120	186 (9)	702
September	415	64	65 (12)	544
October	240	78	112 (12)	430
November	116	69	81 (8)	266
December	148	66	291 (12)	505
January	26	28	65 (2)	119
February	232	126	373 (15)	731
March	310	117	930 (32)	1357
April	143	41	0 (4)	184
Regular meetings *			94	94
Total	2544	778	2197 (116)	5519

* This item includes the Community Forum, Neighbourhood Forum, Local Government Forum and State Government Forum meetings which are additional to the monthly figures.

() Number of meetings

As **Table 1** shows, more than half of the direct contacts were through the Community Information Centre. The use of the Centre peaked in the first quarter and the number of people in meetings increased as the communications program developed.

Some 60% of the users of the Community Information Centre came from the suburbs of Beverly Hills, Kingsgrove, Bexley North and Earlwood.

The non-English speaking community represented some 30-40% of the users of the Community Information Centre. Around 5-10% of the users of the Centre required interpreter services. Significantly more Mandarin and Arabic speaking people used the Centre on days when Mandarin and Arabic speaking staff were rostered. Sixteen meetings were held in the seven major community languages as follows:

- Arabic (3).
- Chinese (3).
- Greek (3).
- Macedonian (2).
- Italian (2).
- Spanish (2).
- Vietnamese (1).

Issues raised

As an historical reference point the issues raised in the three previous planning studies completed in this corridor were analysed. The major issues that emerged formed a starting point for the communications program. They were:

- Preference for rail, particularly for freight movements.
- Concern about the destruction of urban bushland.
- Noise pollution.
- Air pollution.
- Loss of views.
- Social impacts.
- Desire to complete regional traffic planning.
- Perceived lack of consideration of all options.
- Dissatisfaction with the environmental impact statement.

The major issues raised by the current communications program are ranked in **Table 2** below. These have been divided into the issues raised in each of the components of the communications program. Only the top six issues are produced in **Table 2**. The full list of issues raised is included in the main body of this document.

Table 2 — Major issues raised

Issue	Where issued raised		
	Information Centre	Meetings	Written submissions
• How is my house affected	1		
• Information on details of the proposal	2		
• The location of the ventilation stack	6		1
• Motorway's effect on local traffic flow	5	2	
• Noise levels relevant to residences along route	4	1	
• Visual impact on residences		4	4
• Build as soon as possible	3		
• Air quality in tunnel and around route		3	3
• Land acquisition		5	
• Preservation of Wolli Creek		6	
• Wolli Avenue rat-run			2
• Longer tunnel to Arncliffe			5
• Height of motorway through Arncliffe			6

Table 2 shows that the nature of the issues raised varies according to the communications technique used. In general, those people using the information centre were primarily interested in the specific impact on their life and family with issues such as how is my house affected and information on the proposal being highly ranked. The meetings tended to produce community or suburb responses, with issues such as noise, traffic and air quality being most highly ranked. The written responses reacted strongly to local issues, such as the location of the ventilation stack and the Wolli Avenue rat-run.

The overall picture to emerge is that the community has a number of layers of issues for a project of this sort and unless a range of communications techniques are used a clear understanding of community concerns cannot eventuate.

Media coverage

The proposed M5 East Motorway Environmental Impact Statement has attracted considerable print and radio media coverage. More than 180 stories were run in newspapers over the 10 month period. The majority of these were in the St George and Sutherland Shire Leader. The Glebe and Western Weekly, the Cooks River Valley Times were the other two local newspapers primarily involved.

Benefits of the Communications Program

The communications program has been assessed in terms of the benefits to the community, the study team and the RTA. These perceived benefits are summarised below, and included:

Benefits to community

- A continuous flow of information about the proposal.
- An opportunity for personal attention and face-to-face discussion.
- An opportunity to comment on the design of the proposal, potential impacts and ways to reduce them, before the completion of the environmental impact statement.
- The opportunity to identify alternative proposals or routes and have them investigated.
- Access to detailed information early in the process about how people were likely to be impacted by the proposal.
- Access to information for people who traditionally do not have adequate opportunities to participate in such planning processes such as people who speak english as a second language and people with literacy difficulties.

Benefits to the study team and Roads and Traffic Authority

The benefits that the study team and the Roads and Traffic Authority derived from the consultation program included:

- A better understanding of the local community and the issues they considered important.
- A continuous gauge of local community reactions to the proposal.
- Input from people who have long associations with the area.
- Valuable feedback that tested preliminary findings and recommendations with key stakeholders.
- Improved concept design and assessment of impacts.

In addition, the Roads and Traffic Authority derived the following indirect benefits:

- Access to the views of people not previously involved with studies in the area.
- An improved relationship with the local community.
- Improvement in the processes for preparing EISs.

Performance evaluation of the Communications Program

The goal of the communications program was to facilitate an ongoing information exchange from an early stage between the study team and the community so that community input could be an integral part of the concept design and subsequent assessment of environmental impacts.

In evaluating the performance of the communications program in terms of the above goal the following was undertaken:

- A quantitative survey of participants in the community and neighbourhood forums.
- An analysis of the changes to the proposal that were initiated by the communications program.
- A summary of the communications initiatives.
- An analysis of future improvements to communications programs.

Each of these elements are briefly described below. It has not been possible to determine any performance evaluation benchmarks from other EISs completed in NSW against which to compare the performance of this program. In a review of recently completed EISs, no evidence of performance evaluation could be determined and therefore this appears to be the first time such an evaluation has been undertaken in an EIS.

Survey of community and neighbourhood forums

A questionnaire was distributed to each member of the Community and Neighbourhood Co-ordinating Forums to evaluate the performance of these groups.

The key outcomes of this evaluation are listed below:

- Majority of respondents (>85%) felt that the forums were effective or extremely effective.
- The Community Forum would have preferred a greater role in developing options, advising the study team and in representing interest groups. The Neighbourhood Co-ordinating Forum were generally happy with their role.
- The majority of respondents were happy with how the meetings were run.
- More than 80% of respondents felt that the Specialist briefings were effective or extremely effective.
- The Community Information Centre and the meetings were considered the most effective elements of the communications program.
- The major benefits of the forums were information exchange, exchange of views, point of contact and informing specialists.
- The major improvements which would be made to a future communications program were involving affected areas from the start, better coverage in local media and the concerns raised should be part of the EIS.

Proposal changes initiated by the Communications Program

There have been a number of changes to the proposal that have been brought about entirely or substantially by community involvement. These are fully discussed in the main report, but the major changes are listed below:

- Reduce the motorway from six lanes to four in response to integrated transport planning principles, recognising demand management and public transport improvements.
- Build the tunnel under Wolli Creek to actively respond to the community concerns raised in the 1989 environmental impact statement (Kinchill 1989) and during this community consultation process.
- Build noise barriers with a minimum height of four metres to respond to residents' concerns and meet the Roads and Traffic Authority's requirements.
- Build only one tunnel ventilation stack and locate it in Earlwood Shopping Centre car park.
- Keep Cooloongatta Road open.
- Move the western portal of the Wolli Creek tunnel 25 metres west to reduce the number of houses to be demolished.
- Move the tunnel's eastern portal 300 metres east to preserve Nanny Goat Hill.
- Develop a special residential acquisition policy (by the Roads and Traffic Authority) for this project.

Communications initiatives

The communications initiatives that have assisted in meeting the goal are as follows:

- A review of previous public submissions.
- Continuous community input and information flows.
- Increased access to information for non-English speakers.
- Community influence on the project team.
- Access for the community to specialists on the EIS team.
- Provision of the Community Information Centre.
- Communications team access to key RTA decision-makers.
- Proactive liaison with the media.

Future improvements

- Improving the effectiveness of the Community InformationCentre.
- Improving information flow between the time when the EIS is finalised and the beginning of the EIS exhibition. In this case this was approximately six weeks.
- Increasing access to the community to specialists.
- Strengthening the links between the people undertaking the communications program and those writing the EIS document to ensure that the document reflects the detailed comments received by the various forms of communications..
- Better access to information for non-English speakers and people with literacy difficulties.
- Improving the role of communications as seen by the communities as an integral and legitimate part of the development of any EIS.

Conclusion

The M5 East Motorway Communications Program set a goal that involved continuous information exchange and the legitimisation of community involvement in the design process.

It has been impossible to compare the effectiveness of this program against other similar EISs as, to date, evaluation has not been an explicit part of the reporting of other works.

However, while there are many ways to improve what was undertaken, it is believed that the process in the M5 East program has been more effective than past processes. The major distinguishing elements are the Community Information Centre, direct community access to specialists, continuous information flow and increased involvement of the non-English speaking community.

1 Introduction

1.1 Purpose

The purpose of this document is to report on the communications program undertaken as part of the M5 East Motorway Environmental Impact Statement.

1.2 Background

The M5 East Motorway Environmental Impact Statement is a transport project that provokes controversy. From a road design viewpoint, investigative work has been underway in this corridor for more than a decade.

Since 1988, the Roads and Traffic Authority has published three reports dealing with this corridor. These include the 1988 South Western Sydney Road Corridor Study and associated consultation, 1989 South Western Freeway, Alexandria to Beverly Hills EIS and the 1992 Botany-West Transport Study. These reports have attracted over 35,000 public submissions, including petitions. Despite these efforts, the Roads and Traffic Authority has been criticised in the past for not fully including the public in the planning process.

For this Environmental Impact Statement, the Roads and Traffic Authority (RTA) has adopted the approach of involving the community more fully than in the studies referred to above. This increased involvement is consistent with the Authority's 1994-1999 Corporate Plan which commits to being responsive to community demand through increased community consultation and participation in decision making.

Manidis Roberts Consultants were commissioned to undertake the communications program for the M5 East Motorway Environmental Impact Statement and have fulfilled this role throughout the study process. Our previous experience in completing public sector infrastructure-related EISs with a high level of community interaction was critical to the development of the communications program for the M5 East Motorway EIS.

1.3 Previous community involvement in this area

As previously mentioned there has been considerable community involvement by the Roads and Traffic Authority prior to the beginning of the M5 East Motorway EIS. To assist in developing the communications program for the M5 this previous work has been analysed below.

1.3.1 Techniques used previously

Figure 1 shows the community involvement techniques used in each of the three Roads and Traffic Authority transport studies in this part of Sydney since 1985.

Figure 1 — Previous community involvement techniques used

<p>1988 South Western Sydney Road Corridor Study and Associated Consultation</p> <ul style="list-style-type: none"> • Road Improvement Brochure distributed to 15,000 households seeking comment • Displays attended by RTA staff at Canterbury, Rockdale, Hurstville councils for 28 days • Multilingual inserts into brochure in Italian, Greek, Arabic, Vietnamese and Chinese 	<p>1989 South Western Freeway – Alexandria to Beverly Hills EIS</p> <ul style="list-style-type: none"> • Meetings with some community groups • Statutory consultations • Statutory exhibitions 	<p>1992 Botany-West Transport Study</p> <ul style="list-style-type: none"> • Community Advisory Committee • Distribution of final report (500 copies) • 6,000 copies of four newsletters distributed • Three workshops involving 70 participants in each case
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1.3.2 Analysis of previous techniques

An analysis of previous techniques is shown on **Table 1**.

Table 1 — Analysis of previous consultative techniques

Technique	Type of technique			Responses received	Comments
	Information giving	Information receiving	Information sharing		
Newsletters	√			Nil	<ul style="list-style-type: none"> • Good at disseminating information. Problems with access to information for non-English speakers and those with literacy problems.
Brochures seeking response	√	√	√	17,000 in 1988 12,500 in 1992	<ul style="list-style-type: none"> • Major response in petition form from organised groups (16,000 in 1988, 12,500 in 1992). • Relatively minor response from individuals, usually less than 10% of those distributed. • Difficulty in analysing results. Community questioning at the manner in which the petitions were handled.
Non-English speaking language inserts	√			< 1% of response to EISs in another language	<ul style="list-style-type: none"> • Very small proportion of responses in languages other than English.
Displays (staff attended)	√	√		Not able to define	<ul style="list-style-type: none"> • Statutorily required. • Good interactive form of information sharing, however lack of info makes this difficult to assess for effectiveness.
Statutorily required requests for responses	√	√		High proportion of responses received	<ul style="list-style-type: none"> • Often organisations consulted said they could not give a firm position because of a lack of information at the time of comment.
Workshops	√	√		Positive attendance (70 people)	<ul style="list-style-type: none"> • Effective, but participants unsure of how information will be used.
Community Advisory Committee	√	√	√	Generally very positive	<ul style="list-style-type: none"> • Power and role of committee not clearly defined. This caused conflict and resignation of members. • Positive for airing views and understanding different positions.

1.3.3 Guidance for the current environmental impact statement

Guidance in the development of the communications program for the current Environmental Impact Statement was assisted by the analysis of techniques employed in the aforementioned studies. The principles which emerged and were used in the development of the M5 East Motorway EIS included:

- To ensure a clear understanding of the roles and responsibilities of the community and the study team.
- To cater for the needs of the non-English speaking community.
- To achieve direct access to the neighbourhood level of the community, so as to reach the silent majority, and not rely on written responses as a barometer of community feeling.
- To consider a range of techniques to communicate with the various communities affected by the proposal.

1.4 Structure of this document

This document has been structured to represent as accurately as possible, the goal and objectives of the program; the approach taken to community involvement; the results; the benefits of this work; and an evaluation of the performance of the communications program.

Because of the large number of components of the communications program and the level of community interactions the appendices are extensive and numerous. However, this level of detail has been included to give the community the opportunity to understand all aspects of the program thoroughly.

2 Goals and objectives

2.1 Goal

The goal of the communications program for the M5 East Motorway Environmental Impact Statement was to facilitate ongoing information exchange from an early stage between the study team and the community. The purpose was for community input to be an integral part of the concept design and subsequent Environmental Impact Statement process.

2.2 Objectives

In order to achieve the above goal, the following objectives were identified:

- Facilitate information exchange from an early stage between the study team and both the local and wider community to enable a joint understanding of the issues of concern.
- Enable high level access to information and opportunities for participation by all communities, including those with physical, language or literacy difficulties.
- Facilitate an open and fair process where mutual trust could be developed.
- Encourage the community to participate in developing the communications program to ensure it met their needs.
- Comply with the statutory requirements for community involvement in preparing the Environmental Impact Statement.

3 Approach to community involvement

The approach to community involvement developed for the communications program was driven by:

- The goal and its objectives.
- The Road and Traffic Authority's commitment to communications.
- Manidis Roberts Consultants' prior experience in similar situations.

A two step process evolved. The first step involved identifying the various affected community groups. The second step involved developing a range of techniques which were felt to be appropriate to meet the needs of the various groups.

3.1 Identification of community groups

The community affected by the M5 East Motorway consists of a large and disparate number of individuals and organisations. The following key community groups were identified.

Local individuals and families

There are approximately 35,000 households within one kilometre of the proposed route. These households have been defined as the locally affected individuals and families.

Local neighbourhood groups

There were a number of local neighbourhood groups that had formed prior to the Environmental Impact Statement process, with others emerging during the process. There were approximately forty of these groups. They include residential groups, parents and citizens groups from local schools, religious groups, heritage groups, and environmental and business groups.

Regional and metropolitan communities

The regional community equates roughly to the area of the South Sydney Regional Organisation of Councils (SSROC). This area consists of all the councils south of Sydney Harbour and east of Bankstown. It includes a population of approximately 1.1 million.

The metropolitan community is defined as the greater Sydney population of approximately 3.6 million people.

Local non-English speaking community

Analysis of the 1991 Census data revealed that some fifty per cent of the people living in local government areas around the proposed route did not speak English at home. The major community language groups were identified as Greek, Arabic, Chinese, Italian, Vietnamese, Macedonian and Spanish. These groups have not, generally speaking, been involved in the Environmental Impact Statement process in the past. They have particular needs associated with language and literacy.

Peak groups

The peak groups were defined as metropolitan, regional or high profile local groups associated with urban freeways and, more specifically, road proposals in the Wolli Creek and south-western suburbs of Sydney. There are around thirty peak groups.

Previous submitters

Over 35,000 submissions have been received by the Road and Traffic Authority since 1986. More than 25,000 of these were received as petitions.

Local government

There are three immediately affected local government areas. They are Canterbury, Rockdale and Bankstown. In addition, the councils of Hurstville, Botany, Marrickville and South Sydney are indirectly affected.

State government and other organisations

There are more than fifteen state government and other agencies which have a direct interest in this proposal. These include the Department of Planning, Department of Transport, and Environment Protection Authority amongst others.

In addition, there are potentially more than thirty agencies indirectly affected.

Federal government

The Federal Airports Corporation is directly affected by this proposal as are other Federal organisations in an indirect way.

3.2 Identification of techniques

Manidis Roberts Consultants sought to identify techniques which were relevant to the community group, the communications program and the cost and timings implications of the project. Four main techniques were identified. These techniques were modified through meetings with the community. The techniques were:

- Individual contacts.
- Meetings.
- Written communications.
- Media liaison.

The elements of these techniques are listed in **Table 2** below. **Table 2** also includes the information objective of the element and the target community group.

Table 2 — Elements of communications techniques

Technique	Element	Information Objective			Target Group
		Giving	Receiving	Sharing	
Individual contacts	• Community Information Centre	√	√	√	<ul style="list-style-type: none"> • Local individuals • Families • Neighbourhood groups
	• Telephone service	√	√		
	• Exhibitions	√			
	• Open day specialist briefings	√			
	• Meetings	√			
Meetings	• Community Forum	√	√	√	<ul style="list-style-type: none"> • Local neighbourhood groups • Local non-English speaking community • Peak groups • State government and other organisations • Federal government
	• Neighbourhood Co-ordinating group	√	√	√	
	• Language meetings	√	√	√	
	• Local government forum	√	√	√	
	• Individual council briefings	√			
	• State government project team	√			
Written material	• Newsletters	√			<ul style="list-style-type: none"> • Local individuals and families • Previous submitters • Local non-English speaking community
	• Information sheets	√	√		
	• Community noticeboard	√			
	• Information brokerage	√	√		
	• Posters	√	√		
	• Formal letters	√	√		
	• One off letters	√	√		
Media	• Local press releases	√			<ul style="list-style-type: none"> • Local individuals and families • Regional and metropolitan communities
	• Metro press releases	√	√		
	• Talkback radio				
	• Advertising	√	√		

Each of these techniques is documented in more detail below.

3.2.1 M5 East Community Information Centre

The M5 East Community Information Centre was established on 28 June 1993. It has been open since this date, with at least one staff member available to liaise with the public. For much of this time, the opening hours have been Monday to Friday, 9:30 to 4:30. In response to a request from the community, the Community Information Centre also opened on Thursday nights and one Saturday morning per month. An open telephone line to the Centre, publicised in the local press and in newsletters, enabled people who were unable to attend the Community Information Centre to discuss the project directly with the study team.

A major decision at the outset was to provide an information centre in a central location along the route. The aim of such a centre was twofold. The first aim was to provide a non-threatening shopfront environment for local people to obtain information. The second was to provide a central meeting place for community groups and the study team. In a sense, the Community Information Centre acted as the public face of the project. A number of vacant shops were assessed, and because of its size, proximity to transport and location, 20 Shaw Street, Bexley North was chosen.

The facilities at the Community Information Centre consisted of:

- Shop front information area with two desks for staff.
- Meeting room seating some thirty people with an overhead projector and white boards.
- Office for use by the study team.
- Kitchen and bathroom.

A key element of the Community Information Centre was a large 1:5000 scale aerial photograph of the area covered by the proposal as well as surrounding areas. The preferred routes of the proposed road were marked on the aerial photograph. The aerial photograph allowed visitors to the Centre to visualise the route of the proposed motorway and to see their local area in relation to the proposal. Orthophotos provided by the design team at a scale of 1:2000 were also on display giving more detailed information for residents concerned about a particular property.

Written material was available for the community to read. Some of this information was kept at the Community Information Centre and had to be read on the premises. Other information, such as newsletters, information sheets and pamphlets were available for the community to take away and read at their leisure. The written information available included:

- Associated past reports prepared for the Roads and Traffic Authority.
- Information provided by the two major green groups on Wolli Creek. (Wolli Creek Preservation Society and Friends of Wolli Creek.)
- A press clippings file.
- A set of Directors Requirements from the Department of Planning.
- Briefs to the various sub-consultants for the preparation of specialist reports for the Environmental Impact Statement.
- Copies of sub-consultants reports.
- Summary notes of all meetings held with the community.

A community notice board was provided for members of the public to state their views on any subject, provided that such views were not racist and did not use offensive language. The notices were posted for twenty-eight days before they were removed. Community groups were also invited to place information kits or other materials in the Centre.

At various stages throughout the communications program additional information was displayed. This information included:

- Maps showing the options considered and information on the elimination process.
- Outputs from traffic modelling - maps and tables.
- Zoning maps.

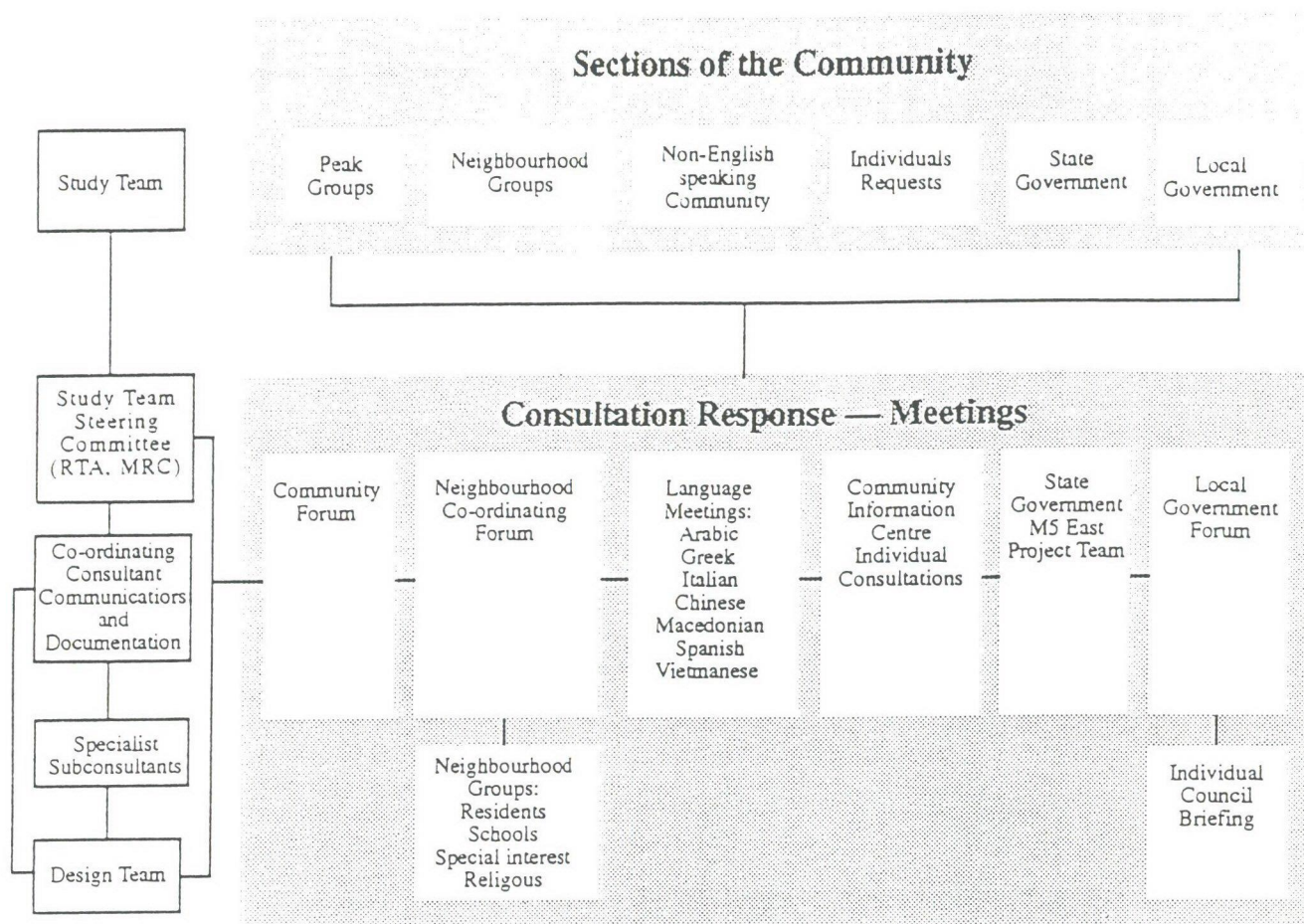
Monthly reports on the number of people accessed and the issues raised were produced throughout the communications program.

3.2.2 Meetings

Meetings played a major role in the communications program. The philosophical framework for how different elements of the community were accessed through meetings is shown in **Figure 2**. Each type of meeting undertaken and the manner in which they were organised and run is included below. The summaries of the meeting dates is included for information in **Appendix A**.

Community meetings

Community meetings involved consulting with the various sections of the community from government to groups of residents and individuals. A list of the various meetings held during the communications program, as well as minutes and summary notes, are contained in the Appendices. Each type of meeting is described in more detail in the following paragraphs.

Figure 2 — Framework for meetings

Community forum

The major purpose of the Community forum was to provide an efficient and effective system for peak community concerns to be tabled and for current information to be shared with the community during the development of the environmental impact statement.

The Community forum initially consisted of twenty two individuals who were selected from sixty nominees. The nominations were in response to advertisements placed in local papers, a media release in four local papers and a letter sent to groups previously expressing interest in the project. When the decision was made to terminate the M5 Motorway at General Holmes Drive, six more representatives from the Arncliffe, Turrella and Kyeemagh areas were invited to join the forum.

The selection process for the Community forum involved a review panel consisting of Melissa Gibbs (SSROC), Edna McGill (Chair, Ethnic Communities Council), and Hans Westerman (Emeritus professor, University of New South Wales) to ensure that the selection process was carried out in the interest of the community. The selection process involved a set of criteria developed by Manidis Roberts Consultants in consultation with the review panel. The selection criteria are listed in **Appendix B**.

The forum was limited to around twenty five people and included representatives from a broad range of community groups. Key environmental groups and the two major local environment groups — Friends of Wolli Creek and the Wolli Creek Preservation Society — were invited to join the Community forum but elected to boycott the consultation process. However, the representatives of the two local groups did present their case to the Community forum in August 1993. The final composition of the Community forum is shown in **Appendix C**.

The Community forum was formed in May 1993, with the first of the monthly meetings being held in June. The forum met twelve times during the consultation program, with the final meeting being in April 1994. The average attendance at these meetings was twenty three people.

Neighbourhood co-ordinating forum

The Neighbourhood Co-ordinating forum was formed at the same time as the Community forum using the same advertising and selection processes.

The Neighbourhood Co-ordinating forum had several aims. These were:

- To allow all interested parties to be involved in the community consultation process.
- To initiate a more grass roots level of contact with the community.
- To initiate a review process for contacts with the community.
- Co-ordinate and organise local groups of residents into meetings to allow a broader consultation with the community.

The membership of the forum was flexible with new members being added as the consultation and design process progressed. The committee had representatives from a range of community groups as well as individuals from various suburbs along the route.

The Neighbourhood forum met on a monthly basis throughout the preparation of the Environmental Impact Statement.

Local government forum

The Local Government forum was formed in July 1993 with representatives from the seven local councils affected by the proposal, the Roads and Traffic Authority, and Manidis Roberts Consultants. A councillor and one council officer from each council were also invited to participate. A representative from South Sydney Regional Organisation of Councils was also invited to attend each meeting.

The councils represented were:

- Bankstown.
- Canterbury.
- Hurstville.
- Rockdale.
- Marrickville.
- South Sydney
- Botany.

Seven meetings were held throughout the communications program to discuss progress in the study and identify the important local issues.

Local government individual council meetings

Individual meetings were held with councils to discuss specific issues relating to their area. Briefings were held with Marrickville, Rockdale, Hurstville, South Sydney and Canterbury councils. In response to requests from several councils, additional special briefings were held to discuss special issues relating to their area.

State government

A project team co-ordinated by the Office of Economic Development was established to liaise with key government departments. The aim of the project team was to enable issues of concern to the various government departments to be raised early in the process and to resolve these issues where possible.

The Project Team was made up of representatives from:

- Office of Economic Development.
- Environmental Protection Authority.
- National Parks and Wildlife Service.
- Maritime Services Board – Sydney Ports Authority.
- Department of Planning.
- State Rail Authority.
- Conservation and Land Management.
- Department of Transport.
- Federal Airports Corporation.
- Water Board.
- Roads and Traffic Authority.

The Government Project Team met four times during the program.

Neighbourhood meetings

Meetings were organised with neighbourhood groups of interested residents through the Community Forum and the Neighbourhood Co-ordinating Forum. These groups included resident action groups, sporting/social clubs, church groups and chambers of commerce. At least one representative from the consultants attended each meeting to outline the project and hear the concerns and issues affecting that particular group.

This contact generally involved attending a meeting of the neighbourhood group at their club or a venue in the local area.

Special interest groups and individuals

Several meetings were organised to address specific issues or areas identified by the consultants following interviews with individual residents in the Information Centre. These meetings took two different forms:

- Meetings organised by the community.
- Meetings organised by the consultants.

Meetings organised by the community involved a request by a group for a representative from the consultants to attend a meeting to discuss specific concerns and issues held by that group.

Meetings organised by the consultants took the form of forums for specific issues or areas to be discussed. These meetings were organised through the Information Centre. Organisation of these meetings involved letterbox drops of residences, advertisements in local papers and word of mouth through contacts made with the Information Centre. These meetings were mostly held in local clubs close to the residents affected and involved presentations by the consultants and where applicable sub-consultants. A Roads and Traffic Authority representative was also present at most of these meetings.

During the course of the environmental impact statement meetings were also held with individuals representing various interest groups.

Schools

School P & C groups were identified as an important section of the community with which to consult. All local schools along the route received a letter informing them of the project. An offer was made by the consultants to attend a meeting of the Parents and Citizens to outline the project to date and to hear their concerns in relation to the local area. Several schools accepted the invitation.

Walks along route

There were two series of two walks along the route. They focused on issue identification and were held for members of the Community and Neighbourhood Coordinating Forums. The first walk covered Girrahween Park and the Wolli Creek Valley, the location of eastern tunnel portal and noise mitigation measures on the existing section of the M5 (Padstow to Beverly Hills). The second walk covered the location of the western tunnel portal, the location of the toll plaza and the Canal Road terminus at St Peters.

Language meetings

The study area has a large proportion of residents from non English speaking backgrounds. A community profile of languages spoken at home revealed that in Canterbury 43.6% of the population came from a non English speaking background. In the other local government areas in the study area this figure ranged from 17% in Hurstville to 55.5% in Marrickville. The 1991 Census data also found that the main languages spoken at home in the area were:

- Greek.
- Chinese.
- Arabic.
- Italian.
- Macedonian.
- Spanish.
- Vietnamese.

Due to the number of non English speaking people living in the area it was decided that it was necessary to hold meetings for each of the above languages to enable them to participate in the consultation process. Each meeting had a qualified interpreter present. Some of the initial meetings resulted in an additional meeting/s being organised to allow more discussion about issues of concern and to allow more people to ask their questions.

The meetings were organised by members of the Community Consultation team using various methods.

- All meetings were advertised in the most popular paper for the particular language group.
- Letters were sent to community groups set up for that particular language group.
- Posters in each of the languages were produced and circulated to the community groups with a letter, they were also placed in shop windows in the local areas.
- Leaflets were produced for the Greek, Macedonian and Spanish communities and posted.

- Information was sent to public radio programs for the Greek, Arabic, Chinese, and Spanish speakers.
- Community workers of the particular language group were contacted.
- Advertisements in the local and regional community language newspapers.

Most of the meetings were held in the Information Centre although in some instances staff attended meetings at other venues.

3.2.3 Written communication

Written communication associated with the Communications Program took five distinct forms. They were:

- Newsletters.
- Information sheets.
- Posters.
- Formal consultations with government departments and other authorities.
- Letters received in response.
- Exhibition material.

Newsletters

Two newsletters were produced during the preparation of the Environmental Impact Statement. The first was in July 1993 and the major purpose was to explain the process of preparing the environmental impact statement to the community. This was distributed into the letterboxes of 27,000 houses within 1 kilometre of the route. Additional copies were also available at the Community Information Centre.

The second newsletter was produced in December 1993 with the purpose of this newsletter to explain the major alternative options for the M5 East Motorway project. As with the above newsletter a similar number were distributed and available in the Community Information Centre afterwards. Copies of the newsletters are attached in **Appendix D**.

Information sheets

Some 23 information sheets covering topics of interest and answering common questions were available on a double-sided black and white A4 sheet from the Community Information Centre. Copies of these information sheets are attached in **Appendix E**. The purpose of the information sheets was to provide quick response to the community. They were effective and some 4,600 were distributed. Eight of the information sheets were reproduced into other languages, mainly Arabic, Greek, Spanish and Macedonian.

Posters

Eight posters were produced in August 1993. An A4 copy of the posters are included in **Appendix F** for information. These were produced in the 7 major languages (Chinese, Arabic, Greek, Italian, Spanish, Macedonian, Vietnamese) and English. These were distributed in the following locations and provided impetus for people to get involved in the EIS process.

Formal consultations

An initial letter was sent to all major community, government and peak groups early in the process seeking preliminary responses to the M5 East Motorway proposal. Meetings were also held with key government authorities during the preparation of the EIS and comments sought on draft copies of the document. Responses from these individuals are summarised in **Appendix G**.

Letters received in response

A number of letters (323) were received at both the Community Information Centre and the RTA asking and giving opinions on various aspects of the proposal.

3.2.4 Media liaison

During the course of the consultation process the local media was involved in accessing the community by way of press releases, interviews and advertisements. The major liaison was via print media, although some use was made of community radio when co-ordinating non-English speaking language meetings.

Press releases were issued to five local papers throughout the project and these are listed in **Appendix H**. The newspapers used are listed below:

- The St George & Sutherland Shire Leader.
- The Cooks River Valley Times.
- The Glebe.
- The Bankstown Express.
- The Southern Weekly Courier.

Advertisements were also placed in the above papers, these ranged from statutory advertisements to those advertising specific events. A list of all advertisements can be found in **Appendix I**.

The aim of the media releases and advertisements was to inform the community of the existence of the Information Centre and the planning process that was being established and seek feed back from the community on perceived impacts and issues.

4 Results of the communications program

The results of the communications program can be understood in two ways. The first of these is in terms of quantifiable results - actual numbers of people met, letters written and issues raised. The second of these ways deals with less tangible issues such as the influence and benefits of the program.

This chapter deals with the quantifiable results of the communications program. The results are presented in the following order:

- People involved.
- Issues raised.
- Media coverage.

In the compilation of results, no weighting has been given to the person or organisation raising an issues, unless otherwise indicated.

4.1 People involved

From the period July 1993 to April 1994, inclusive, more than 5,500 people came directly into contact with the M5 Communications Program. The following section analyses these contacts to assist in understanding the community reactions to the proposal.

4.1.1 Total numbers

The summary of the total numbers of people who came into direct contact with the M5 East Motorway EIS Communications Program is shown in **Table 3**.

Table 3 — Summary of direct contacts

Month	Visitors to Information Centre	Phone	No. of people attending community meetings	Total number of contacts
June/July	518	69	0 (9)	587
August	396	120	186 (9)	702
September	415	64	65 (12)	544
October	240	78	112 (12)	430
November	116	69	81 (8)	266
December	148	66	291 (12)	505
January	26	28	65 (2)	119
February	232	126	373 (15)	731
March	310	117	930 (32)	1357
April	143	41	0 (4)	184
Regular meetings *			94	94
Total	2544	778	2197 (116)	5519

* This item includes the Community Forum, Neighbourhood Forum, Local Government Forum and State Government Forum meetings which are additional to the monthly figures.

() Number of meetings

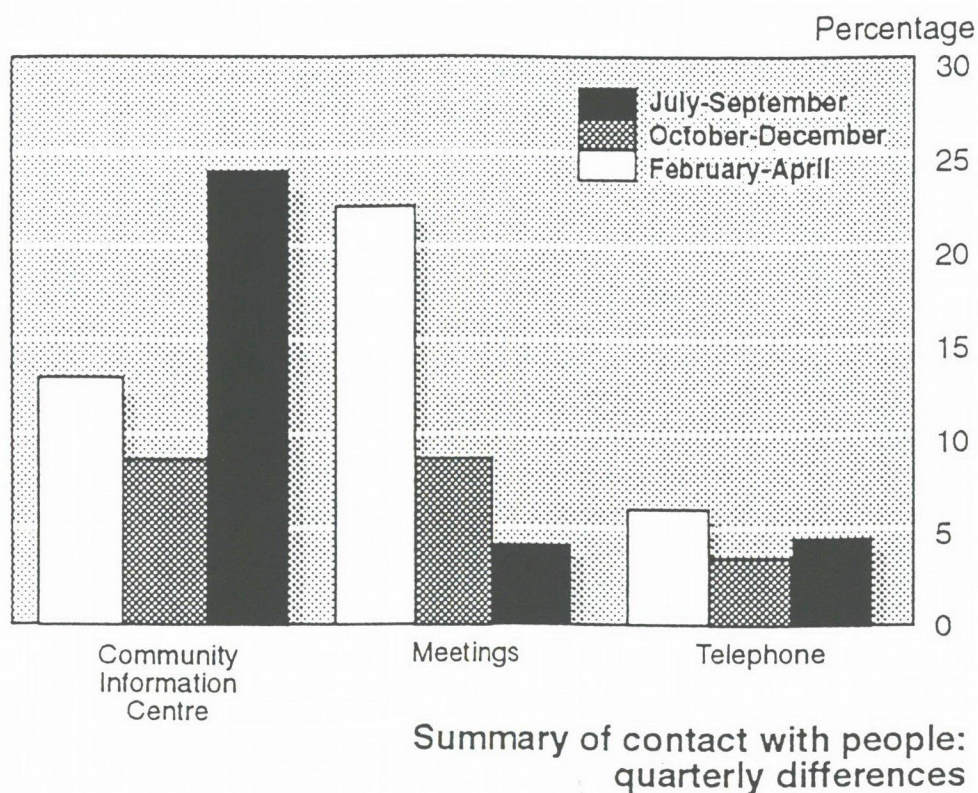
Table 3 shows, more than half of the direct contacts were through the Community Information Centre. The use of the Centre peaked in the first quarter and the number of people in meetings increased as the communications program developed.

4.1.2 Quarterly trends in numbers

During the first quarter, use of the Community Information Centre peaked in August, with 110 people per week. In the second quarter, this figure dropped to an average of 45 people per week in March. Conversely, the number of people in meetings increased as the communications program developed. The number of people in meetings peaked at 230 people per week during March. Telephone contacts remained relatively static throughout the process. On average, people spent between fifteen to twenty minutes in the Community Information Centre. This period of time was sufficient to enable detailed discussions on an individual level. This period of time did not vary significantly throughout the process.

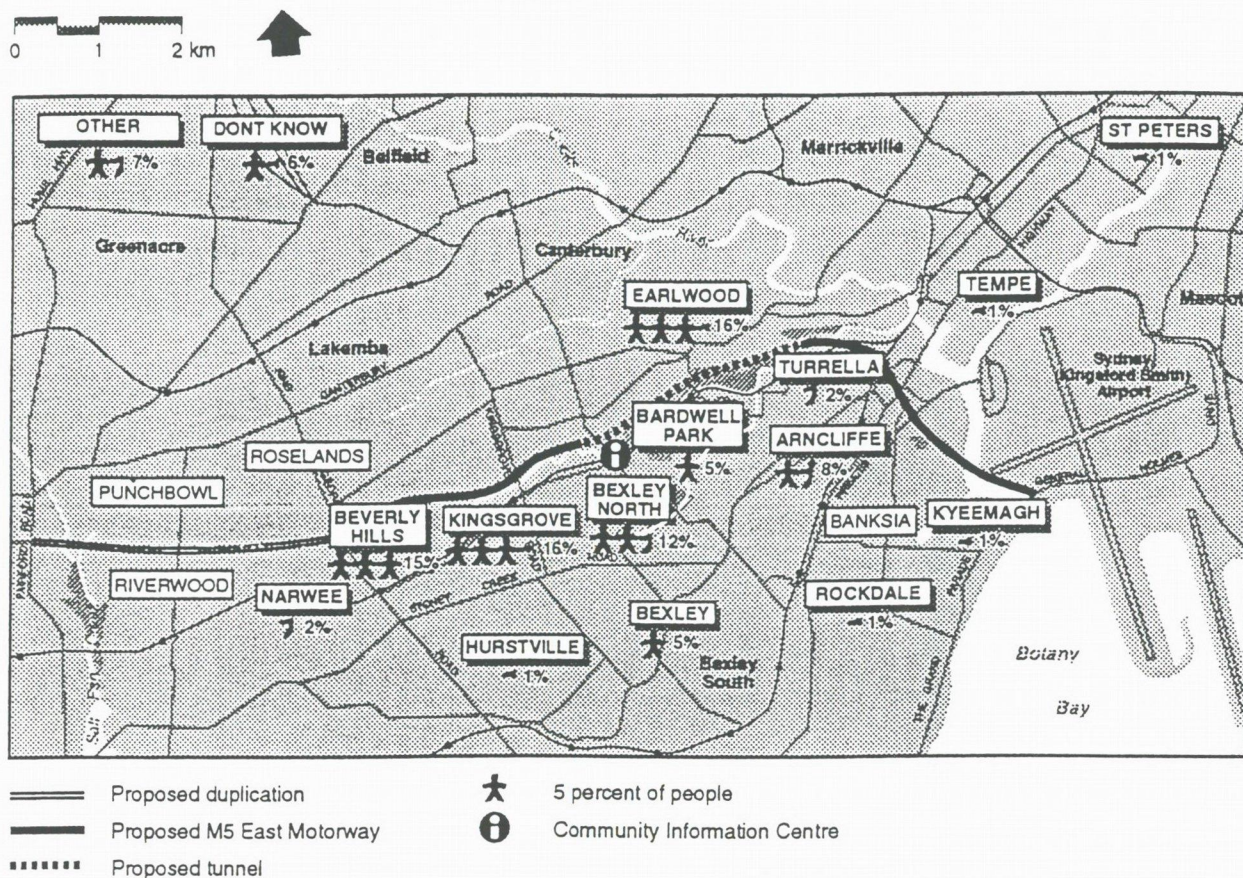
The quarterly differences between the types of direct contacts through the Community Information Centre are shown in **Figure 3**.

Figure 3 — Summary of contact with people: quarterly differences



4.1.3 Contact by residential origin

Contacts at the Community Information Centre have been broken down to show the residential origin of each response. This information is shown on **Figure 4**.

Figure 4 — Residential origin of people using the Community Information Centre

Of these sixteen suburb categories, four suburbs represent sixty per cent of the total inquiries at the Community Information Centre. These same four suburbs, namely Beverly Hills, Kingsgrove, Bexley North and Earlwood were also the closest geographically to the Community Information Centre. The conclusion is that residential distance from the Centre affects the Centre's proportional use.

4.1.4 Non-English speaking community

The non-English speaking community was involved in the development of the Environmental Impact Statement through:

- Provision of written information in many of the major languages, and at some times Mandarin or Arabic speakers at the Community Information Centre.
- Meetings with interpreter services.
- Specific media advertisements and copy.
- Some information sheets in different languages.

Around 5-10% of the users of the Community Information Centre required interpreter services. Significantly more Mandarin and Arabic speaking people used the centre on days when Mandarin or Arabic speaking staff were rostered. Discussions with those groups were longer and more involved when multilingual staff were present. Between 30 to 40% of users of the Community Information Centre come from non-English speaking backgrounds.

Sixteen meetings were held in the seven community languages as follows: Arabic (3), Chinese (3), Greek (3), Macedonian (2), Italian (2), Spanish (2), Vietnamese (1). This represented 15% of the total people contacted through meetings.

The use of community radio stations for information giving (in the 7 major languages) was considered successful. Similarly, establishing contact with community workers, local shopkeepers and key members of the cultural groups (such as religious leaders), was a very successful vehicle for information provision. The use of representatives of cultural groups on the Community Forum and Neighbourhood Co-ordinating group had limited success in providing access to local community networks or representing particular cultural groups.

Each of the communication techniques had differing levels of success with each of the communities. General meetings were very successful with the Greek community. The Chinese community responded more favourably to less formal/structured information sessions. The Vietnamese community was approached at a New Year fair with an information kiosk, largely because it was believed that the community would be reluctant to attend a meeting held by what would be seen as a government agency. Special presentations to organised groups of the Italian, Spanish and Macedonian communities proved more successful than the meetings organised specifically to discuss the M5 East.

While this process has involved the non-English speaking community significantly more than previous works, these communities are not being represented in the proportion that they appear in the community. Around 20-30% of the people involved came from a non-English speaking background, compared with some 50% of the community in the surrounding local government areas.

4.2 Issues raised

A key element of the communications program was the process of understanding the issues of importance to the community. This was achieved by recording the issues raised by people visiting the Community Information Centre and those raised in meetings as well as an historical analysis of issues raised in previous planning studies in the area.

4.2.1 Historical context

The Roads and Traffic Authority have conducted three previous transport studies in this area. The issues raised in these previous studies have been summarised and are shown in **Table 4**.

Table 4 — Community issues raised in previous studies

Issues raised	% of submissions that raised issue *		
	1988	1989	1992
Oppose lifting of road reservation	94	Not asked	Not asked
Support only public transport	9	—	60
Support surface road through valley	6	—	34
Support long tunnel	—	8	—
Distribution of urban bushland	4	52	15
Noise pollution	6	52	35
Air pollution	6	52	36
Visual amenity	6	51	—
Criticism of reports	—	51	9
Conflict with Kyeemagh-Chullora Inquiry	4	51	—
Traffic Planning	12	51	49
Lack of consideration of options	—	51	—
Call for a public inquiry	—	51	—
Decreased water quality	—	50	—
Loss of regional education source	—	50	—
Social impacts	5	—	34
Truck routes location (?)		—	34
Cost of F5		—	29
Location of jobs			28
Traffic in Marrickville			32
Other	8	11	6
Total submissions received	17,335	6,595	13,454
Total petitions	16,436	—	12,884
Total individual submissions	899	6,595	570

Note: Petitions have been counted as individual responses but confined to the top three issues raised.

* More than one issue was raised in individual submissions so percentages do not add to 100.

It is difficult to discern trends in issues from the information in **Table 4** because in each year the submissions were made for different reasons in response to different documents. However, there are some recurrent issues which form a starting point for the current communications program. These issues are listed below:

- Preference for rail particularly for freight movements.
- Concern for the destruction of urban bushland.
- Noise pollution.
- Air pollution.
- Visual amenity.
- Social impacts.
- Desire to complete regional traffic planning.
- Perceived lack of consideration of all options.
- Dissatisfaction with the environmental impact statement.

4.2.2 1993/94 Issues

The major issues raised by each person who visited or telephoned the Community Information Centre were recorded, as were the issues raised in each meeting. A complete list of the issues raised in the 1993/94 communications program can be found in **Appendix J** and the comprehensive list of issues raised in meetings is included in **Appendix K**.

A summary of the major issues raised at the Community Information Centre, including issues raised in meetings and written submissions, is shown in **Table 5**.

Table 5 — Major issues raised

Issue	Information Centre	Meetings	Written submissions
• How is my house affected	19.7%	7.7%	0.3%
• Information on details of the proposal	16.5%	5.8%	1.5%
• The location of the ventilation stack	4.4%	12.5%	56%
• Motorway's effect on local traffic flow	5.0%	30.8%	2.8%
• Noise levels relevant to residences along route	6.9%	28.8%	4.3%
• Visual impact of motorway on existing residents	2.3%	19.2%	11.5%
• Build as soon as possible	7.8%	5.8%	2.2%
• The location of the tunnel under houses	3.4%	8.7%	0%
• Air quality in tunnel and around route	2.3%	25.0%	12.1%
• Location of toll plaza	3.5%	10.6%	0%
• The preservation of Wolli Creek bushland	3.9%	13.5%	1.9%
• Dislike of Canal Road termination	2.9%	6.7%	0%
• Would like an interchange at Bexley Road	2.8%	6.7%	0%
• Pro General Holmes Drive option	2.7%	1.9%	0.6%
• Keep Cooloongatta Road open	2.7%	2.9%	3.4%
• Land acquisition	2.0%	18.3%	0.6%
• Traffic forecasting	1.1%	16.3%	0.9%
• Scepticism about the feasibility of the tunnel	2.0%	14.4%	0.3%
• Wolli Avenue threatens to become a feeder if Bexley Road ramps are built	0%	3.8%	13.6%
• Longer tunnel to Princes Highway, Arncliffe	1.0%	5.8%	11.1%
• Concern at the height of the motorway through Arncliffe and Turrella	2.0%	9.6%	10.5%
• Don't build the motorway	1.6%	11.5%	0.3%
Total number	3322	2197	323

The nature of the issue raised varies according to the contact technique used. In prior communications programs, meetings have been the major contact technique. In general, those people using the Information Centre were primarily interested in the specific impact on their life and family with issues such as how is my house affected and information on the proposal being highly ranked. The meetings tended to produce community or suburb responses such as noise, traffic, and air quality as the highest ranked issues. The written responses reacted strongly to local issues such as the location of the ventilation stack and the Wolli Avenue rat-run.

The overall picture to emerge shows that there is a number of layers of issues within the community for a project of this sort and unless a range of communications techniques are used a clear understanding of community concerns cannot eventuate.

4.2.3 Issues raised by quarter

As the communications program progressed, the issues raised by the community have fluctuated. A complete list of issues by quarter is presented in **Appendix L**. A summary of **Appendix L** is shown in **Table 6**.

Table 6 — Major issues by quarter

Issue	June- September	October- December	January- March
• How is my house affected	8.3%	18.0%	28.8%
• Information on details of the proposal	0.2%	0.4%	41.5%
• The location of the ventilation stack	2.3%	3.3%	20.7%
• Affect on local traffic flow of the motorway	3.1%	5.5%	8.4%
• Noise levels in relation to residences along route	4.8%	9.6%	9.0%
• Visual impact of motorway on existing residents	0.2%	4.4%	7.3%
• Build as soon as possible	9.3%	6.0%	5.6%
• The location of the tunnel under houses	2.1%	3.1%	4.7%
• Air quality in tunnel and around route	0.4%	4.9%	7.2%
• Location of toll plaza	2.7%	3.5%	4.0%
• The preservation of Wolli Creek bushland	4.8%	5.1%	2.2%
• Dislike of Canal Road termination	5.1%	2.4%	0.1%
• Would like an interchange at Bexley Road	2.9%	3.0%	2.2%
• Pro General Holmes Drive option	1.5%	4.0%	2.8%
• Keep Cooloongatta Road open	2.8%	5.1%	1.4%
• Land Acquisition	0%	0.3%	6.4%
• Traffic forecasting	0.3%	0.8%	3.4%
• Scepticism about the feasibility of tunnel	1.9%	2.1%	2.5%
• Wolli Ave threatens to become a feeder if Bexley Road ramps are built	0%	0%	3.6%
• Longer tunnel to Princes Hwy, Arncliffe	0%	4.0%	3.1%
• Concern at the height of the motorway through Arncliffe and Turrella	0.4%	7.5%	3.4%
• Don't build the motorway	1.8%	1.1%	2.2%
Total number of people consulted	43.2%	21.2%	35.6%

Note: As the Community Information Centre was closed for most of January, the figures for January have been incorporated into February.

This table shows a development of the issues of importance to the community over time. In the first quarter there were no dominating issues — that is no issue was mentioned by more than 10% of the people. The major issues to September were spread between personal impacts on houses and noise to preservation of Wolli Creek, dislike of Canal Road termination and a desire to build the road as quickly as possible. In the second quarter how is my house affected became the dominating issue. In the third quarter details of the proposal peaked at over 40% of people followed by how is my house affected and the location of the ventilation stack, each recording more than 20%. This analysis shows that issues change over time and generally become more specific as the EIS process matures.

4.2.4 Issues raised by residential origin

A complete list of the issues raised by residential origin is shown in **Appendix M**. From January onwards, the residential origin of the people using the Community Information Centre was noted. An analysis of this data reveals that the suburb an individual lives in will determine, to a certain extent, whether or not the individual will see an issue as being major or minor. A summary of the major suburbs raising issues is included in **Table 7** below.

Table 7 — Issues raised by residential origin

Issue	Residential origin
Noise	35% Kingsgrove
Air quality	43% Earlwood
Tunnel construction	67% Earlwood
Visual impact	30% Kingsgrove, 30% Arncliffe
Affect of the motorway on my house/business	25% Arncliffe, 21% Earlwood, 20% Kingsgrove, 10% Bexley North
Against General Holmes Drive termination	72% Arncliffe
Height of the motorway	62% Arncliffe
Location of the tunnel	78% Earlwood
Location of air vent stack	74% Earlwood
Location of the toll plaza	54% Kingsgrove
Effect of the motorway on traffic	24% Arncliffe
Details of the proposal	Fairly evenly sought by all suburbs affected

4.3 Media coverage

The proposed M5 East Motorway Environmental Impact Statement has attracted considerable local print and radio coverage. On a metropolitan level, there has been some print coverage and limited radio and television coverage.

A Media Trends Analysis Report was prepared for the Roads and Traffic Authority by Abacus Media and is included in **Appendix N**. Abacus Media identified 185 items relating to the M5 East EIS. These items appeared in the media from January 1993 to April 1994. These items were analysed and a summary of the findings of the Report is presented below.

4.3.1 Source of items

The majority of M5 East EIS items (58%) appeared in suburban newspapers.

The metropolitan publications were:

- The Daily Telegraph Mirror.
- The Sydney Morning Herald.
- The Australian.

The suburban publications were:

- The St George and Sutherland Shire Leader.
- Cooks River Valley Times.
- The Glebe and Western Weekly.
- The Bankstown Express.
- The Bankstown Torch.
- The Weekly Southern Courier.

4.3.2 Origin and focus of items

Most items originated from peak groups, members of the general public and the Roads and Traffic Authority. Other sources of items included the Minister for Roads, local government and contractors.

The overwhelming focus of these items was the Roads and Traffic Authority. Other focii included peak groups, consultation process, contractors, local and NSW government, and the Minister for Roads.

4.3.3 Key issues

The items analysed in this report were primarily concerned with the proposed M5 East Motorway extension.

The motorway issues have been further divided into 7 key issues. They are:

- | | | |
|---|---|-----------|
| • Eastern extension in general | — | 14 items. |
| • Eastern extension route options | — | 28 items. |
| • Community consultation | — | 14 items. |
| • Environmental concerns | — | 13 items. |
| • Traffic impact | — | 12 items. |
| • Property values, land acquisition etc | — | 9 items. |
| • Wolli Creek tunnel | — | 6 items. |

4.3.4 Tone of items

Roads and Traffic Authority

The Roads and Traffic Authority was a major focus in the items analysed. Thirty-four percent of these items were positive in tone, with a further 23 percent having a neutral tone.

Minister for Roads

The Minister for Roads was a major focus in the items analysed. Seventy-nine percent of items were positive in tone with a further 13 percent having a neutral tone.

NSW Government

The NSW government was also a major focus in the items analysed. Twenty-seven percent of these items had a positive tone. A further 20 percent were either neutral or balanced in tone.

Peak groups

Peak groups featured in, or provided information for 41 items. Of these 41 items, the Wolli Creek Preservation Society was involved in 28 items, and the Friends of Wolli Creek in 2 items.

Other peak groups identified include:

- Action for Public Transport.
- Concerned Citizens of Brighton-le-Sands.
- Coalition of Hawkesbury and Nepean Groups for the Environment.
- Coalition of Transport Actions Groups.
- Coalition for Urban Transport Sanity.
- Earlwood Rockdale Traffic Action Group.
- LINKUP.
- National Trust of Australia.
- Total Environment Centre.

5 Benefits of the communications program

The Communications Program has been assessed in terms of the benefits to the community, the study team and the Roads and Traffic Authority. The perceived benefits are discussed below.

5.1 Benefits to the community

The benefits of the Communications Program to the community included:

- A continuous flow of information about the proposal.
- An opportunity for personal attention and face-to-face discussion with members of the study team, including the Roads and Traffic Authority.
- An opportunity to comment on the design of the proposal, potential impacts and ways to reduce them, before the completion of the environmental impact statement.
- The opportunity to identify alternative proposals or routes and have them investigated. Many of the options evaluated in the course of this study, in particular options for the eastern termination, were identified by the community.
- Access to detailed information early in the process about how people were likely to be impacted by the proposal. This included information about property acquisition, noise, air quality, social and visual impacts. Additional noise monitoring and traffic measurements were undertaken at the request of the community, to provide details in relation to particular streets and neighbourhoods.

- Access to information for people who traditionally do not have adequate opportunities to participate in such planning processes. For people with English language difficulties, an interpreter service was set up and key information sheets were translated into community languages. In addition, people with literacy difficulties were able to become involved through the provision of oral information at the Information Centre and numerous small meetings. People with mobility difficulties had the opportunity to obtain information over the telephone or have information regularly posted to them.

5.2 Benefits to the study team and Roads and Traffic Authority

The benefits that the study team and the Roads and Traffic Authority derived from the consultation program included:

- A better understanding of the local community and the issues it considered important.
- A continuous gauge of local community reactions to the proposal, including preferences in relation to particular aspects of the design.
- Input from people who have long associations with the area.
- Valuable feedback that tested preliminary findings and recommendations with key stakeholders before the environmental impact statement was finalised.
- Improved concept design and assessment of impacts.

In addition, the Roads and Traffic Authority derived the following indirect benefits:

- Access to the views of people not previously involved in studies in the area.
- An improved relationship with the local community.
- Improvement in the processes for preparing EISs.

6 Performance evaluation of the Communications Program

The goal of the communications program was to facilitate an ongoing information exchange from an early stage between the study team and the community so that community input could be an integral part of the concept design and subsequent assessment of environmental impacts.

In evaluating the performance of the communications program in terms of the above goal the following was undertaken:

- A quantitative survey of participants in the community and neighbourhood forums.
- An analysis of the changes to the proposal that were initiated by the communications program.
- A summary of the communications initiatives.
- An analysis of future improvements to communications programs.

Each of these elements are briefly described below. Unfortunately it has not been possible to determine any performance evaluation benchmarks from other EISs completed in NSW to compare our performance against. In a review of recently completed EISs, no evidence of performance evaluation could be determined and therefore this appears to be the first time such an evaluation has been undertaken in an EIS.

6.1 Survey of community and neighbourhood forums

A questionnaire was distributed to each member of the Community and Neighbourhood Co-ordinating Forums at the last meeting in order to evaluate the performance of these groups. The full results are attached in **Appendix O**. Twelve responses were received from the Community Forum and nine from the Neighbourhood Co-ordinating Forum.

The key results of these evaluations are included in **Table 8** below.

Table 8 — Community and Neighbourhood Co-ordinating Forum evaluations

Question	Response
<ul style="list-style-type: none"> • How effective in providing information exchange 	85% effective or extremely effective
<ul style="list-style-type: none"> • What should Forums be involved in more 	<p>Community Forum</p> <ul style="list-style-type: none"> — developing options — advisory — representing interest groups <p>Neighbourhood Co-ordinating Forum</p> <ul style="list-style-type: none"> — majority happy with current
<ul style="list-style-type: none"> • How happy with how meetings were run 	<p>Majority (>75%) were happy with</p> <ul style="list-style-type: none"> — timelines — venue — chairing — adequate opportunity to participate
<ul style="list-style-type: none"> • How effective were the specialists briefings 	>80% effective or extremely effective
<ul style="list-style-type: none"> • How effective were the elements of the communications program 	<p>Community Information Centre</p> <ul style="list-style-type: none"> — Meetings and newsletters were considered by the majority of respondents to be effective or extremely effective — The media releases were largely considered as neutral
<ul style="list-style-type: none"> • Major benefits of the Forums 	Information exchange, exchange of views, point of contact and informing specialists
<ul style="list-style-type: none"> • Major improvements to the Forums 	Subconsultants better prepared, better informed staff on telephones, discussion kept to the point, better liaison with local media
<ul style="list-style-type: none"> • How could the Communications Program be improved 	Involving affected areas from the start, better coverage in local media, concerns raised should be in the EIS
<ul style="list-style-type: none"> • Final comments 	Do not defend the RTA, use information from the old EIS, ask people for opinions on options

The overall picture to emerge from this evaluation is that those forum members that responded to the questionnaire were mostly happy with the forums including how they were run and the outputs. The consistent points raised to be improved in future programs are:

- More effectively deal with the local media.
- Ensure that all affected parties are involved from the outset.
- Provide more opportunity to comment on options.
- The specialists should be better prepared.

6.2 Proposal changes initiated by the Communications Program

There have been a number of changes to the proposal that have entirely or substantially been brought about by community involvement. These are summarised in **Table 9**.

Table 9 — Communications initiated proposal changes

Proposal changes	How achieved
1 Reduction of 6 lanes to 4	<ul style="list-style-type: none"> Response to integrated of transport planning principles, recognising demand management and public transport improvements.
2 3.1km tunnel under Wolli Creek	<ul style="list-style-type: none"> Consistent and strong concern expressed by the local community about Wolli Creek.
3 Location and number of ventilation stack	<ul style="list-style-type: none"> 2 meetings in Earlwood to decide between 2 stacks in parks or 1 stack in Earlwood car park.
4 Cooloongatta Road opening	<ul style="list-style-type: none"> Workshop held to decide whether to open or close Cooloongatta Road.
5 Bexley Road tunnel portal	<ul style="list-style-type: none"> Assessment of alternatives with less impact on houses.
6 Eastern portal location	<ul style="list-style-type: none"> Moving of eastern portal 300 metres east so as not to emerge at Nanny Goat Hill as a result of widespread community and media concern about the visual impacts.
7 Investigation of eastern variations	<ul style="list-style-type: none"> Substantial local community concern about preferred alternative between the eastern portal and General Holmes Drive caused a reassessment of options. Eight options were investigated including those from Rockdale Council and their planning charette.
8 Two variations fully investigated	<ul style="list-style-type: none"> Community representation led to an additional option through Turrella/Arncliffe involving a 1 kilometre extension of the tunnel being fully investigated.
9 Land acquisition policy	<ul style="list-style-type: none"> Developed a special residential acquisition policy by the Roads and Traffic Authority for this project.
10 Eastern terminus	<ul style="list-style-type: none"> Widespread community and council concern over truck impacts led to the change to General Holmes Drive rather than Canal Road.
11 Noise barriers minimum 4 metres	<ul style="list-style-type: none"> Response to residents concerns particularly concerning the M5 West.
12 Additional pedestrian crossings	<ul style="list-style-type: none"> Specific meetings, particularly on the section between King Georges Road and Bexley Road.
13 Location of toll plaza closer to factories	<ul style="list-style-type: none"> Residents concerns from experience in M5 West.
14 Additional noise monitoring	<ul style="list-style-type: none"> This was carried out at resident's request to more accurately predict the noise impacts of the proposal.
15 More through traffic modelling	<ul style="list-style-type: none"> The draft copies of the traffic model tables were distributed to the Community Forum members for comment.
16 Change of tunnel route	<ul style="list-style-type: none"> The change minimised the number of houses the tunnel passes under.

6.3 Communications initiatives

From the outset, the aim of the communications work was to be one of the driving forces in how the environmental impact statement process was undertaken. This involved the following initiatives as shown in **Table 10**.

Table 10 — Communications initiatives: environmental impact statement process

Initiative	Result
Review previous public submissions	Understanding of community issues at outset which affected the initial current primary option.
Continuous community input	Through the Community Information Centre and the meeting program, community reaction has been measured from the beginning of the process. This has been used as a tool in determining when and how design elements should be developed and the public sensitivity to these.
Access to non-English speakers	In prior environmental impact statements the non-English speaking community has not been well represented in face-to-face or written communications. Increased access to these community's has been achieved (20-30% of face-to-face contacts – community representation is 54%).
Information flow to community	Design and impact assessment information has been disseminated from the initial stages of this process. The information sheets available from the Community Information Centre are one measure of this. Another is the role of the specialist consultants. More than 50 briefings have been made at community meetings by a number of consultants. These have mainly been traffic, noise, air, tunnel, social impact, risk and visual impact. These briefings predominantly occurred from November to March. An open day with sub consultants was also trialed successfully to disseminate information in a non-threatening manner.
Roads and Traffic Authority Steering Committee advice	Because community input was sought from the outset, the project team was able to include community attitudes in deliberations regarding major strategic decisions.
Community impact on project team	The process of all the project team answering questions in the Community Information Centre and addressing meetings created a heightened awareness of responsibility in completing their own works. In many cases also the presentation of specialist consultants information has been altered to more effectively communicate the impacts and the results.
Length of process	An often claimed problem of communications is that these initiatives add time to the process. This has not occurred in the M5 East Environmental Impact Statement, although the communications work was the single largest body of work completed. The most likely reason for adding time is if community input is not sought from the outset and it is not regarded as a legitimate part of the environmental impact statement.

continued...

Table 10 — Communications initiatives: environmental impact statement process
cont'd

Initiative	Result
Assessment of impacts	The community provided strong advice to the study team regarding the method for assessment of impacts. The most demonstrable case is the issue of direct and indirect residential impacts. As government has mechanisms to compensate for directly affected residential properties, but not for indirect effects (air quality, visual effect, noise) the emphasis has shifted to quantifying and minimising indirect effects as opposed to direct effects.
Process of design changes	A number of design changes have been made to the proposal as a result of community input. These are further discussed in Section 5.2.2 . The process of how these changes were made is crucial. In some cases a communications team member would brief the design team and in other cases purpose designed meetings were organised to decide on a particular issue (eg. Cooloongatta Road opening/closing, location of the ventilation stack).

6.4 Future improvements to the communications program

As the communications program developed, suggestions for improvements to the process evolved. These improvements are listed below.

Community Information Centre

The Community Information Centre was successful at reaching the local community and at disseminating information. A study of the residential origins of people using the Community Information Centre reveals that the majority of users lived in the immediate vicinity of the Community Information Centre. In future communications programs some thought should be given to establishing more than one Community Information Centre. One way to do this would be to identify areas of maximum impact and look to situating a Community Information Centre in that area.

Non-English speaking background

Many people along the route of the proposed motorway came from a non-English speaking background. In some areas, up to 50% of the residents were from a non-English speaking background. Along the route, seven major language groups were identified, as well as several minor languages. Where it is clear that English is not the dominant language, greater effort should be made to reach the people of non-English speaking background. These efforts could include:

- Written information available in a representative range of languages.
- Verbal information through video/audio tapes in each of the languages to allow for people with lower literacy levels.
- Interpreter services freely available.
- Use of multilingual staff in the Information Centre.
- More effective use of the media.
- Provision of information through different formats.

In addition, it was noted by the study team that many of these cultural groups had a different pattern of daily life. For example, the Muslim community were most unlikely to shop in supermarkets. Therefore, posters and displays in supermarkets and shopping centres were largely ineffective to reach these communities. In future, more thought should be given to developing ways of reaching these cultural groups through their own patterns of existence, rather than through the patterns imposed on them by Australian culture.

Technical information - subconsultants

The level of interest from the community in the information produced by the subconsultants was underestimated. During the communications program, the subconsultants presented their work to the community when it was finished and spoke about the methodology employed. However, the community was very interested in both *what* the subconsultants were doing and *how* they proposed to do it. Many of the community openly challenged the technical details of the work presented by the subconsultants and in some cases, work had to be redone because of the challenge from the community. In the future it is suggested that the sub consultants explain their methodology to the community before they commence their research.

Subconsultants also need to be thoroughly briefed before dealing with the public.

Media liaison

Media liaison needs to be centralised and well developed. It would be appropriate to delegate the job of media liaison to one specific person, rather than have a selection of people give varying responses as the need arose.

7 Conclusion

In view of the significant scope of the project, the range of potential effects, and the history of the major community response to previous transport studies, the Roads and Traffic Authority engaged Manidis Roberts Consultants to undertake a wide-ranging communications program as part of the M5 East Motorway EIS. The intention from the outset was to integrate community input into the total study process, so that community needs and concerns would help shape the eventual design of the proposed motorway.

This resulted in the most comprehensive consultation program ever undertaken for State road proposal in New South Wales. Consultation produced a number of major benefits for the community and the project as a whole. These included changes to the design of the proposed motorway to minimise - and in some cases avoid - impacts on local residents and bushland.

The extensive communications program has accessed a wide cross section of the community along the route of the proposed motorway. The benefits of this program have been felt by the community, the study team and the Roads and Traffic Authority. The influence of the communications program has also been wide spread and is reflected in the changes to the process initiatives, proposal and environmental impact statement product itself.

It has been impossible to compare the effectiveness of this program against other similar EISs as, to date, evaluation has not been an explicit part of the report of other works.

However, while there are many ways to improve what has been undertaken, it is believed that the process in the M5 East program has been more effective when compared to past processes. The major distinguishing elements are the Community Information Centre, direct community access to specialists, continuous information flow and increased involvement of the non-English speaking community.

Appendix A

Summary of Community consultation meetings

Appendix A — Summary of Community Consultation meetings

Type	Meeting	Participants	Date	Location
Community Forum	1	28	30/6/1993	Information Centre - Bexley Nth
	2	28	28/7/1993	
	3	26	25/8/1993	
	4	23	15/9/1993	
	5	23	6/10/1993	
	6	18	27/10/1993	
	7	23	17/11/1993	
	8	20	8/12/1993	
	9	21	9/2/1994	
	10	23	2/3/1994	
	11	22	23/3/1994	
	12	20	13/4/1994	
Neighbourhood Co-ordinating Forum	1	13 11	7/7/1993 and 8/7/1993	Information Centre - Bexley Nth
	2	13 18	5/8/1993, 2 meetings	
	3	15	2/9/1993	
	4	16	14/10/1993	
	5	10	10/11/1993	
	6	1 16	9/12/1993, 2 meetings	
	7	12	10/2/1994, 2 meetings	
	8	17	3/3/1994	
	9	11	30/3/1994	
	10	12	21/4/1994	
Language meetings	Chinese (1)	4	10/8/1993	Information Centre - Bexley Nth
	Arabic	3	16/9/1993	Information Centre
	Greek (1)	8	23/9/1993	Information Centre
	Chinese (2)	10	28/9/1993	Information Centre
	Greek (2)	12	25/10/1993	Information Centre
	Italian	60	1/12/1993	Earlwood Senior Citizens Centre
	Arabic - El Zahar Mosque	100 (women)	3/12/1993	El Zahar Mosque
	Spanish	4	14/12/1993	Information Centre
	Macedonian	3	16/12/1993	Information Centre
	Vietmanese	25+	12/2/1994	Vietmanese Festival at Cabramatta Park
	Chinese (3)	5	25/2/1994	Information Centre - Bexley Nth
	Greek (3)	9	11/3/1994	Information Centre
	Arabic (2)	6	18/3/1994	Arncliffe Senior Citizens Centre
	Spanish (2)	10	2/3/1994	Information Centre 27 Shakesphere St Campsie
	Italian	4	22/3/1994	Information Centre
	Macedonian (2)	75	25/3/1994	St Petka Macedonian Church, Rockdale

Local Government Forum	1	14	7/7/1993	Information Centre - Bexley Nth
	2	15	26/9/1993	
	3	13	13/10/1993	
	4	12	14/12/1993	
	5	13	31/1/1994	
	6	8	15/3/1994	
	7	11	13/4/1994	
Local Government (individual councils)	Marrickville	20	21/7/1993	Marrickville Council Chambers
	South Sydney/ Marrickville	7	17/8/1993	South Sydney Council Chambers
	Canterbury	20	14/10/1993	Canterbury Council Chambers
	Rockdale (Heritage)	10	8/11/1993	Rockdale Council Chambers
	Rockdale	18	2/2/1994	Rockdale Council Chambers
	SSROC		2/1994	Waverly Council Chambers
	Marrickville		7/3/1994	Marrickville Council Chambers
	Canterbury Technical Services	1	9/3/1994	Canterbury Council Chambers
	Rockdale (Charrette Working Party)		11/3/1994	Rockdale Council Chambers
	Hurstville		6/4/1994	Hurstville Council Chambers
State Government M5 Motorway East Project Team	1	12	23/9/1993	State Office Block
	2	14	10/12/1993	
	3	12	30/3/1994	
MPs	George Thompson	2	7/2/1994	M5 East Community Information Centre
	Kevin Moss	1	25/3/1994	Information Centre
Neighbourhood groups	Riverwood Residents Action Group	14	9/8/1993	Morris lemma's office, Riverwood
	Campsie Kingsgrove Probus Club	100	18/8/1993	Canterbury Bankstown Leagues Club
	Holy Trinity Church Bexley Nth	22	24/8/1993	Holy Trinity Church at Bexley Nth
	Beverly Hills Bowling Club	46	31/8/1993	Beverly Hills Bowling Club, Beverly Hills
	Bexley Camber of Commerce	18	29/9/1993	Bexley RSL Club
	St Peters Sydenham Tempe Neighbourhood Centre	65	21/10/1993	St Peters/Tempe Town Hall
	Community Resource Centre, Bardwell Park	1	28/9/1993	Community Information Centre Bexley North
	Earlwood Police Consultative Committee	22	7/2/1994	Earlwood Senior Citizens Centre
Special Interest Groups and Individuals	Rockdale District Heritage Assn	22	19/10/1993	Berny Wright Coronation Hall, Arncliffe
	North Arncliffe Industrial Owners Action Group	40	22/11/1993	Arncliffe Scots Sport & Social Club

	Friends of Wolli Creek (Colin Taylor)	1	23/11/1993	M5 East Information Centre
	Meeting re Cooloongatta Road, Beverly Hills	120	13/12/1993	Beverly Hills Bowling Club
	Arncliffe Residents (Marsh St area)	65	31/1/1994	St George Rowing Club
	Kyeemagh Residents	68	14/2/1994	Kyeemagh RSL Club
	Ventilation Stack/s	28	16/2/1994	Bardwell Park RSL Club
	North Arncliffe Residents (Walker St area)	64	17/2/1994	Arncliffe Bowling Club
	Arncliffe Residents (Eve Street area)	30	18/2/1994	Rockdale Senior Citizens
	Earlwood -Tunnel Alignment	36	22/2/1994	Bardwell Park RSL Club
	Turrella Eastern Portal	35	23/2/1994	Undercliffe Public School
	Pedestrian Crossings	30	24/2/1994	Kingsgrove RSL Club
	Earlwood - Western Portal	30	28/2/1994	M5 East Community Information Centre
	North Arncliffe Industrial Owners	30	1/3/1994	Arncliffe Scots Sport & Social Club
	Kingsgrove Industrial owners	5	3/3/1994	Kingsgrove RSL Bowling Club
	Arncliffe Residents (Marsh St area) (2)	250	7/3/1994	St George Rowing Club
	Sporting Groups	0	8/3/1994	M5 East Community Information Centre
	Ventilation Stack (2)	60	9/3/1994	Bardwell Park RSL Club
	Kingsgrove Toll Plaza Location	26	14/3/1994	Kingsgrove RSL Bowling Club
	Riverwood & Narwee Residents	22	15/3/1994	Riverwood Community Centre Belmore Road
	Bexley North Residents	40	16/3/1994	M5 East Community Information Centre
	North Arncliffe Residents	65	17/3/1994	Arncliffe Community Centre Barden Street
	Kogarah Golf Club	2	19/3/1994	Kogarah Golf Club
	Bicycles	6	21/3/1994	M5 East Community Information Centre
	Earlwood Tunnel Alignment (2)	80	22/3/1994	Bardwell Park RSL Club
	Land Acquisition Policy Wolli Ave Residents	20	23/3/1994	M5 East Community Information Centre
	Land Acquisition Policy	100	24/3/1994	M5 East Community Information Centre
	Specialist Open Day	79 + 6 phone	26/3/1994	M5 East Community Information Centre
	Land Acquisition for affected residents	0	29/3/1994	M5 East Community Information Centre
	Kingsgrove/ Beverly Hills Residents	35	30/3/1994	Beverly Hills Bowling Club
Schools	Beverly Hills North Public School	25	21/9/1993	Beverly Hills North Public School
	Earlwood Public School P & C	13	26/10/1993	Earlwood Public School
	Regina Coeli Catholic School P & C	40	30/11/1993	Regina Coeli Catholic School
	Tempe High School P & C	4	6/12/1993	Tempe High School
Walks along route	Walk 1 Community Forum	21	4/9/1993	Girraheen Park, Wolli Creek and M5 existing
	Walk 2 Community Forum	18	9/10/1993	Toll Plaza Location, tunnel portals, St Peters

Appendix B

Selection criteria for Community Forum panel

Appendix B — Selection criteria for Community Forum panel

The selection criteria for the Community Forum panel were:

- To represent an organisation with an interest beyond the local neighbourhood.
- To include groups or individuals who were members of the previous Community Advisory Committee.
- To include groups or individuals who had a strong and relevant community support base.
- To include individuals with special attributes or interests who could contribute more at a community level than at the neighbourhood level.
- To achieve an overall balance in the range of interests represented.

Appendix C

Final composition of Community Forum

Appendix C — Final composition of Community Forum

Community group	Main representative
2NBC FM Community Radio	Marion Carpenter
Airport Issues Sub Committee	Ros Habig
Always Assoc (Arabic)	Rod Barakat
Anglican Church of Australia	Tom Muir
Arncliffe Progress Association	Bryan Gawthrop
Australian Herpetological Society	Peter McGovern
Beverly Hills Bowling Club	Lionel Cicognani
Bexley Chamber of Commerce	Ted Edsall
Bexley RSL Club Ltd	Les Crompton
Bicycle Institute of NSW	Owen Heldon
Cane Factor Holdings (Aboriginal)	Dominic Kanak
Cooks River Catchment Committee	Brooke Bengston
Earlwood & Rockdale Traffic Action Group Inc	John Jackson
Earlwood-Bardwell Park RSL Club	Frank Mulhall
International Cargo Handling Co-ordination Association	David Williams
Kyeemagh RSL Club	Ted Scott
Lewisham/Petersham Residents Group	Joy Bowerman
Mr Frank Reid	Local resident (engineer)
Mr Sam Girgis	Local resident (architect)
NRMA	Dick Van Den Dool
NSW Road Transport Association	Hart Kritschil
Regional P & C Associations	Gail Nichols
Riverwood Residents Action Group	Kathie Charalambous
Rockdale District Heritage Assoc Inc.	Mick Freedman
South West Sydney Environmental Health Committee	Ben Ridsdale
The Greek Orthodox Community of NSW	Harry Danalis
Unemployed Peoples Embassy	Richard Coady
Zetland Community Action Group	Ann Brown
John Tesoriero	Local resident
Dennis Agathopoulos	Local resident
Graham Bellamy	Local factory owner
Jane Penney	Local resident
St George Rowing Club	Tony Lyakis

Appendix D

Newsletters



M5 East update

Many people in south-western Sydney know about the proposal to extend the M5 tollway between Padstow and St Peters. It's been on planning schemes for some time and attracted much comment.

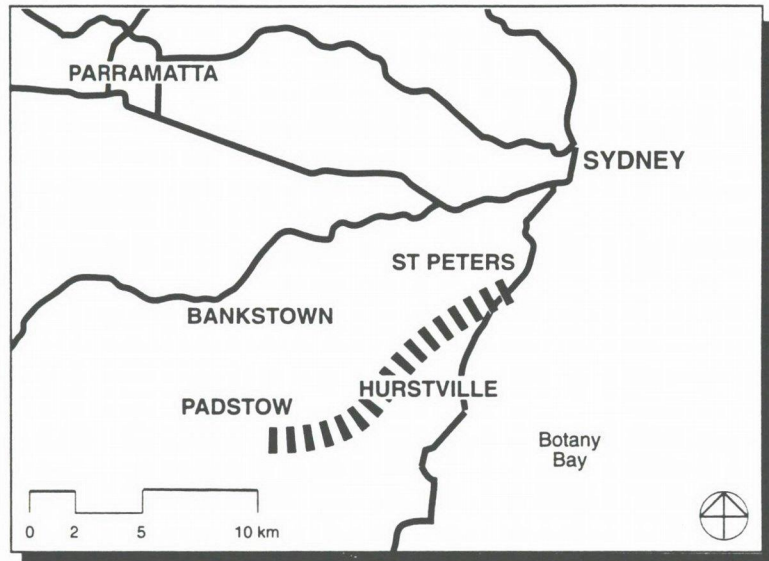
Unfortunately, the traffic problems which affect the area continue to grow. The proposed M5 extension would help to reduce the problems.

This is the first of several newsletters which we'll be producing to keep you informed of the proposal. Regardless of individual attitudes to the project, it is important to keep you informed.

The past: the 1989 South Western Freeway proposal

A proposal to extend the M5 was described in 1989. At that time, the Roads and Traffic Authority proposed a design which involved building the road on concrete piers through Wolli Creek valley.

The environmental impact statement documenting the RTA's proposal — then known as the South Western Freeway — brought strong protest from environmental groups concerned about the impacts on bushland along Wolli Creek and people who favoured public transport over freeway construction. There was also some strong support.



The present: an integrated approach

After this strong public reaction, the RTA initiated the 1990 Botany-West Transport Study. That Study developed an integrated transport solution for south-western Sydney which focused on improving road and rail links, refining the bus system and introducing traffic calming measures.

It was a good example of how community input can make very real changes to transport planning.

The current investigation to extend the M5 tollway is one part of the integrated transport solution.

Investigations to improve public transport are also underway. In 1992, the Department of Transport and State Rail Authority began looking to

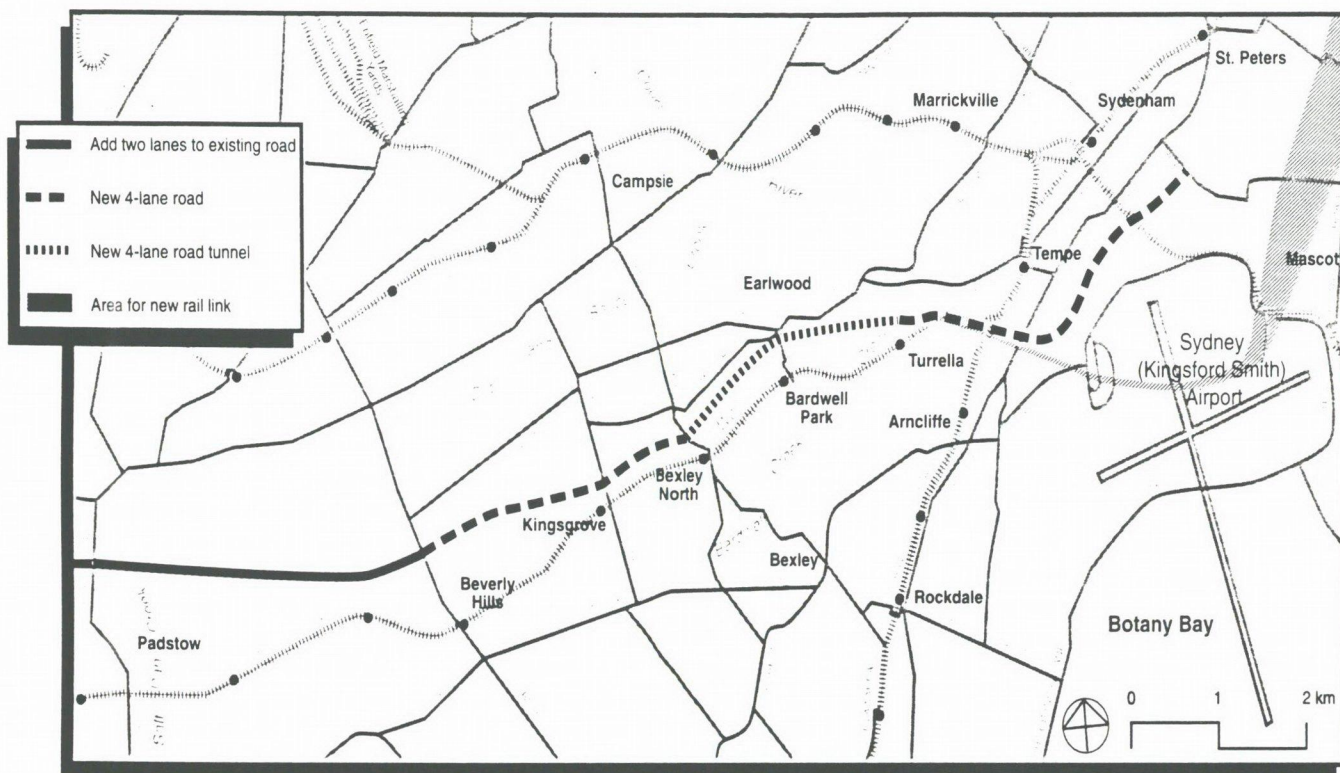
improve the area's rail links by adding new tracks to the East Hills Railway line between Bardwell Park Station and Salt Pan Creek, near Riverwood Station, and by building the Airport-City Link.

The RTA is actively liaising with both organisations to ensure that Sydney gets the best possible transport outcome.

Info line

Want to know more?
Phone Belinda Worrall
(02) 554-9299

Or visit our community
information office at
20 Shaw Street
Bexley North
Weekdays
9.30 am - 4.30 pm



The primary option for the M5 (East) tollway. Two lanes could be added to the existing tollway between Fairford Road and King Georges Road, and a new four-lane road could be built from King Georges Road to Canal Road, including 2.5 kilometres in a tunnel under the hills which form the northern boundary of the valley. The Airport - City link is also shown.

The primary option

No decision has been made to build the tollway extension.

A decision will only be made once all likely environmental, social and economic effects have been considered in detail.

These likely effects will be documented in an environmental impact statement (EIS) to be completed by the end of 1993. The EIS is only the first step in the decision-making process (see 'Next steps' flow-chart on page 4).

Right now, the project team, headed by independent environmental firm Manidis Roberts Consultants, is assessing what is known as the primary option.

The primary option would involve extending the M5 tollway eastward for over 11 kilometres from Fairford Road,

Padstow, to Canal Road and Mascot. It would feature:

- ▶ Two new lanes added to the existing tollway between Fairford Road and King Georges Road, to form a dual carriageway.
- ▶ A new four-lane tolled expressway, from the intersection of the M5 West and King Georges Road to Canal Road. The expressway would be at ground level from King George's Road to near Bexley Road, mainly in the County Road Reservation.
- ▶ A 2.5-kilometre tunnel between Bexley Road (near Wolli Avenue) and Turrella (near Finlay Avenue) to protect the Wolli Creek Bushland.
- ▶ Shared bicycle and breakdown lanes on the road shoulder of the expressway.

Pedestrian and vehicle crossings (at locations still to be investigated).

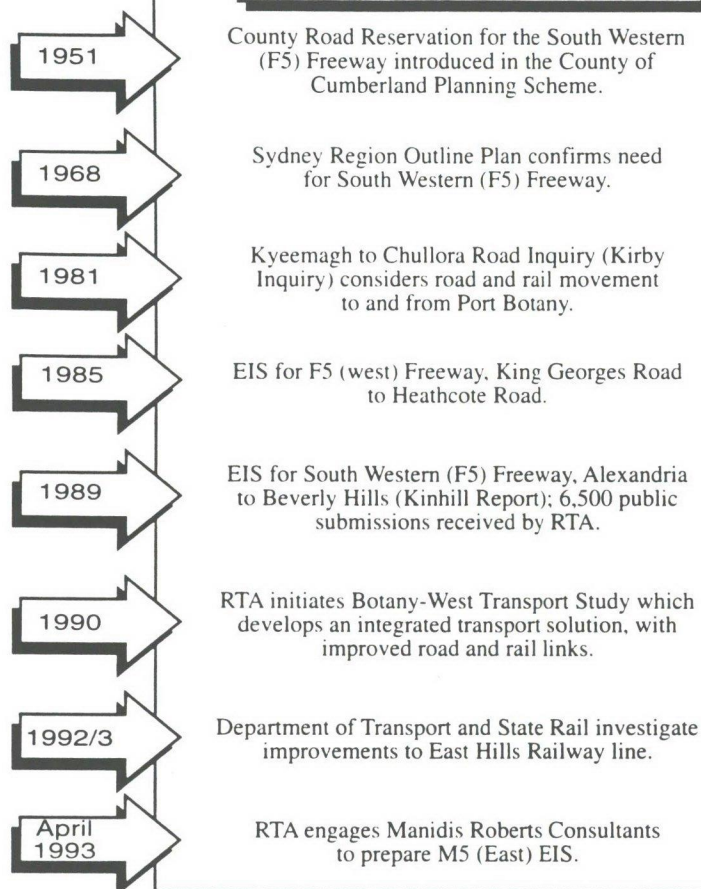
Connections with King Georges Road, Princes Highway, Airport Drive and Canal Road.

In addition, traffic management schemes will be assessed, such as:

- ▶ Traffic calming on some roads parallel to the M5 and near the entry and exit ramps to protect local streets.
- ▶ Streetscaping on Stoney Creek Road from King Georges Road to Bexley shopping centre.



A BRIEF HISTORY



The key issues

Independent specialists have been engaged to assess the following key issues as part of investigations for the EIS.

- ▶ Transport options
- ▶ Traffic and transport flows
- ▶ Urban design and visual impact
- ▶ Flooding and water quality
- ▶ Plants, animals and habitat
- ▶ Air quality
- ▶ Traffic noise
- ▶ Road safety and other hazards
- ▶ Aboriginal and European archaeology
- ▶ Financial feasibility

Why public consultation?

Consultation is integral to the final outcome. As discussed on page 1, the primary option has already changed markedly since the proposal was first mooted, largely as a result of public feedback.

We're hoping that feedback will continue to help shape an integrated transport solution and help identify and reduce local impacts.

The public consultation program features a Community Forum to provide feedback to the project team.

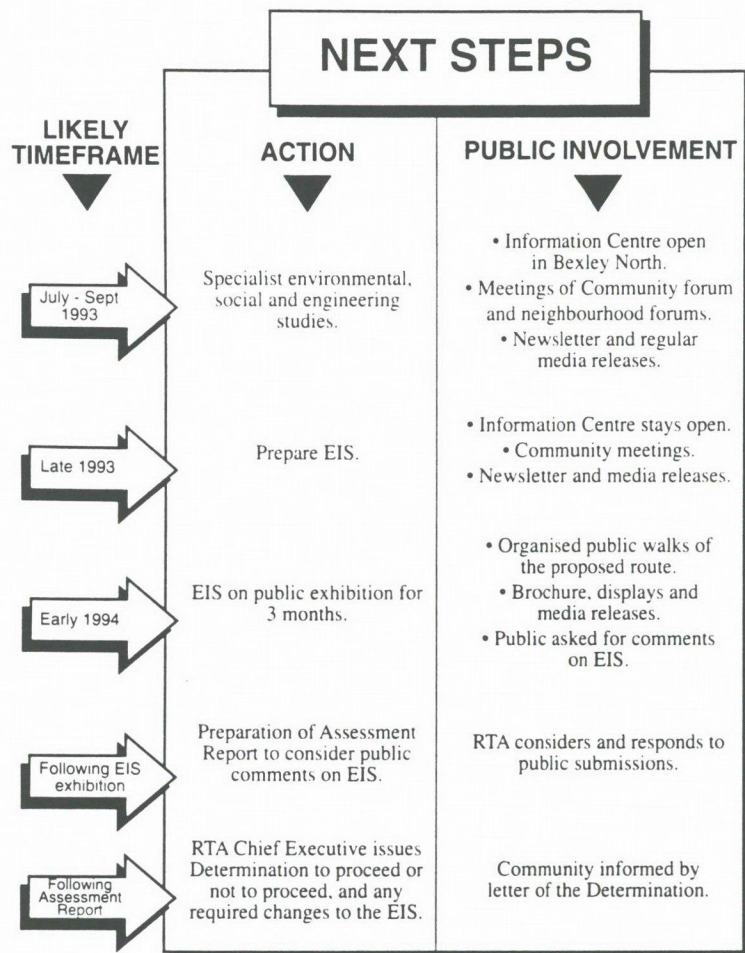
The Forum, which meets monthly, has about 25 representatives and represents a full range of relevant community interests. The intention of the Forum is to help strike a balance between protecting the environment and improving the area's transport.

The Forum is complemented by a number of Neighbourhood Groups, open to all community members, to enable a better appreciation of local issues.

Any individuals or organisations wishing to form a neighbourhood group should contact the group co-ordinator Allison Hendricks on 554-9299.

Available at Community Information Centre

- All previous reports
- Information sheets on the primary option
- A press clippings file
- Meeting room
- Large aerial photograph
- Project team members to talk to



Would you like regular updates?

Would you like to join the Community Forum or one of the Neighbourhood groups?

If you would, just phone our information office on 554-9299.

Want to know more?

Just phone Belinda Worrall at our office on 554-9299. Or visit us at 20 Shaw Street Bexley North, 9.30 am-4.30 pm. Multilingual facilities available.

Muốn biết thêm?

Chỉ cần điện thoại cho Belinda Worrall tại văn phòng, số 554-9299. Hoặc đi đến 20 Shaw Street, Bexley North từ 9 giờ 30 sáng đến 4 giờ 30 chiều. Dịch vụ Đa Ngôn Ngữ có sẵn.

想知道更多嗎?

請致電554-9299，與 Belinda Worrall 小姐接洽，或親臨20 Shaw Street, Bexley North，辦公室開放時間由上午9:30至下午4:30，並設有傳譯服務。

هل تريد أن تعرف المزيد؟

ما عليك إلا أن تتصل بالهاتف مع بيليندا وورال في مكتبنا على ٥٥٤ ٩٢٩٩ أو قم بزيارتنا في 20 Shaw Street, Bexley North ٩.٣٠ صباحاً - ٤.٣٠ مساءً. يوجد لدينا تسهيلات للغات المتعددة.

Θέλετε να μάθετε περισσότερα;

Απλώς τηλεφωνήστε στη Belinda Worrall στο γραφείο μας στον αριθμό 554-9299 ή ελάτε στη διεύθυνση 20 Shaw Street, Bexley North, από 9.30π.μ.-4.30μ.μ. Παρέχουμε επίσης και υπηρεσίες σε πολλές γλώσσες.

¿Desea informarse mejor?

Bastará llamar al número 554 9299 y preguntar por Belinda Worrall, de nuestra oficina. O bien, visitarnos en 20 Shaw Street, Bexley North, de 9:30 am a 4:30 pm. Se ofrecen servicios multilingües.

Vuoi saperne di più?

Telefona a Belinda Worrall presso il nostro ufficio al 554-9299. Oppure vieni a trovarci a questo indirizzo: 20 Shaw Street, Bexley North, dalle 9.30 alle 14.30. Un servizio multilingue è disponibile.

Сакате да знаете повеќе?

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Info line

Belinda Worrall
(02) 554-9299



M5 East update

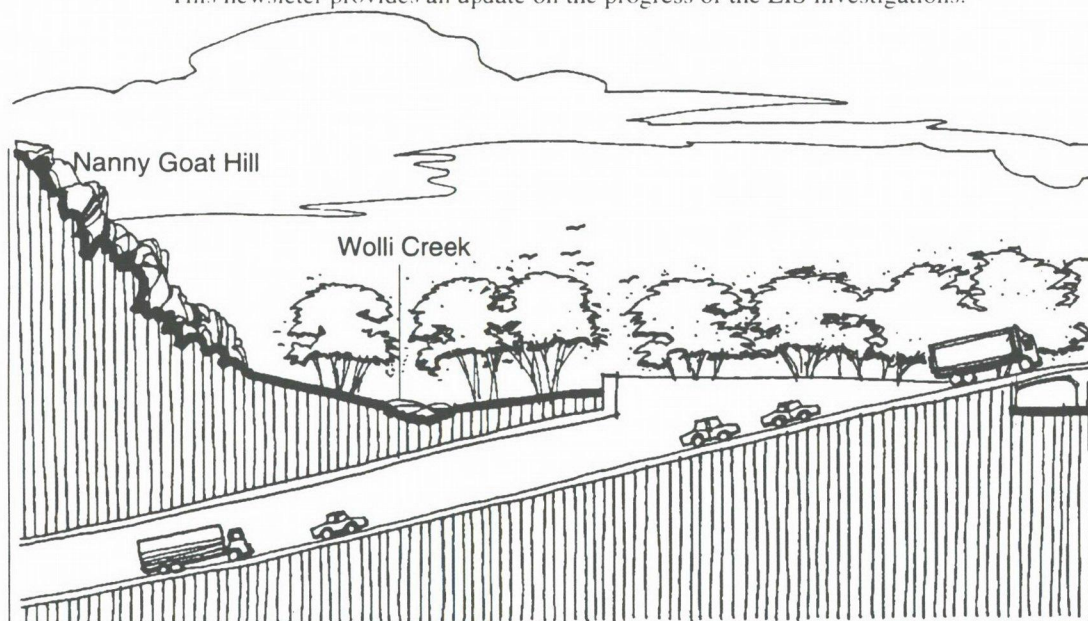
An Environmental Impact Statement (EIS) is being prepared for the Roads and Traffic Authority (RTA) on the proposed M5 East Motorway extension from Padstow to Botany / Mascot.

The purpose of the EIS is to describe the preferred project, consider alternatives, examine potential social, economic and environmental impacts, and suggest measures to minimise these impacts.

The process involves discussions with people in the local community, specialist subconsultants and government organisations.

The EIS is part of a longer process and provides a framework for making a decision as to whether or not to extend the Motorway.

This newsletter provides an update on the progress of the EIS investigations.



Sketch of the eastern entrance/exit of the Wolli Creek tunnel (not to scale)

In this issue

Preferred routes for the M5 East	p.2
The Wolli Creek Tunnel	p.3
Aerial photograph with the preferred routes	p.4-5
Update on specialist studies	p.6

Info line

Belinda Worrall
(02) 554-9299

Where would the M5 East Motorway go?

Originally, over 40 options were considered by the study team designing the route of the motorway. Each option was evaluated in terms of environmental, economic and engineering criteria, as well as the usual traffic and transport criteria.

The options have been narrowed down to a shortlist of seven. Of these, two are currently being assessed in detail: the Campbell Road Option, and the General Holmes Drive Option. Both are shown on the map below.

West of Turrella railway station, the two primary options would be the same.

They would have:

- Two new lanes between Fairford Road and King Georges Road, and

four new lanes from King Georges Road to Bexley Road. They would be built at or slightly above ground level, within the existing road reservation.

- A link with King Georges Road, where a diamond-shaped interchange is planned.
- Twin 2.5 km tunnels from just west of Bexley Road to near Turrella railway station, east of Nanny Goat Hill.

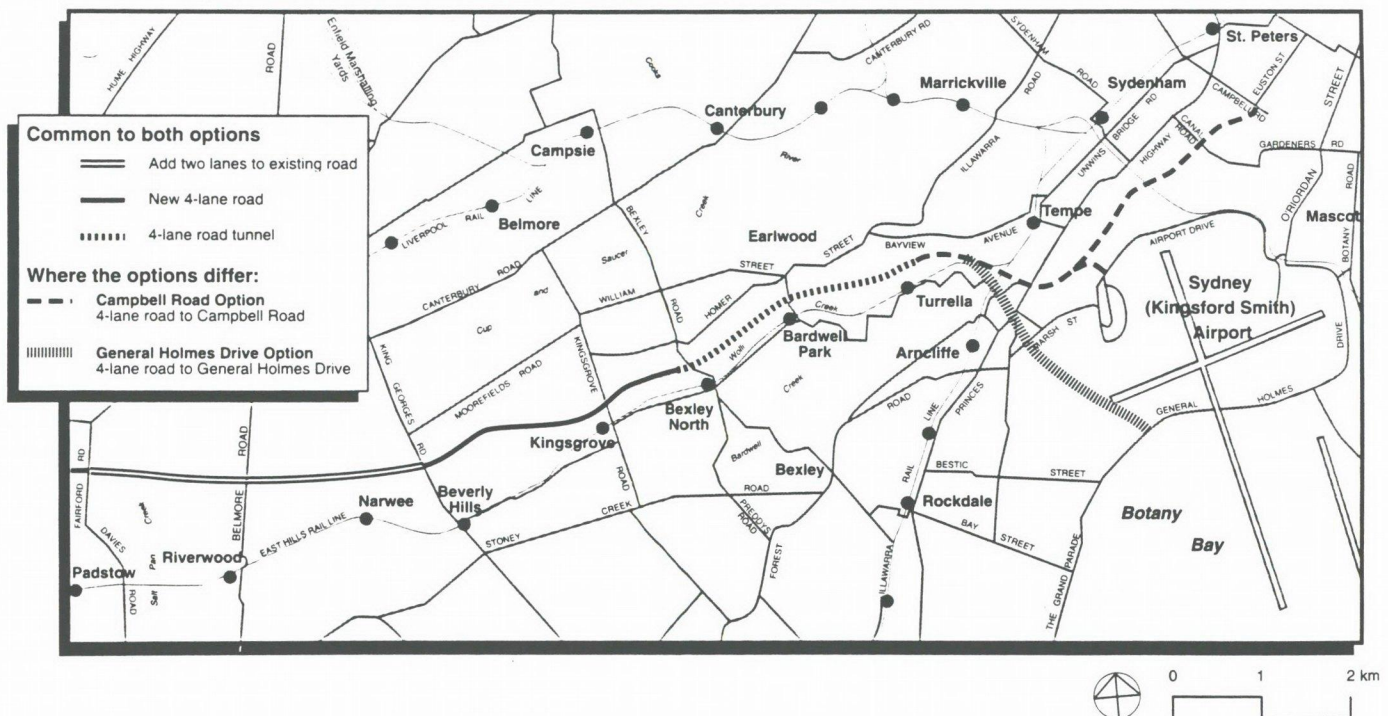
East of Turrella railway station, the options would differ. The Campbell Road option would have:

- An elevated road over the Illawarra rail line, the Princes Highway and Tempe recreation reserve. There would be an interchange with the Princes Highway and Airport Drive.
- A ground level road adjacent to the Cooks River goods yard, with an

intersection at Canal Road, and ending in an intersection with Campbell Road at Euston Road.

The General Holmes Drive option would have:

- An elevated road over the Illawarra rail line and the Princes Highway with an interchange at the Princes Highway — south of the Campbell Road option.
- An elevated road over Marsh Street with on and off ramps and following the sewer pipeline before ending in a T-intersection at General Holmes Drive, just east of the Cooks River bridge.



The two primary options

The Wolli Creek Tunnel

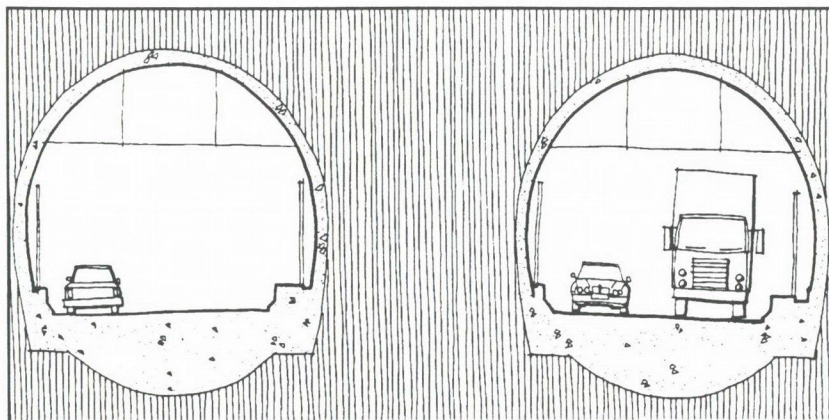
When the M5 East extension was first proposed there was a lot of debate about Wolli Creek valley. Some people saw it as a vital area that should be preserved and improved, others saw it as a badly degraded dumping area not worth saving.

Investigations for the EIS have found that the valley has a wide range of plants and animals and should be protected.

It also found that there would be a relatively high level of environmental and social impact if a surface road were built through the valley. As a result, the option of a tunnel is now part of the current primary options.

The original route considered for the tunnel followed the ridge line above Wolli Creek valley. Although the tunnel would not affect houses in the area (since it would pass about 20 metres or more under houses), the route was quite indirect.

Specialist subconsultants *Connell Wagner* have been making further investigations into a more direct routing of the tunnel. A 60 metre-deep test bore was drilled in November. If the quality of the rock is good, the route of the tunnel would be straightened, bringing it closer to the creek, it would then cost less and pass under fewer houses.



Sketch of the tunnel cross-section

Q Would dangerous goods be allowed to travel through the tunnel?

A Vehicles carrying dangerous goods make up less than one percent of traffic. We have specialist subconsultants *RiskCorp* investigating the possibility of these vehicles using Wolli Creek tunnel. This may be safer than having vehicles carrying dangerous goods drive through suburban streets.

Q Where would tunnel's air vent be?

A This needs to be located on high ground. Tunnel and air quality specialists are investigating the ridge line along the edge of Girraheen Park.

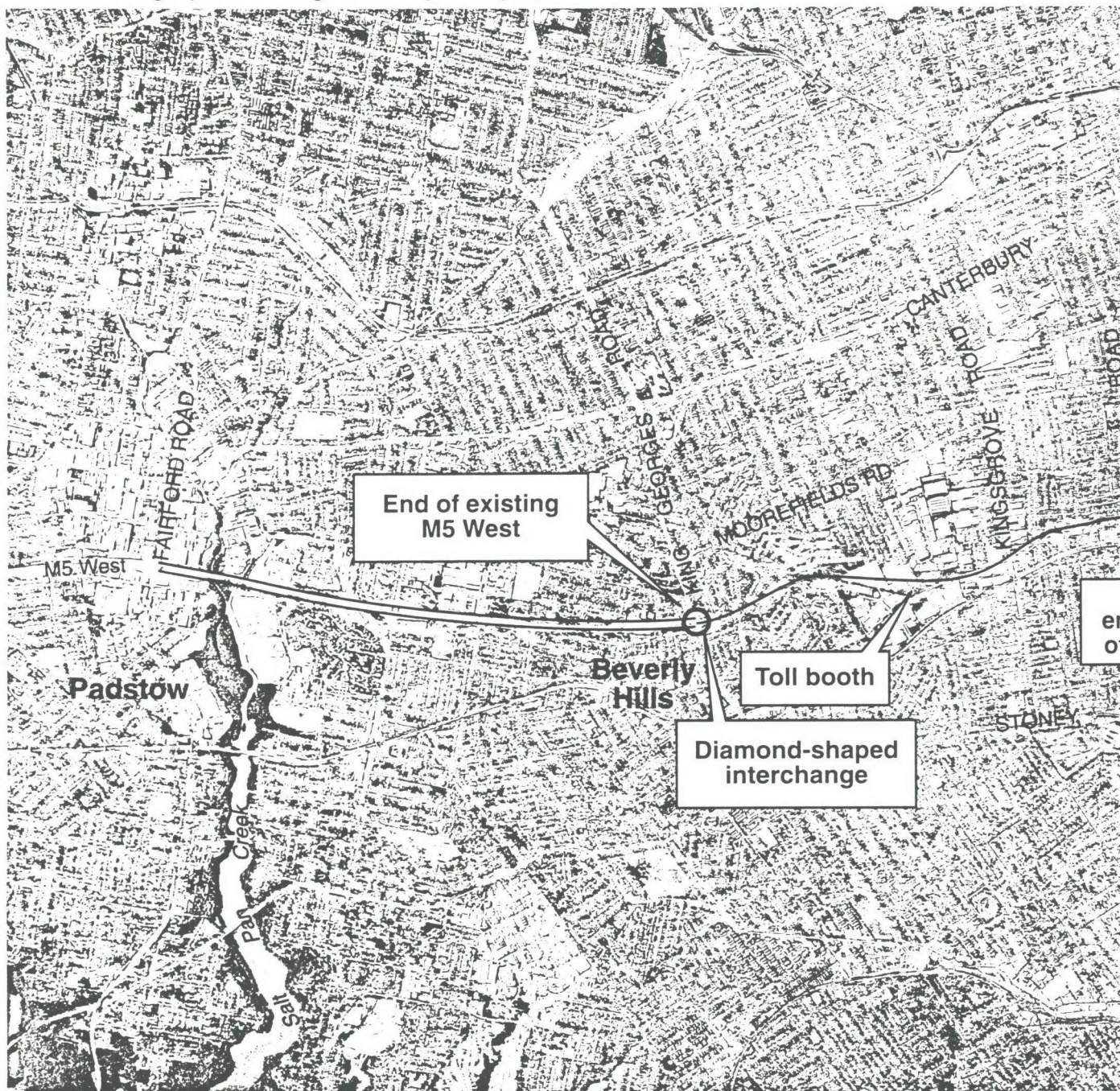
Did you know?

With the same traffic volumes, air quality around roads is usually better when traffic is moving freely than when it is congested.

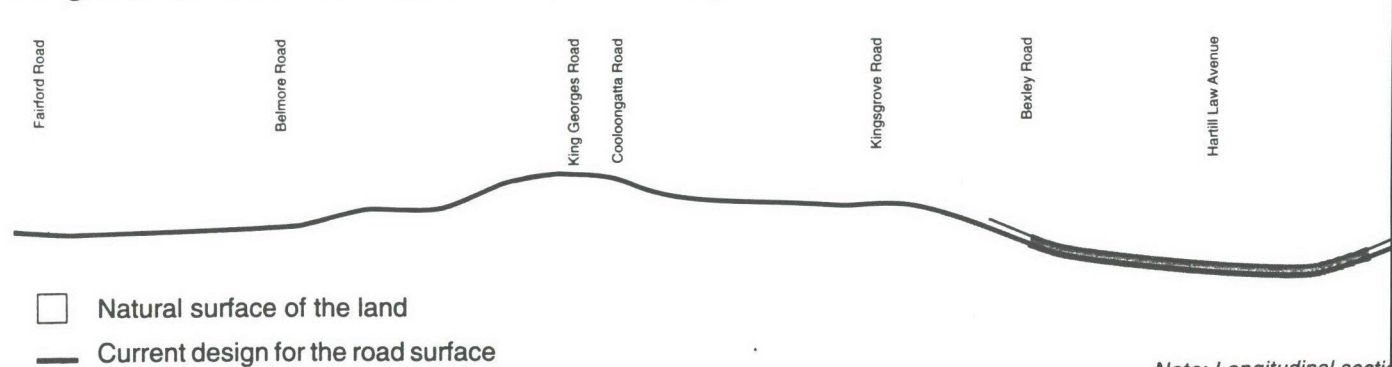
Q Would the tunnel go under houses?

A Our road designers are trying to keep the tunnel within the road reservation as far as possible. To keep the road as straight as possible and to remain in strong rock, in some places the tunnel may pass under houses. The tunnel would be so far below the surface (20 metres or more) that there would be no noise or vibration from traffic when it is being used.

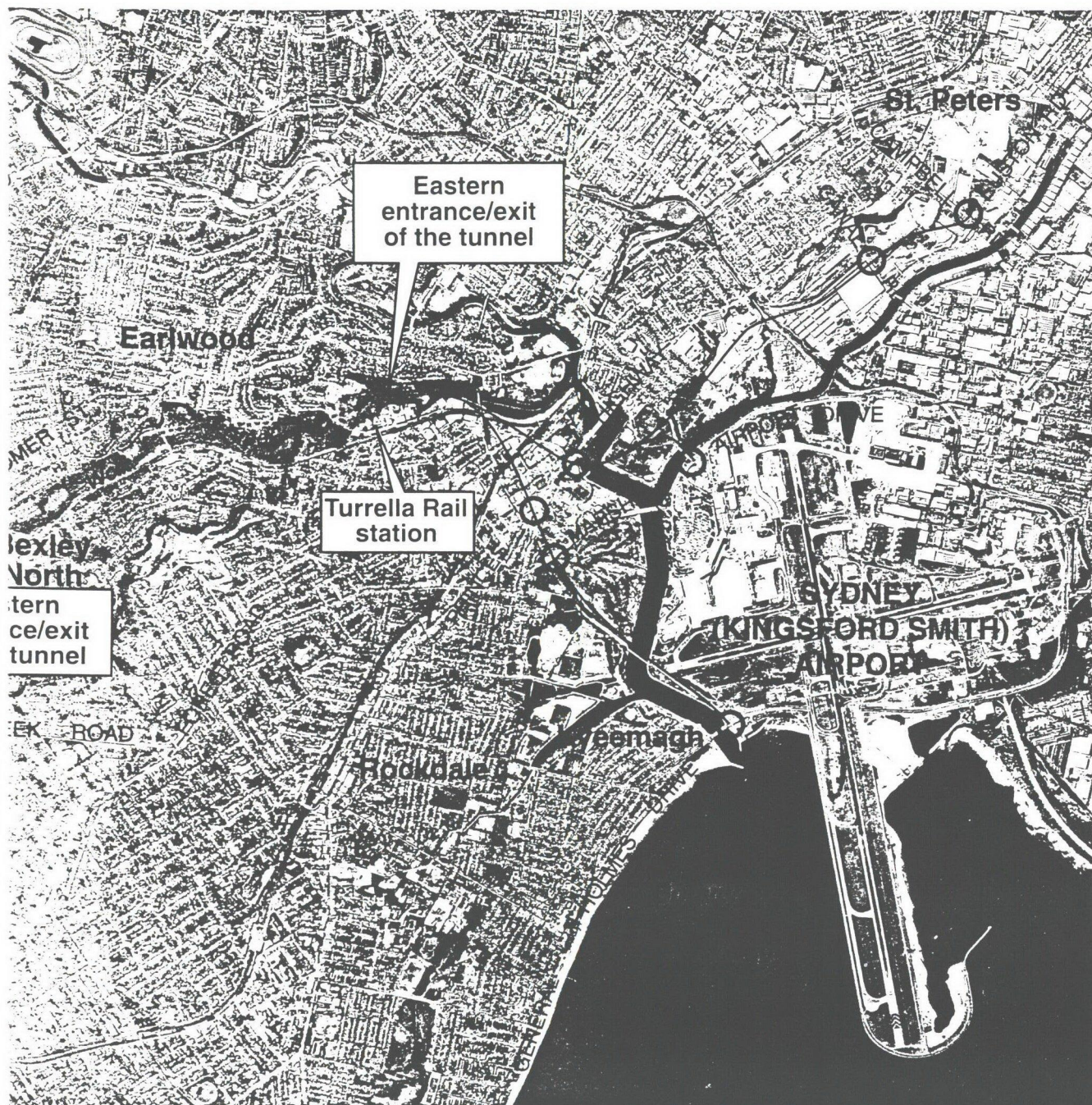
Aerial Photograph showing the two primary options



Longitudinal section for General Holmes Drive Option



Note: Longitudinal section



East Hills Rail Line
Sewer
Illawarra Rail Line
Princes Highway
Marsh Street
Cooks River
General Holmes Drive

Campbell Road Option is not yet available

- Interchange/intersection
- ==== Add two lanes to existing M5 West
- New 4-lane road
- Tunnel (twin tunnels 2 lanes in each direction)

Update on specialist studies

As part of the EIS process, specialist sub-consultants — experts in their field — have been investigating existing conditions in the area and possible impacts of the proposed motorway. Over 20 specialist studies are being conducted on traffic and transport, environmental, social, economic and engineering aspects of the proposal.

Traffic movements

Early indications show that traffic on the roads surrounding the proposed motorway would reduce and safety improve. There would be a reduction in traffic, particularly heavy vehicles, on Stoney Creek Road and Forest Road.

Traffic specialists *Sinclair Knight and Partners* base their forecasting on factors such as population projections, where jobs are likely to be, projected car ownership levels, accessibility to public transport, census information and present traffic levels.

Air quality

Recent studies by air quality specialists in the *Work Cover Authority* show that there has been little or no change in air quality in the areas around the toll plazas of the existing M5 West motorway.

The specialists are working on air quality studies in and around the area of the proposed motorway. They will assess the impacts of the proposed motorway on the area's air quality based on a worst case situation, (that is, with the high projected traffic volumes on the motorway).

Noise impacts

Noise measurements are being taken in areas around the proposed routes of the motorway as well as along parts of the existing M5 West. The new road would be built so that in the worst case situation, that is with a lot of traffic using the

motorway, the noise would not be louder than the objectives set by the Roads and Traffic Authority. Noise barriers would be designed for the proposed motorway based on expected traffic volumes and projected noise levels.

Social and community impacts

Specialists *Briggs and Mortar* are looking at how the local community may be affected by a new motorway. They are conducting studies into community movement patterns, population trends, use and availability of community facilities, and land use and zoning in the area.

Recreation survey

A recreation survey is being carried out to help us understand the use of open space and bushland areas which are on or near the road reservation, and which may be affected by the proposed M5 East. The survey will also identify how visitors' and neighbouring residents' attitudes to the open space areas, and their usage of those areas, would change if the M5 East were built.

Early results show that most users of Girrahween Park and Tempe Reserve are regular users. Two thirds of users of Girrahween Park, and over three quarters of users of Tempe Reserve visit the area at least once a week. The majority of people in Girrahween Park use the area to walk in or to exercise their dogs. At Tempe Reserve, most users play formal or informal sports.

Bicycles

The M5's design will include road shoulders in both directions that would serve as a shared bicycle and breakdown lane. This type of design works well on other Sydney motorways. It is unlikely that there will be a bicycle lane in the tunnel. However, an alternative bicycle route will be provided. The RTA, in association with the Bicycle Institute of NSW, is developing a Sydney Bike Plan for the whole of the Sydney Metropolitan area.

Commonly asked questions and answers

- Q If the motorway goes ahead, when would it be built?
- A A decision on whether to build the motorway could be made late in 1994. If approved, construction could start in 1995 and finish around 1998.
- Q Where would the on/off ramps be?
- A This is still being investigated, but it is likely that there would be ramps at King Georges Road and the Princes Highway, at Canal Road in the Campbell Road option, and an intersection at the end of the motorway (which at this stage might be Campbell Road or General Holmes Drive). It may be possible to have ramps at Bexley Road.
- Q Who would pay for the motorway?
- A If the motorway is approved, it would be put out to tender and is expected to be privately funded, with some contribution from the government. It would then be a tolled road. The toll booth would be located near the Kingsgrove industrial estate.

Did you know?

If the M5 East goes ahead, the Cooks River road reservation would be lifted.

Did you know?

Less than one percent of all vehicles carry dangerous goods. Seventy-five percent of those vehicles are petrol tankers.

Q Would Cooloongatta Road be closed to traffic?

A This depends on a number of things and is still being discussed. The motorway would be raised at this location after crossing over King Georges Road. We are talking with the local community — some people want the road closed and others want it left open to get to local schools, the station or the shops.

Q Would the motorway go over King Georges Road?

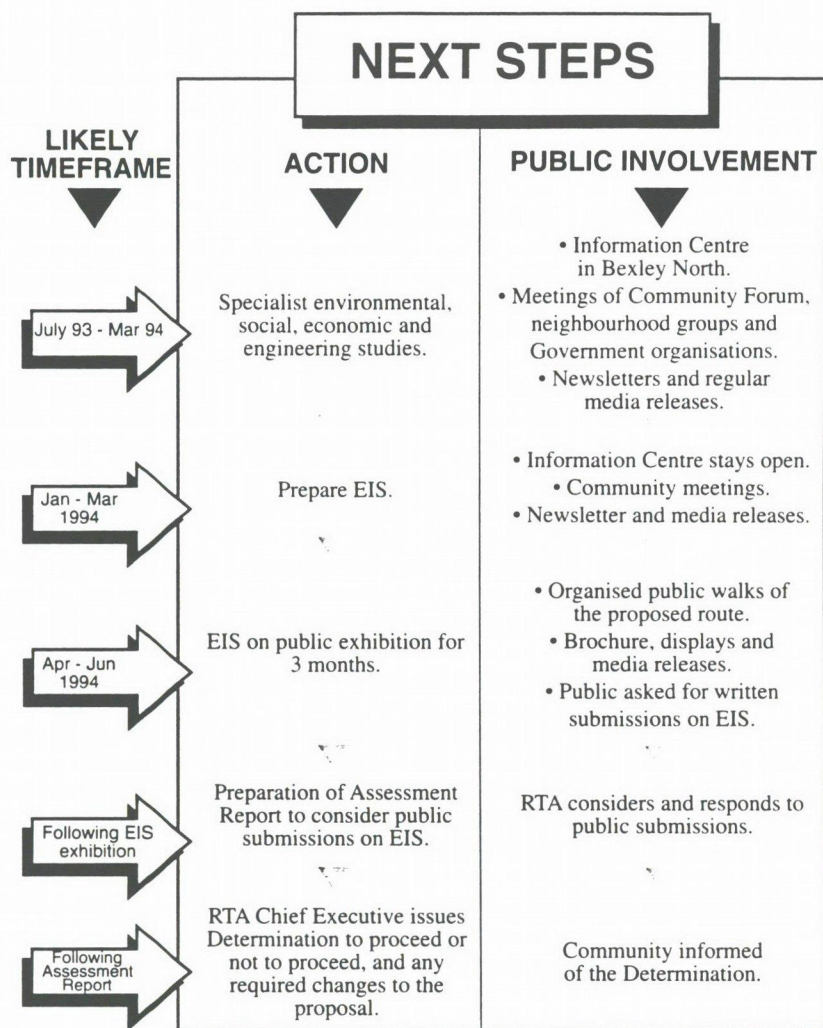
A Yes. The motorway would be raised. It would go over King Georges Road and Kingsgrove Road, and go under Bexley Road.

Q How high would the motorway be through Turrella and Arncliffe?

A The motorway's minimum clearance would be 6.1 metres over the railway lines and 5.3 metres over the Princes Highway. In between, the motorway surface would be about 7 to 11 metres above ground level, depending on landform.

Q Would there be noise barriers on the motorway?

A Noise barriers and other noise reduction techniques (such as embankments) would be used along the motorway wherever noise levels could be a problem for surrounding houses and other sensitive areas.



Q Where would pedestrians be able to cross the motorway?

A There would be a crossing along Kingsgrove Road to Kingsgrove train station, and road crossings such as King Georges Road and Bexley Road. Other pedestrian crossings are still being investigated.

Q What would happen near Tempe House?

A The motorway would be more than 100 metres south-west of Tempe House. The road surface would be about roof level with the House, and four metres below Mount Olympus, the nearby hill.

Did you know?

Noise barriers can reduce noise levels by six decibels and more — this is the same as being about four times further away from the road.

Did you know?

There have been over 2000 inquiries at the Information Centre at Bexley North since it opened in July 1993.

Want to know more?

Just phone Belinda Worrall at our office on 554-9299. Or visit us at 20 Shaw Street, Bexley North. Multi-lingual facilities available.

Vuoi saperne di più?

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Muốn biết thêm?

Chỉ cần điện thoại cho Belinda Worrall tại văn phòng, số 554-9299. Hoặc đi đến 20 Shaw Street, Bexley North từ 9 giờ 30 sáng đến 4 giờ 30 chiều. Dịch vụ Đa Ngôn Ngữ có sẵn.

想知道更多嗎?

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M5 East Community Information Centre

The Community Information Centre at 20 Shaw Street Bexley North (next to the Library) has been open since July 1993 and will remain open until the Environmental Impact Statement (EIS) has been exhibited, in the first half of 1994.

There is a wide range of information about the proposed motorway at the Centre, including a large aerial photograph showing different possible routes of the motorway.

We would be pleased to speak with anyone who has ideas or concerns about the proposed motorway.

Opening hours:

Monday to Friday
9.30 am - 4.30 pm

Closed between 20 Dec 1993 and 9 Jan 1994.

From 10 Jan 1994 - 31 Jan 1994
Open Mondays only
9.30 am - 4.30 pm

From February 1994
Open Monday to Friday
9.30 am - 4.30 pm

Open last Saturday in each month
9.30 am - 2.30 pm

Closed public holidays.

Info Centre

20 Shaw Street
Bexley North NSW 2207

Fax : 502 4387

(02) 554-9299

Appendix E

Information sheets



Visual Impact:

Your surroundings and the proposed M5

INFORMATION STATEMENT FOR NEW ENVIRONMENTAL IMPACT

An Environmental Impact Statement is being prepared for a proposed eastward extension of the M5 motorway from Fairford Road, Padstow to Botany/Mascot. The RTA has appointed *Manidis Roberts Consultants*, to prepare the EIS, assisted by other specialists.

The EIS does not offer any decision about the proposal. Its purpose is to describe the RTA's preferred project and examine alternatives, and to enable all concerned to understand the environmental and other consequences of the proposal. The EIS is only part of a longer process and sets out a framework within which a decision about the proposal can be made.

How are your surroundings changed?

A new road through an existing urban area can affect the surroundings in several ways:

- Existing views can be shortened.
- New views may be opened up.
- The surroundings of existing buildings, bushland and open space may be altered in ways which enhance or diminish their appearance.

People respond differently to changes in the appearance of their surroundings. Assessing visual impact is therefore personal — it involves considering subjective aspects.

Landscape designers

The overriding aim is to design the proposed expressway to minimise detrimental changes, particularly in residential, open space or surrounding urban bushland areas. Opportunities to improve existing situations would also be explored.

To enable this to happen, we have included urban design and landscape specialists *Context Landscape Design* from an early stage to advise on visual aspects. They are working closely with the road and bridge designers, as well as with noise specialists.

The task of *Context Landscape Design* is to ensure that the expressway is designed so that it uses the available land in a way that takes account of existing urban development, as well as the land's uses and appearance to the people living and working nearby. *Context* will also advise on how to landscape the site once construction is complete.

What is your view?

Because visual impacts are such a personal matter, it's important that we find out how you, the community, react to the visual impacts of the proposal, and what visual, urban design or landscaping improvements you would like in the area.

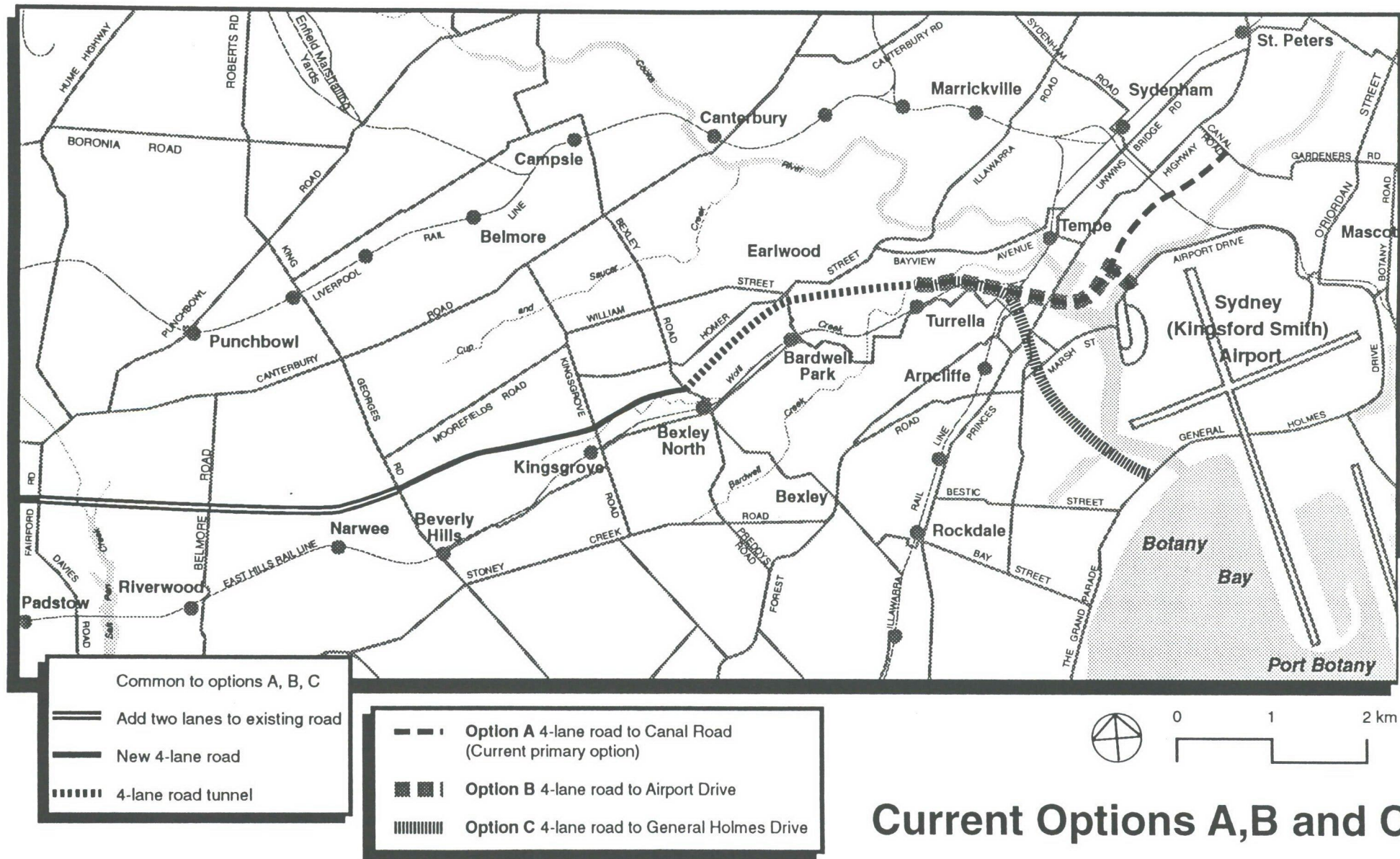
We have already heard from some people but we are sure there are many more who want us to know their opinions.

The map overleaf shows the options presently being considered. Others are shown on the aerial photograph in the Information Centre.

We need your comments

Right now we need to hear your concerns and the issues you want investigated, so we can consider them at this stage. Please contact the M5 East Community Information Centre: weekdays 9.30am to 4.30pm and Thursdays to 8.00pm.

More information is available at the M5 East Community Information Centre run by *Manidis Roberts Consultants*, at 20 Shaw Street, Bexley North 2207. Tel: 554 9299 Fax: 502 4387



Current Options A,B and C

One-page information sheets provide brief updates on topics of most interest to the community on the new EIS. The topics they cover are not comprehensive, nor do they cover all aspects. The sheets will be revised as more information becomes available and copies of the latest edition can be obtained from the M5 East Community Information Centre at Bexley North.



Key Information available at the Centre

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Key documents prepared for the RTA for previous studies and available at the M5 East Community Information Centre are listed below. Printed information provided by community groups is also available, along with a community noticeboard which displays the latest news about the M5. Staff are at the Centre to help answer your questions and provide assistance if needed.

- F5 Freeway King Georges Road to Heathcote Road, EIS, DMR, 1985.
- F5 Freeway King Georges Road to Heathcote Road, EIS Working Papers, DMR, 1985.
- F5 Freeway South Western Freeway - Campbell Road to King Georges Road - Report on Assessment of Freeway Corridor Options, DMR, July 1987.
- Assessment of Alternatives to F5 Freeway - Low Cost Option. Campbell Road to King Georges Road, Gutteridge, Haskins and Davey, 1987.
- South Western Freeway Campbell Road to King Georges Road, Report on Development of Preferred Scheme to be shown in the Environmental Impact Statement, Department of Main Roads, 1987.
- South Western Freeway Campbell Road to King Georges Road, Report on Assessment of Freeway Corridor Options, DMR, July 1987.
- South Western (F5) Freeway Alexandria to Beverly Hills Environmental Impact Statement, Kinhill Engineers, 1989.
- South Western (F5) Freeway Alexandria to Beverly Hills. Subconsultants Reports, Kinhill, 1989.
- F5 South Western Freeway. Report on Tunnel Options for Wolli Creek - Connell Wagner, 1989.
- F5 Southwestern Freeway, Beverly Hills to Alexandria, press clippings, October 1990 to December 1992, RTA, 1993.
- F5 South Western Freeway Beverly Hills to Alexandria. Summary Report on Community

Comment on the 1989 EIS, 1993.

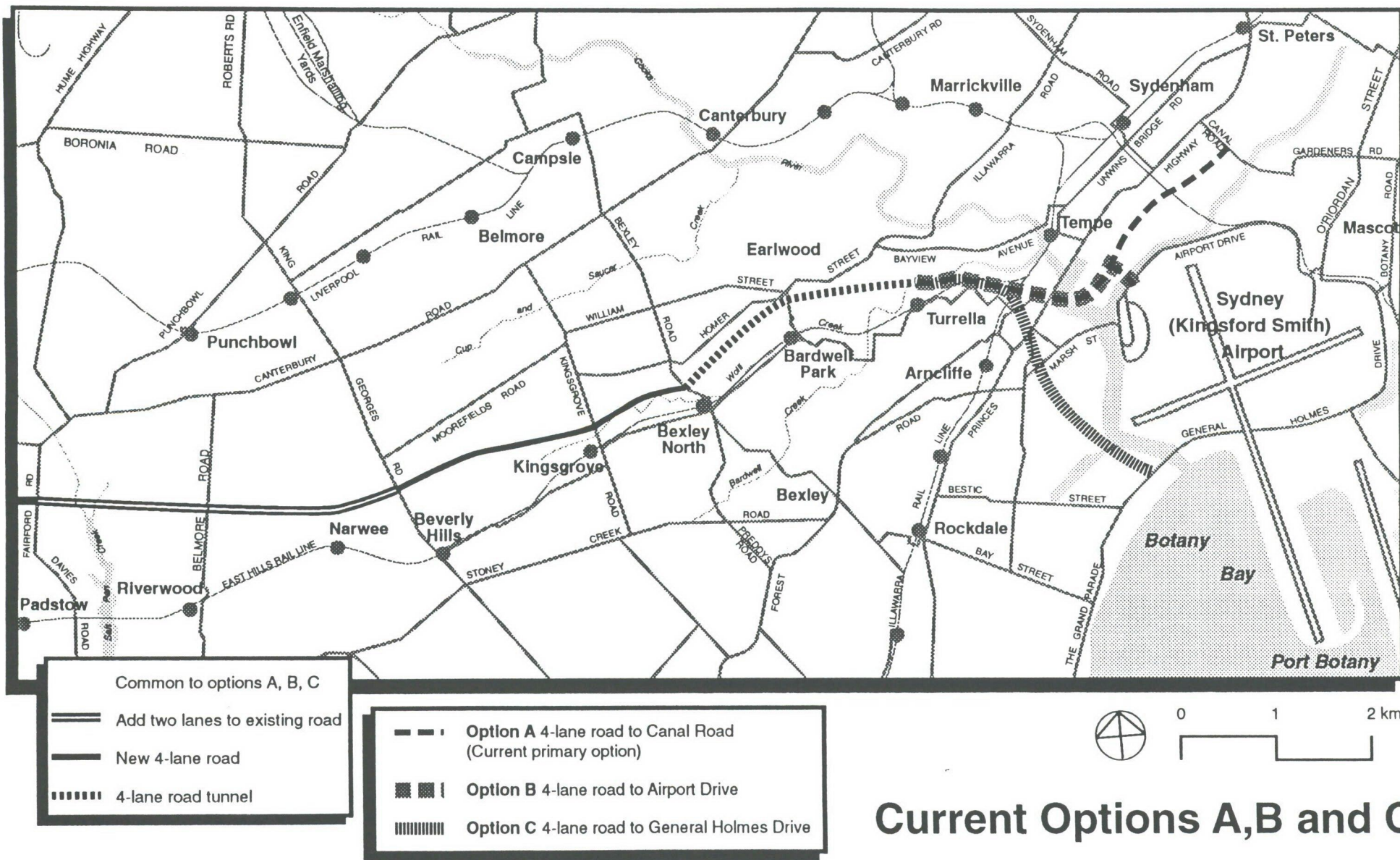
- F5 Freeway - King Georges Road to Euston Road - Traffic Study, Traffic Planning Pty Ltd., June 1987.
- Economic Analysis of the F5 South-Western Freeway Options - Draft, Travers Morgan Pty Ltd., July 1989.
- Water Pollution Control Plan for Freeway F5 Tempe to Beverly Hills Stage 1 Report, Willing & Partners, April 1988.
- F5 Freeway Moorebank Avenue, Moorebank to King George's Road, Beverly Hills Environmental Impact Assessment Report, RTA, 1991.
- Botany-West Transport Study. Report on Workshop Conducted 6 February, 1991, RTA, 1991.
- Botany-West Transport Study - Final Report, RTA, Jan 1992.
- Botany-West Transport Strategy Freight Transport Survey, Denis Johnston & Associates, June 1991.
- Botany West Transport Study memorandum: Transportation of hazardous materials, Truck Routes and Emergency Planning, RTA, 1991.
- Botany West Transport Study summary report on Community Consultation, RTA, 1992.
- Relevance of the Kyeemagh-Chullora Road (Kirby) Inquiry findings, 1980-81, Traffic Planning Pty Ltd., Prepared 1987.
- Bexley Shopping Centre Proposed Traffic Bypass Scheme, Assessment of Road Geometry, Traffic and Cost Implications, Project Planning Associates Pty Ltd., June 1993.
- Wolli Creek Preservation Society Information Kit.
- The latest editions of information sheets prepared for this new EIS.
- All newsletters prepared for this new EIS.
- Aerial photographs and orthophotos showing the different options currently being considered.

We need your comments

Right now we need to hear your concerns and the issues you want investigated, so we can consider them at this stage. Please contact the M5 East Community Information Centre: weekdays 9.30am to 4.30pm and Thursdays to 8.00pm.

More information is available at the M5 East Community Information Centre run by *Manidis Roberts Consultants*, at 20 Shaw Street, Bexley North 2207. Tel: 554 9299 Fax: 502 4387

INFORMATION
FOR NEW ENVIRONMENTAL IMPACT STATEMENT



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The M5 East Community Information Centre

FOR NEW ENVIRONMENTAL IMPACT STATEMENT INFORMATION

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To help the community find out about the expressway and how it may affect them, and to help the study team understand what people would like, we have opened a community information centre for the M5 East EIS.

How to make contact?

- Located at 20 Shaw Street, Bexley North, NSW 2207, next to the Bexley North Library.
- Telephone 554 9299, fax 502 4387

When is it open?

- Monday, Tuesday, Wednesday and Friday — 9.30 am to 4.30 pm
- Thursdays — 9.30 am to 8.00 pm

If you are unable to come in, you can phone to find out the latest information and to give us comment on how the expressway will affect you, or your area. We can also send you information.

What can I find there?

The centre contains the latest information on the M5 East EIS. Someone is always on hand to help answer your questions. Printed information provided by community groups is also available, along with a community noticeboard which displays the latest news from community groups about the M5 East.

- The centre contains a meeting room which is available for meetings and discussions about the M5 East EIS.
- Interpreting services can be organised for people who prefer to use another language.

- We have more information sheets with details on other aspects of the EIS (also available in major community languages).
- Large aerial and ortho photographs displayed on the walls show some options being considered for the road.

How can I use the centre?

To keep informed about the study, you could ask to be put on the M5 mailing list or every 3 or 4 weeks you could:

- Visit during opening hours,
- Phone,
- Write or fax comments and questions.

When the EIS is exhibited the RTA will call for public comment and submissions but you will have the best chance of influencing the outcome if you contribute your ideas now rather than later.

Other sources of information?

Apart from information at the Centre, you can find information in:

- Articles and advertisements in the local press.
- Newsletters mailed to houses along the route and available at the Centre.
- Neighbourhood group meetings, arranged by request to ensure local issues are covered. Call the Centre if you wish to organise a meeting, for a member of our staff to present information or for you to get answers to questions on the M5 East.

We need your comments

Right now we need to hear your concerns and the issues you want investigated, so we can consider them at this stage. Please contact the M5 East Community Information Centre: weekdays 9.30am to 4.30pm and Thursdays to 8.00pm.

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Specialist Studies for this EIS

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Manidis Roberts Consultants is managing the preparation of the EIS and undertaking community consultation. Other consultants are being commissioned to undertake other specialist studies.

As at 10 October the following specialist studies for the Environmental Impact Statement are under way or about to begin:

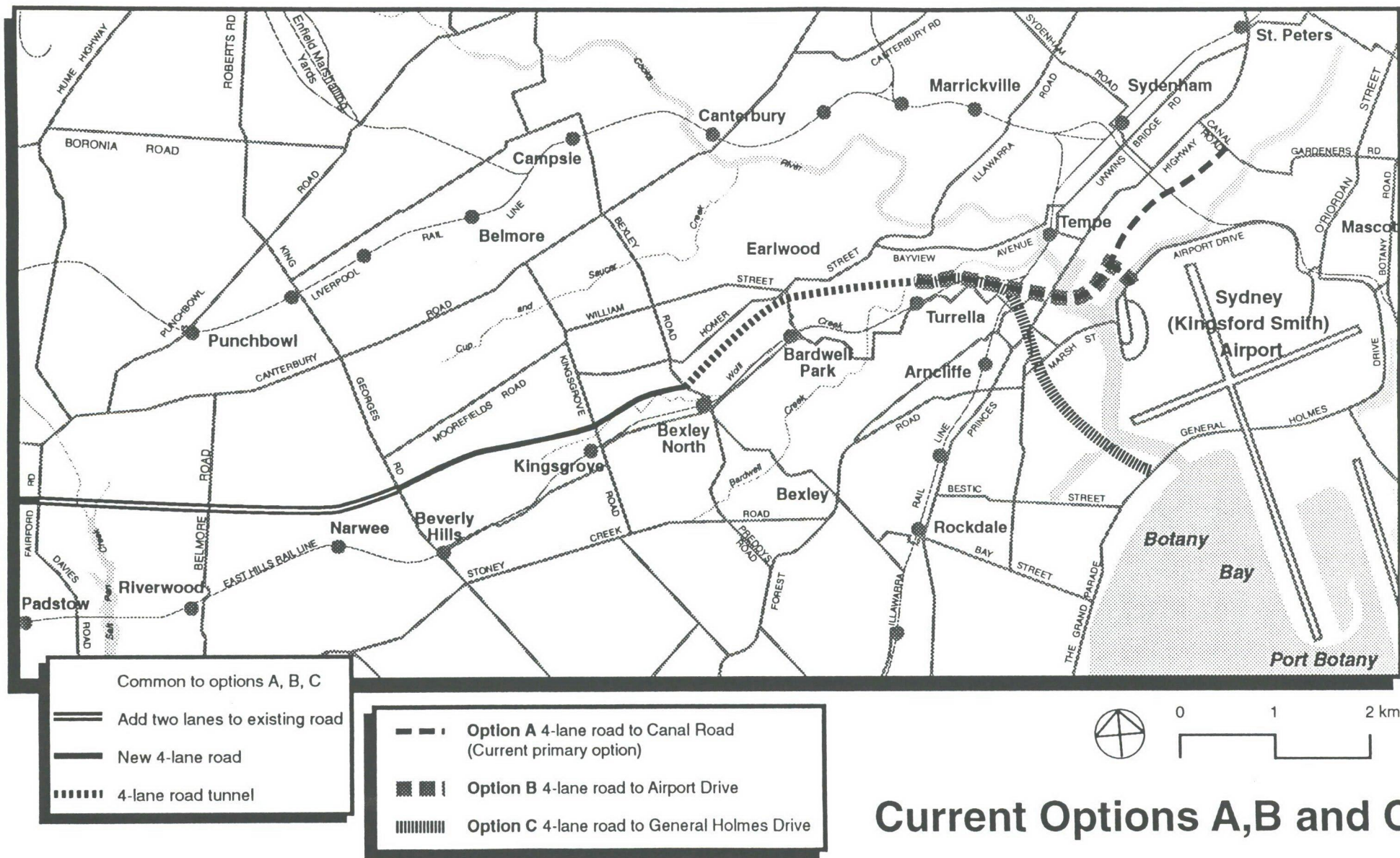
Specialist study	Consultant
Air quality	Envirosciences
Aboriginal archaeology	To be updated
Aquatic flora and fauna	University of Western Sydney
Economic assessment	Applied Economics
European heritage	To be updated
Financial viability	Travers Morgan
Hydrology and water quality	Willing and Partners
Noise	Renzo Tonin & Associates
Risk assessment	RiskCorp
Recreation Study	University of Technology
Road and bridge concept design	RTA design staff
Social impacts and land use	Briggs and Mortar
Terrestrial flora and fauna	Mount King Ecological Surveys
Traffic and transport planning	Sinclair Knight and Partners
Tunnel and geotechnical advice	Connell Wagner
Visual impact and urban design	Context Landscape Design

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INFORMATION STATEMENT
FOR NEW ENVIRONMENTAL IMPACT



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The EIS Study Process and Program

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Components of the EIS

Three major processes run concurrently while preparing the EIS:

- Concept design of the proposal, which is often modified during the EIS process.
- Community participation and consultation.
- Assessment of likely impacts.

Concept design involves designing the road and bridges to show location, cross and long sections, proposed earthworks; lighting, perspectives and some elevations; drainage, noise walls, water quality and safety features. Construction method, timetable, materials and rehabilitation measures after construction are also investigated.

Community participation and consultation involves providing information to the community about the proposal and obtaining comment from the community which will be used to help identify the impacts and improve the proposal.

Assessment of impacts involves describing the existing situation, identifying likely impacts of the proposal and recommending measures to limit, remove or counteract the negative impacts.

Preparing and exhibiting the EIS

There are three major stages:

- **Working papers prepared:** specialist studies are undertaken to identify the proposal and options, report on community views and to assess likely impacts from social, environmental, economic and engineering viewpoints.
- **EIS prepared:** the findings and conclusions of the working papers are incorporated into the EIS, as required by the Environment Planning and Assessment Act.
- **EIS and working papers exhibited:** during exhibition people are invited to comment on the findings and recommendations.

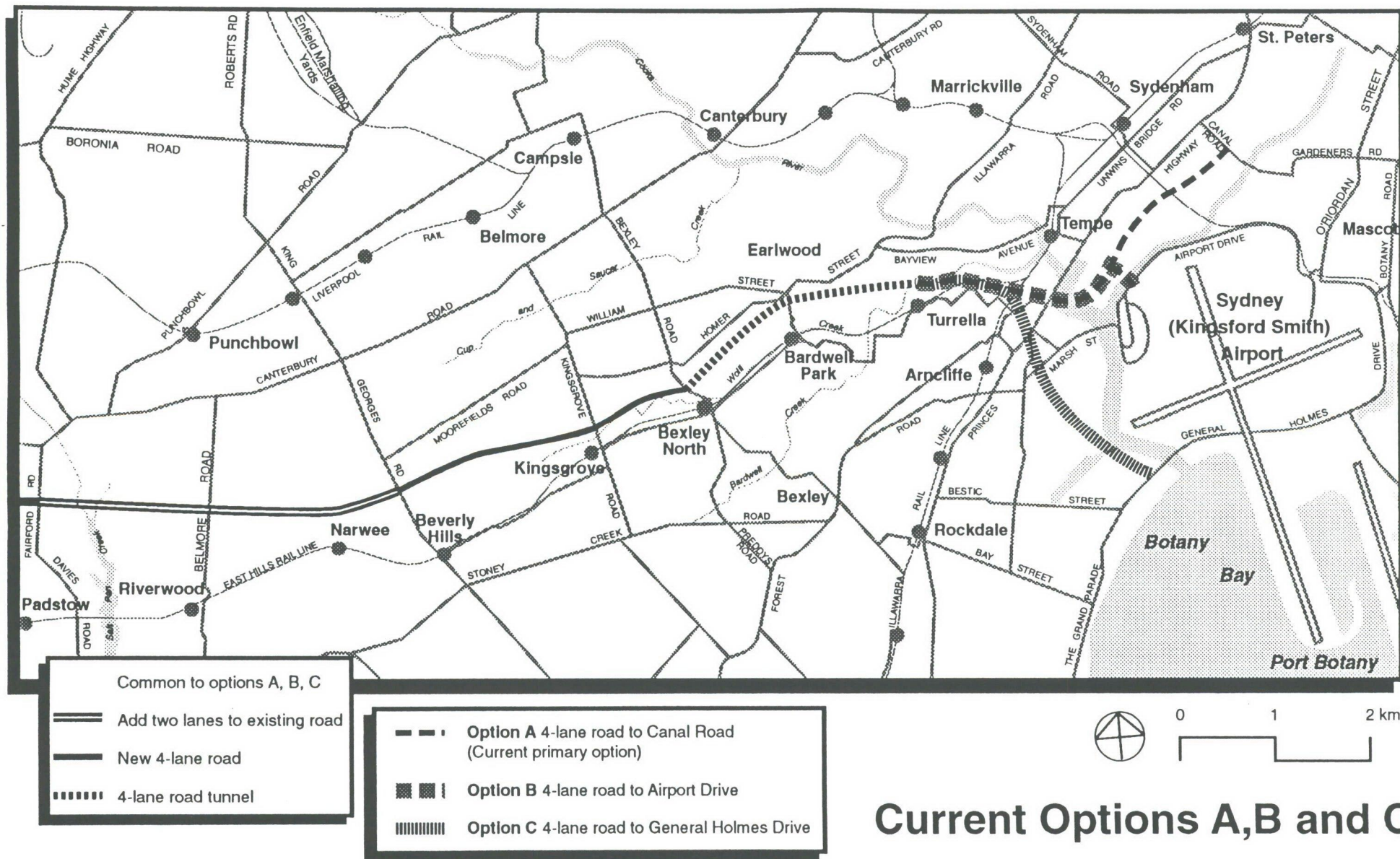
Program

The EIS should be completed by the end of January 1994, and then publicly exhibited for (probably) 3 months. A decision on whether the proposal will be constructed would only be made some months after the exhibition ends. If approved, design, financing and construction would be put out to tender as a private venture. Construction should commence once the tender has been awarded and could be completed by about 1998.

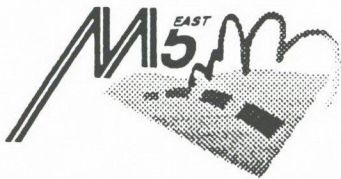
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RTA Land Acquisition Policy

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If construction proceeds, the RTA may need to acquire additional land from private owners. If land is required, the RTA prefers to purchase the land by negotiation much like any other private property purchase, and meets the vendor's usual legal costs. The amount of compensation is assessed in terms of the Land Acquisition (Just Terms Compensation) Act 1991. Four possible situations are described below.

Full Acquisition

When the RTA needs a complete block, it advises the owner that the land is required. It also arranges for a valuation, and second valuation if necessary, to determine compensation.

Compensation is assessed on the basis of the market value of the property as if it were unaffected by the road proposals. Compensation for other factors may also be available.

Partial Acquisition

When only a part of the property is required, the RTA pays for the land acquired and is responsible for the reconstruction of fencing, driveways and landscaping and relocation of meters. Compensation for any improvements lost is added to the value of the land taken, which is calculated on the basis of "before" and "after" valuations.

Hardship Acquisition

An owner may also initiate a request for the RTA to acquire the property, referred to as "hardship acquisition". There are rules as to how hardship is determined and the compensation offered is the market value of the property, assuming it is unaffected by the proposal.

Compulsory Acquisition

If agreement between the owner and the RTA cannot be reached, the RTA can compulsorily acquire the land. On acquisition, rental may be charged and the Valuer General determines the compensation offered by the RTA, which includes legal and valuation costs.

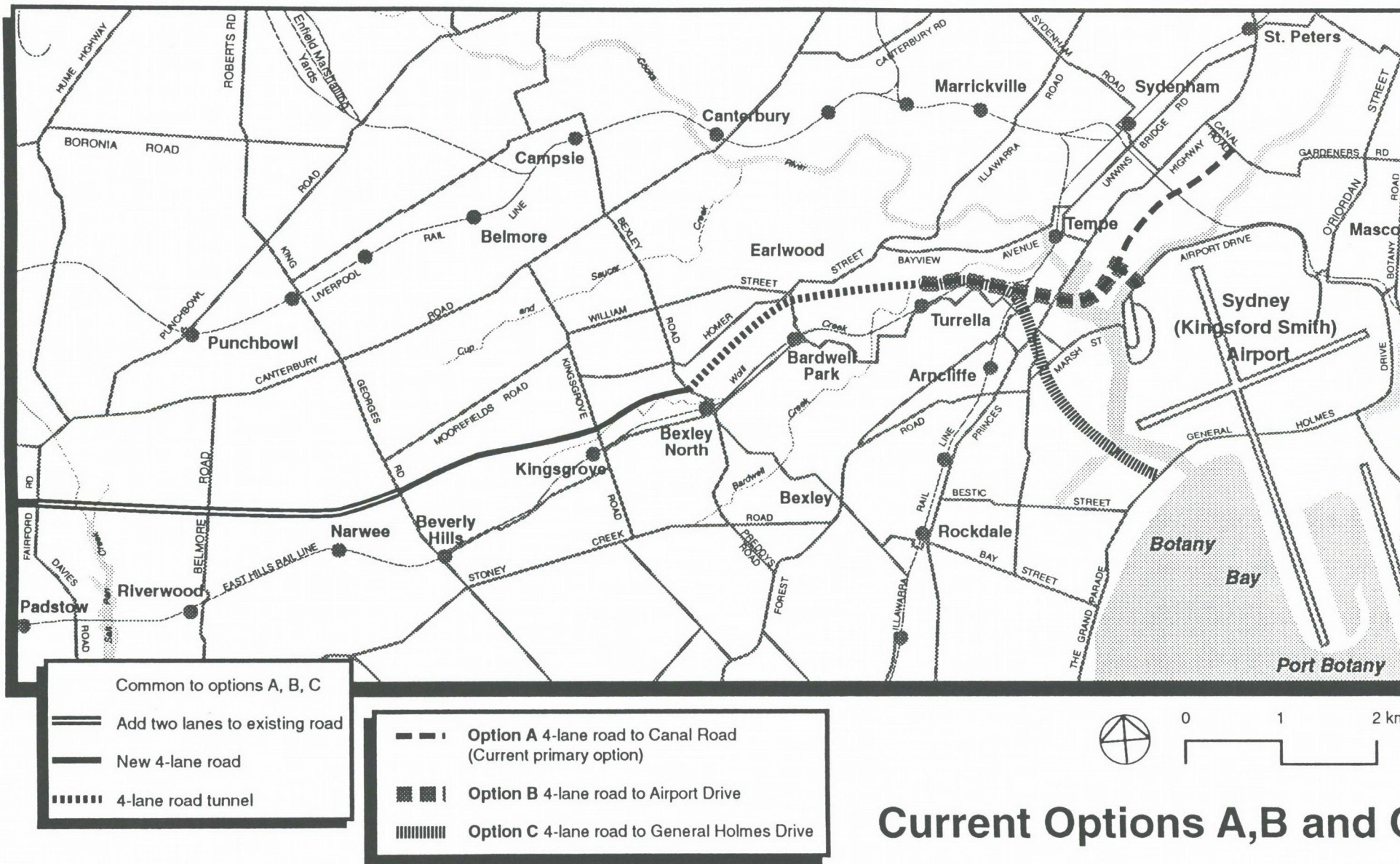
Are you affected?

If it seems possible that your property may be affected by the RTA's proposal, you could find out more details in the RTA brochure, also through the M5 East Community Information Centre or the RTA's property section at Blacktown.

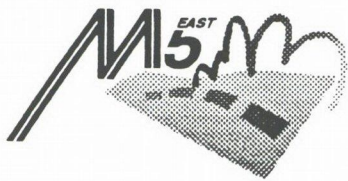
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Funding of the Expressway

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The financial implications of the proposal as a private tollway (including several options) is being investigated by consultants Travers Morgan.

The new EIS does not make any decision about the proposal. Its purpose is to enable all concerned to properly understand the environmental consequences of the proposal. The EIS is only a part of a longer process and sets out a framework within which a decision about the proposal can be made.

Funding possibilities for the M5 East expressway

Should the M5 East expressway be approved, it is expected to be privately funded, with some government contribution.

The cost of constructing the proposal ranges from some \$300 million to \$500 million, depending on which option is

considered. In a situation where such large costs are involved, the government supports the involvement of the private sector in building and managing roads.

If the project is approved, the design, financing and construction of the proposal would be put out to private tender. Possible funding sources that might be considered could include contributions from tolls, leases, land contributions, cash, loans. Funding proposals will be formulated by the private sector in their tender bids.

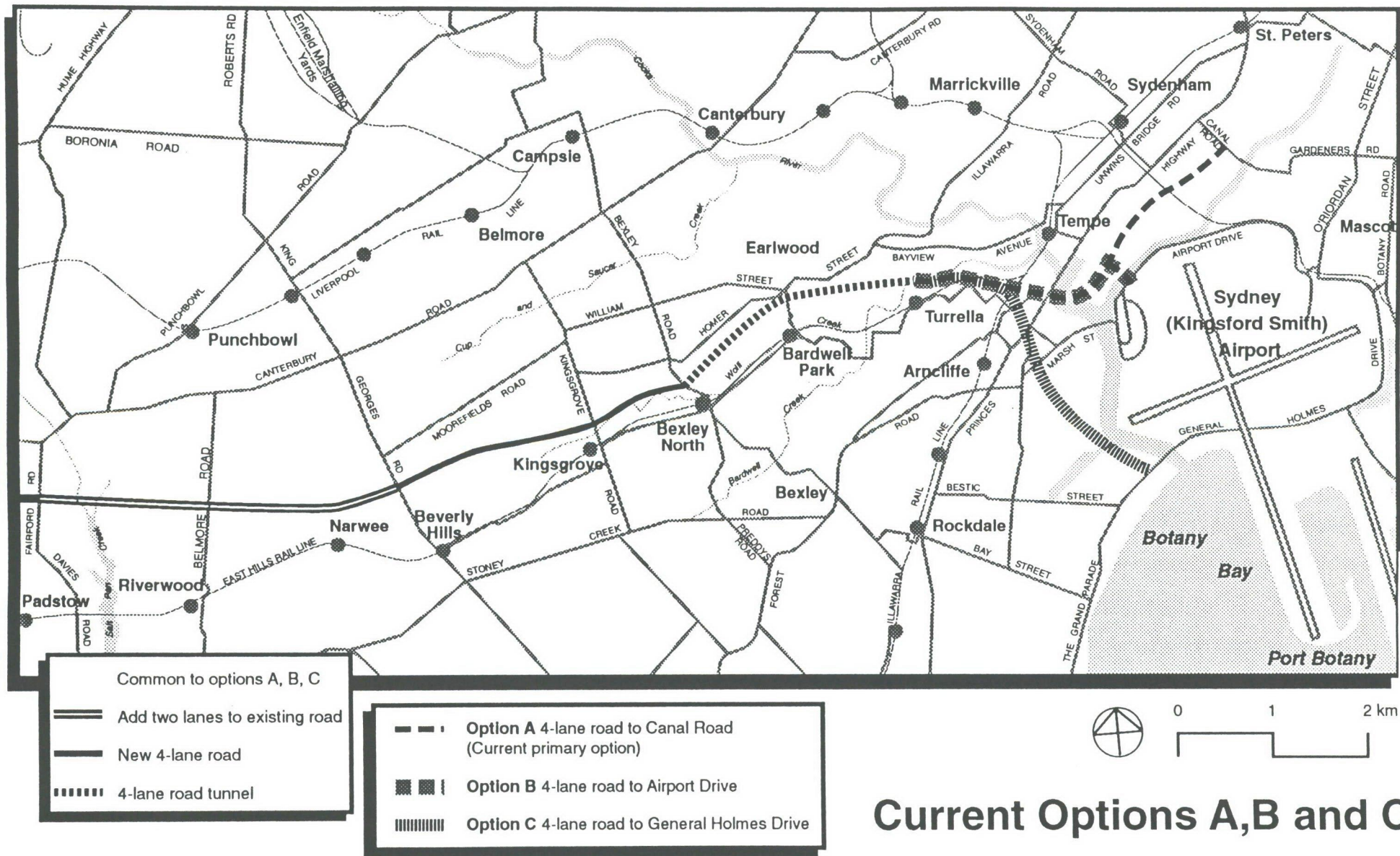
What you can do

If you wish to participate in the EIS, you could contact the M5 East Community Information Centre, presently open weekdays 9.30am to 4.30pm and Thursdays to 8.00pm. We look forward to hearing from you.

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Air quality

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What is Air quality?

Air quality is a measure of the purity of the air — measuring the pollutants in the air compared to known health standards.

Impurities in the air come from many sources, including human activities (especially in cities). The major pollutants from vehicles are carbon dioxide, lead, dust and nitrogen dioxide.

Air quality and the M5

Concern about air quality has recently been increasing in Sydney. The RTA has participated in past air quality summits and is investigating, independently and in conjunction with the EPA, ways to reduce air pollution from vehicles.

We understand that some people are concerned about the effects an expressway may have on local and regional air quality.

Air quality specialists

We have specialist air quality consultants *Envirosciences* in the study team. Apart from investigations on air quality in the local area, they will be reporting on the metropolitan implications of the proposed expressway. *Envirosciences* are also investigating the air quality implications of other road and transport options.

Envirosciences are currently monitoring

the air quality in a number of areas along the proposed expressway route, as well as at the existing toll gates of the M5. They are also monitoring major roads in the area.

Road design

An important aim is to design the proposed expressway to minimise detrimental changes to air quality, particularly in residential areas and near sensitive areas such as schools. Opportunities to improve existing conditions will also be explored.

Air quality and the tunnel

Envirosciences are investigating potential air quality around tunnel exhaust outlets and looking at ventilation systems to ensure that the quality of air in the tunnel and near exhaust outlets would meet appropriate standards.

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Tunnel details

Geotechnical considerations

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Why build a tunnel?

- Tunnels are generally regarded as safer, less visible, less noisy and less polluting than surface roads.
- A tunnel meets conservation concern about the loss of bushland around Wolli Creek.

A previous EIS looked at several tunnel options. In this study twin 2.5 kilometre tunnels from west of Bexley Road to east of Nannygoat Hill at Turrella are being investigated.

The option being looked at would have one tunnel in each direction, each with two lanes. They would be built using technology similar to that used to build the Sydney Harbour Tunnel. More detailed engineering investigations will be undertaken over the next few months.

Major issues to be investigated

- Air quality within the tunnels — Ventilation systems would need to ensure that the air quality in the tunnels meets appropriate standards. Air quality experts *Envirosciences* will be looking at this aspect, as well as any potential impacts on the general environment.
- Visual impact — *Context Landscape Design* have been appointed to assist with the urban design details of the tunnel

entrances/exits and any ventilation structures.

- Dangerous goods transport — *Riskcorp* have been appointed to investigate the risk of transporting dangerous goods through tunnels, and to compare it with the risk of using existing surface roads.
- Cost — It has been estimated that building the 2.5 kilometre tunnels would cost around \$150 million. This is about \$100 million more than it would cost to build that stretch of expressway at ground level.

Geotechnical considerations

The alignment (route) of the tunnel must be selected for the best geological considerations. This means that the quality of the rock — important for tunnel structure and soundness — is being carefully studied by tunnelling experts *Connell Wagner*. Fortunately, the local rock is mainly Hawkesbury sandstone, which is excellent for tunnelling.

Some residents have expressed concern about the tunnel going under their houses. Although the tunnel would pass about twenty metres underneath houses, *Connell Wagner* are currently investigating alignments that would pass under fewer houses.

We need your comments

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How you can contribute? What happens after the EIS?

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You can comment on the EIS:

- Now, during preparation of the EIS
- Later, during public exhibition of the EIS.

Benefits of early consultation

Consultation with the community, local councils, government departments and other organisations is undertaken during the preparation of an EIS. Your comments provided now will help the study team to be more aware of community concerns, and would enable your ideas to have an effect at this early stage. They will be included in the EIS.

Exhibition and comment

Once completed, the EIS will be exhibited publicly for about three months. The RTA advertises in state-wide and local papers asking the public for comments and written submissions.

The EIS will be available for inspection at a number of places, including government departments and local councils. People who want to study it in detail will be able to purchase copies.

Anyone can comment — all comments are sent to the RTA, for examination and the preparation of the EIS Assessment Report. Copies of all submissions are sent to the

Department of Planning.

For example, you may wish to comment on the:

- Technical content of the EIS, and
- Procedures followed during preparation of the EIS.

RTA determination

After the public exhibition, the RTA reviews the comments and prepares a report, called an Environmental Impact Assessment Report.

After considering the EIS and the Assessment Report the RTA's Chief Executive then makes a determination, recommending that the proposal:

- Proceed, or
- Proceed with changes, or
- Not proceed.

Decision and action

If the government decides that the proposal should proceed, financing and construction would be put out to tender as a private venture. Construction would take about five years.

We need your comments

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Pedestrian access Traffic calming

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What happens to surrounding roads?

Expressways can form barriers against pedestrians.

- Some roads, such as Allambee Crescent, Elouera Street and Kirrang Street may be closed.
- Some roads, such as Coo loongatta Road, may be closed but may allow pedestrian access (it is being considered).
- Some roads, such as King Georges Road, Kingsgrove Road and Bexley Road, would not be closed since the expressway would go over or under them. They would still allow pedestrian access.
- Some roads would not be affected, because of the proposed tunnel.

Where do you walk?

You can help us by telling us what routes you and other pedestrians use, so that we can take them into account in the design of the proposed expressway. We have already heard from some people, but we are sure there are a lot of other people who regularly walk across the area where the expressway is proposed.

Each pedestrian overpass or underpass would cost about half a million dollars, so we want to ensure that we propose them for the right places. The map overleaf shows

some of the expressway route options being considered.

Why traffic calming measures?

Associated with the construction of the proposed expressway, we envisage that traffic calming measures may be appropriate. The measures would be intended to discourage drivers from using local residential streets instead of the expressway, to reduce speed, provide additional safety for pedestrians and maintain residential amenity.

What are these measures?

Traffic calming measures include things such as roundabouts, pedestrian refuges, platforms, chicanes and speed or load restrictions. A number of roads in the proposed area, such as William Street, may be considered for these measures, similar to those already in place at Moorefields Road.

Traffic Study

The decision on which measures to use would be influenced by both the findings of a traffic study (presently being conducted by *Sinclair Knight and Partners*) and the views of people who know the local traffic patterns. We would like to hear your opinions on traffic calming opportunities.

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Dangerous goods and risk

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Environmental consequences

A major purpose of the EIS is to examine the environmental consequences of the proposed expressway. Part of this involves the study of the movement of dangerous goods through the area.

Specialist subconsultants *RiskCorp* have been appointed to:

- Identify a preferred route (and alternatives for comparison) for the transport of dangerous goods from the existing M5 West at King Georges Road to the central industrial area.
- Consider whether there is any other acceptable route for dangerous goods.
- Limit the overall risk to the community and environment, when compared with existing travel patterns.

Local roads or expressways?

International trends show that the transportation of dangerous goods is changing from populated regional roads, to expressways, where possible. *RiskCorp* are looking at the different risks involved in the transportation of dangerous goods — presently on local major roads, or on the proposed expressway.

The current route for dangerous goods to the central industrial area and Port Botany uses roads such as King Georges Road, Stoney Creek Road, Forest Road and Airport Drive.

Local plants and animals

RiskCorp are looking at the risk to the environment as well as to the public. They are working with flora and fauna specialists to assess the impacts of possible hazards such as spills on roadways.

Tunnel option

The current preferred options consider building a tunnel for 2.6 kilometres at the Wolli Creek valley. This would minimise the impact of the proposed expressway on this area of urban bushland.

RiskCorp are investigating the necessary changes in RTA (or any other) policy that presently prevent the use of tunnels by dangerous goods transporters. *RiskCorp* are also identifying any dangerous materials that could be transported through expressway tunnels.

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Aboriginal and European archaeology and heritage

Educational value of green space

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Heritage

Heritage items — created by Aboriginal and European people — link us with our past and have a collective meaning for our society. Aboriginal archaeological sites could have artefacts, art and other archaeological material. European heritage includes sites, structures and relics, including industrial relics and evidence of cultural development.

Aboriginal heritage

So far, no Aboriginal sites or relics have been identified along the route. Previous studies have identified that the area has several environments which, before development, were rich in resources important to Aboriginal groups.

European heritage

The items recognised by heritage organisations in the area include Tempe House and its site, St Magdalens Retreat and the main sewer aqueduct over Wolli Creek. The expressway may be clearly visible from these heritage areas.

Further studies in both Aboriginal and European heritage will be done as part of the EIS. They will look at possible impacts from the construction and operation of the expressway, and recommend measures that

could be taken to lessen any impacts. Consultations are continuing with local heritage groups, the Department of Planning and Council heritage departments.

Value of green space

The Wolli Creek valley is one of the last remaining areas of native bushland in the inner southern Sydney region. As well as being of ecological value, it is of particular interest because it is a rare wetlands system providing unusual and rich habitats, it has a combination of fresh and brackish water, it provides a natural visual contrast to the surroundings, it is used for recreation and is a great educational resource.

Educational activities

Where there is a meeting of land and water there is often an interesting variety of plants and animals. Wolli Creek is regarded by many schools in the area as a teaching resource of great value.

Many local schools, such as Earlwood Public School which is within walking distance, use the valley for their environmental and science studies, and for recreational activities. School excursions study things such as the birds specific to the area, the pond life and native flowers.

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How to make a public submission

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Submissions and the EIS process

Submissions from members of the public, government agencies and interest groups will be invited and sought in response to the completed EIS when it is published early in 1994. The submissions will be reviewed by the RTA, and an assessment report will be prepared. The RTA's chief executive will then make a determination (a decision about whether to proceed or not, and any revised details of the proposal) after considering the EIS, public submissions and the assessment report.

Why write a submission?

A submission is a way to provide input into the final decision for the proposed expressway. Submissions can provide information, comment on the proposal and findings, or suggest improvements. The report on the submissions therefore contributes to the decision.

What should you include?

It is useful if you can indicate:

- Your interest in the proposal.
- Your opinion of the proposal (or particular aspects of it).
- What measures you consider would improve the proposal.

- Any errors or omissions in the information presented in the EIS.
- Any further information you have (and its source).

Your comments may also cover related facts or topics that you believe should be considered.

All submissions will be treated as public documents unless otherwise stated. You should indicate if you wish your submission to remain confidential.

What should you keep in mind?

You will make it easier for your submission to be analysed if you:

- Attempt to list points, so that the issues you raise are clear.
- Refer each point to the appropriate sections in the EIS.
- Include your name, address and the date.
- Ensure that your submission is as legible as possible.

Submissions should be sent to:

Project Manager
M5 East (EIS)
NSW Roads and Traffic Authority
83 Flushcombe Road
BLACKTOWN NSW 2148

We need your comments

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More information is available at the M5 East Community Information Centre run by *Manidis Roberts Consultants*, at 20 Shaw Street, Bexley North 2207. Tel: 554 9299 Fax: 502 4387



The role of local government

INFORMATION STATEMENT FOR NEW ENVIRONMENTAL IMPACT

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Local council responsibilities

The RTA is currently responsible for some 3500 km of road in the Sydney area with local councils responsible for the remaining 20000 km.

Local councils are responsible for many things, including:

- Local roads and their management, including traffic calming measures.
- Local parks and facilities.
- Local services.
- Assessing and acting on community needs and concerns.

Because an expressway would have an impact on many local council responsibilities, councils are involved in discussions about the proposed expressway.

Which councils are on the route?

The seven councils affected by the proposed route of the expressway are:

- Bankstown
- Botany
- Canterbury
- Hurstville
- Marrickville

- Rockdale
- South Sydney

Exchanging ideas

The RTA and the EIS consultants liaise with each council individually, and at regular Local Government Forums held about every six weeks. Councillors and council technical services staff are invited to attend these meetings.

The purpose of these forums is to exchange ideas: the consultants hear the ideas and concerns of each council; the councils hear what is happening in the design process; and the councils hear the ideas and concerns of their neighbouring councils.

As well as talking with local councils, the RTA and the EIS consultants are talking with other government departments, such as the Water Board, the Department of Planning and City Rail, and federal government departments.

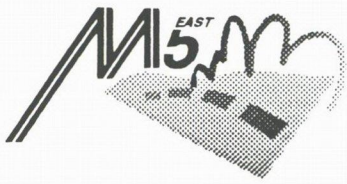
Community involvement

One of the ways people in the local community can have some input during the design of the proposed expressway is through their local council. You can also speak with the people at the Community Information Centre.

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Current primary option

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The current primary option for the proposed expressway, shown overleaf, is only one of the options being considered. Other options are described in another information sheet. Community comment received during the EIS process will help to modify the options.

The project would be a private venture, with some Government involvement.

The new expressway would have:

- Two new expressway lanes between Fairford Road and King Georges Road and four new lanes from there to Bexley Road. All would be built at around or slightly above ground level, mainly within the existing road reservation.
- A 2.5 km tunnel from just west of Bexley Road to a point near Turrella Railway station.
- An elevated section from Turrella to Airport Drive, then be on ground level to Canal Road.
- Road shoulders containing a shared bicycle way and breakdown lane in each direction.
- Pedestrian crossings to be identified.

Links with existing roads via:

- King Georges Road, where a full diamond-shaped interchange is planned.
- West-facing ramps at princes Highway and possibly Bexley Road.
- Possible interchange at Airport Drive and a T intersection at Canal Road.

Other road capacity increases:

- Possible widening of Airport Drive and other roads.
- Improvements to intersections.

Other road capacity decreases:

- Proposed traffic calming measures along roads like Moorefields Road and William Street and possibly other streets.
- Possible narrowing and landscaping along roads like Stoney Creek Road from King Georges Road to Bexley shopping centre.
- Truck usage of roads parallel to the M5 would be discouraged.

Other bus and rail projects:

Related possible projects by other departments are being taken into account in this EIS and are described in other information sheets.

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Noise control

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Traffic Noise

Noise may be defined simply as unwanted sound. A recent survey found that traffic noise topped most people's list of unwanted sounds.

Throughout Sydney, some people live in quiet locations and others live in noisy locations. This area is no exception. Different people have varying responses to noise impacts — depending on the time of day or day of the week.

Noise specialists

Specialist noise consultants *Renzo Tonin and Associates* are included in the study team to investigate these and other noise related issues. Since their first investigations, *Renzo Tonin* have developed and refined their approach and we will be offering people the chance to experience different types of noise impacts later in the study.

The RTA has recently upgraded and published its policy towards road noise. This policy is available from the RTA or the Community Information Centre.

What you can do

Renzo Tonin will be monitoring existing noise levels at a number of locations along the proposed route.

Residents can register at the Information Centre if they are interested in having monitors set up in their residence. While a large number of sites will be monitored, there is a limit to the number of these sites.

If noise monitoring is set to occur at a nearby residence *Renzo Tonin* will inform the resident of the nearest monitoring location. The location of the sites already monitored will be available from the Information Centre.

Road design

Road surface is another factor in traffic noise. Road building materials have to be carefully selected for the noise levels they produce and their durability. Noise barriers built from various materials are also an option in noise control.

Traffic control

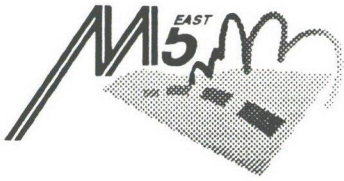
Local councils use traffic calming measures such as roundabouts, road closures, speed humps and chicanes to discourage traffic from entering residential areas (see separate information sheet). Some councils place restrictions on the times heavy vehicles may enter residential areas.

These measures may not only help to alleviate traffic noise but they improve safety.

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Bicycles and their use

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Bicycle use on the expressway

Recently, expressway design has incorporated the safe use of bicycles. The design of this proposed expressway includes road shoulders in both directions that would be used as a shared bicycle and breakdown lane. This is already working on the Gore Hill expressway.

Crossing the expressway

Bicycle riders would be able to use pedestrian overpasses or underpasses to take their bicycles across the expressway, as well as the vehicular crossings. Specific places where there would be pedestrian access across the expressway (see Information sheet *Pedestrian access, Associated traffic calming*) are being considered — there may be other places where bicycle riders would wish to cross.

During the EIS process we will identify places where bicycles regularly cross the proposed route of the expressway so we can take this into account in its design. Each crossing would cost about half a million dollars, so we want to ensure that we propose them for the right places. The map overleaf shows some of the expressway route options being considered.

Some queries from bicycle riders

During the preparation of the EIS we are considering the ideas and concerns being expressed by bicycle riders.

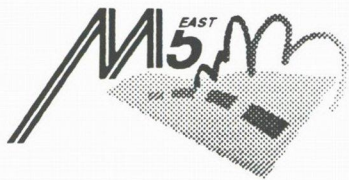
- Bicycle riders may want access to the expressway from Kingsgrove Road. This may not be feasible because of the proposed toll plaza nearby.
- Some bicycle riders may not wish to use the proposed tunnel. Consideration is being given to alternate routes for bicycle riders.
- The possibility of building a bicycle route along Wolli Creek valley, and alterations to local roads — such as traffic calming measures — are matters which will be discussed with local councils and others.
- Night lighting on the proposed expressway would be provided at interchanges only.

The RTA in association with the Bicycle Institute of NSW is also developing a Sydney Bike Plan for the whole of the Sydney metropolitan area.

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Plants and animals in the area

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Concern about natural bushland

A great deal has already been written about the plants and animals that would be affected by the proposed expressway, particularly those along Wolli Creek.

The diverse views expressed by the community about the Wolli Creek area range from seeing it as a vital area that should be preserved and improved, to those who see it as a badly degraded dumping area not worth saving.

The high level of concern that has been expressed about the Wolli Creek area has resulted in the consideration of a tunnel in the primary option for this EIS.

Specialists study plants and animals

Specialist subconsultants *Mount King Ecological Surveys* have been appointed to update earlier work on land-based plants and animals. They are also undertaking some new work incorporating the studies of other specialists, to prepare a Fauna Impact Statement.

Mount King are assessing the regional significance of the area, compared with other urban bushland areas in southern

Sydney — as far west as Rookwood Cemetery and between the Cooks and Georges Rivers.

Along with specialists from the *University of Western Sydney* and *Context Landscape Design*, *Mount King* are documenting local plants and animals. This would have a variety of functions — not only to conserve and enhance the local plants and animals, but to preserve the landscape wherever possible.

Local Wetlands

Apart from the Wolli Creek urban bushland, the EIS will also consider any impacts on the wetlands and mangroves in the area, some of which are of regional significance. A report prepared by specialists from the *Water Research Laboratory* at the University of Western Sydney on the aquatic plants and animals in the estuarine, salt and fresh water in the area will be incorporated in the Fauna Impact Statement.

The mangroves in Wolli Creek may play a role in enhancing water quality and in estuarine food chains. The local wetland areas also provide a habitat for migratory wading birds. The mangrove-lined estuary of Salt Pan Creek is regarded as important for local recreation.

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Public safety Toll plazas

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Safety is a major consideration when designing an expressway. This includes the safety of the community around the expressway, as well as the design and actual use of the expressway by vehicles.

Local pedestrians

One of the main benefits for local people is that the expressway would provide a greater separation of pedestrians and vehicles. With fewer vehicles travelling slower in the local streets, walking would be safer — vehicles would be using the expressway.

Pedestrians would be provided with safe access across the expressway (see separate information sheet *Pedestrian access*). Special fences and noise barriers would ensure that people could not wander on to the ground level expressway, and there would be control points at tunnel entrances.

Surrounding streets

With less traffic on secondary and residential streets, they would become safer. Less traffic congestion would mean less frustration for drivers. Accidents would be reduced.

There would be opportunities to improve and redevelop areas surrounding the

expressway — these are matters for local councils in consultation with the RTA, the community, the police, emergency services and others.

Expressway safety

The aspect of safety is of great importance in any road design. Barriers, ramps, road surface and geometry, signposting, lighting and drainage are just some of the things taken into account. Making drain grates safe for bicycles, and surface water causing aquaplaning are some of the drainage problems faced by expressway designers.

Toll plazas

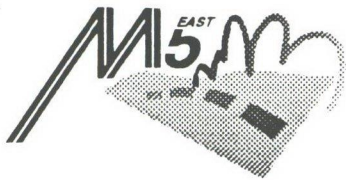
The location of the toll plaza (toll gate) hasn't been finalised yet, but a possible site has been located at the industrial area near Kingsgrove Road. It would be similar to the one at the Liverpool end of the expressway.

The two main concerns about toll plazas are the noise and lighting impacts. Specialist subconsultants in the design team are investigating ways to lessen these impacts. Shading on lights has already been introduced at some toll plazas in NSW. The RTA is currently assessing ways of reducing truck noise, especially engine compression brakes.

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Other options for the motorway

What could happen at the eastern end?

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Expressway options

There are currently over forty options being considered by the study team — all are on display at the Community Information Centre. The range of options includes:

- Building an elevated road above the Canterbury rail line.
- Upgrading existing roads such as Canterbury and King Georges Roads.
- Building a new road through Wolli Creek valley.
- Building a tunnel under Wolli Creek valley.

Some of the ideas are very similar, so they have been formed into ten main groups. The EIS will consider all possible options.

Where do the suggestions come from?

Suggestions about the motorway come from many varied sources, including:

- The design team (subconsultants commissioned by the RTA).
- The community.
- The 1989 EIS.
- A report commissioned by the RTA (the Jacana Report) for this EIS.

How are the preferred options selected?

The main criteria used to select the preferred options are:

- Transport efficiency.
- Safety.
- Social impacts.
- Environmental impacts.
- Ecological sustainability.
- Economic efficiency.

The eastern end

The three preferred options currently being considered for the proposed motorway are the same as far as Turrella, and include a tunnel under Wolli Creek valley. After Turrella they differ and may vary as new information becomes available.

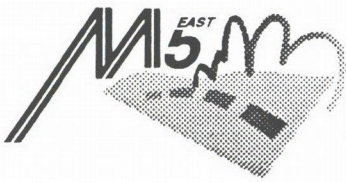
Eastwards from Turrella the options are:

- **Option A** — Elevated road over the Illawarra rail line, Princes Highway and Tempe recreation reserve; then ground level through Tempe rubbish tip and adjacent to Cooks River goods yard to Canal Road. Intersections would be at Princes Highway, Airport Drive and a T-intersection at Canal Road.
- **Option B** — Same as Option A but stopping at Airport Drive, with a T-intersection.
- **Option C** — Elevated road over the Illawarra rail line and Princes Highway (south of Options A and B); over Marsh Street, then following the sewer pipe lines to General Holmes Drive, just north of the Cooks River. Intersections would be at Princes Highway and a T-intersection at General Holmes Drive.

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Department of Planning and the EIS Independence in assessing Environmental Impacts

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The EIS has to be prepared in terms of the Environmental Planning and Assessment Act, 1979 and any requirements of the Director of the Department of Planning (DoP).

The DoP prepared a set of requirements earlier this year, but it related to the area between Beverly Hills and Alexandria. Subsequent investigations have resulted in the proposed expressway being extended to Fairford Road, Padstow, and new requirements have been prepared and are available for viewing at the M5 East Community Information Centre.

Why have an EIS?

The purpose of the EIS is to enable members of the public, the DoP and the determining authority (the RTA in this case) to understand the likely impacts of the proposal. These include social, economic, urban design and environmental impacts.

Once the likely impacts have been identified and assessed, ways to limit, counteract or remove these impacts are studied in order to protect the environment. If a decision is made to go ahead with the proposal, these measures are usually included in the conditions of the approval, and as contractual obligations for the successful tenderer.

A thorough assessment of impacts is therefore essential in identifying suitable measures which contribute to protecting the environment.

Independence helps the assessment

The Environmental Planning and Assessment Act requires the proponent (the RTA) to prepare the EIS. An assessment is best undertaken by independent specialists working in particular areas of expertise.

For this EIS, the RTA have appointed an independent firm of environmental consultants *Manidis Roberts Consultants* to manage the EIS process, including managing the specialist subconsultants and preparing the EIS document. Their task is to prepare an EIS which enables everyone to understand the likely impacts of the proposed expressway.

Public comment

The community has the chance to comment on the EIS — now, during its preparation, and later, once it has been publicly exhibited. The DoP reviews the EIS and public comment, and then advises the government.

We need your comments

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INFORMATION
FOR NEW ENVIRONMENTAL IMPACT STATEMENT



Други можности за автопатот Што може да се случи на источниот дел?

Се подготвува извештај за одразот врз околината во врска со предложеното источно продолжување на M5 автопатот од Fairford Road, Padstow до Botany/Mascot. Одделот за сообраќај и патишта (RTA) ја назначи фирмата Manidis Roberts Consultants да го подготват извештајот, со помош на други стручни лица.

Извештајот не нуди никакво решение во врска со предлогот. Неговата цел е да го опише проектот што RTA го претпочита и да ги испита другите можности, како и да им овозможи на сите што се засегнати да разберат какви последици ќе има овој предлог врз околината и воопшто. Извештајот е дел од еден подолг процес и дава рамки во кои може да се донесе решение во врска со предложеното.

Можности за експресниот пат

Во моментот има над четириесет можности кои истражувачкиот тим ги разгледува — сите се изложени и можат да се видат во Community Information Centre. Во тие можности спаѓаат:

- Изградба на подигнат пат над железничката линија Canterbury.
- Подобрување на постојните патишта како Canterbury и King Georges.
- Изградба на нов пат преку долината Wolli Creek.
- Изградба на тунел под долината Wolli Creek.

Некои од идеите се многу слични, затоа се групирани во десет главни групи. Извештајот ќе ги разгледа сите можни варијанти.

Од каде доаѓаат предлозите?

Предлозите за автопатот доаѓаат од многу разни места како:

- Проектантскиот тим (подконсултанти избрани од RTA).
- Заедницата.
- Извештајот од 1989 година.
- Извештајот нарачан од RTA (Jacanna Report) што беше потребен за овој извештај.

Како се избираат главните можности?

Главните критериуми за избор на главните можности се:

- Ефикасност во транспортот.
- Безбедност.
- Социјалниот одраз.
- Одразот врз околината.
- Еколошката издржливост.
- Економската оправданост.

Источниот дел

Трите главни можности што се разгледуваат за предложениот автопат се истите сè до Turella, а тука спаѓа и тунел под долината Wolli Creek. После Turella тие се разликуваат и може да варираат како што доаѓаат нови податоци.

Кон исток од Turella можностите се следниве:

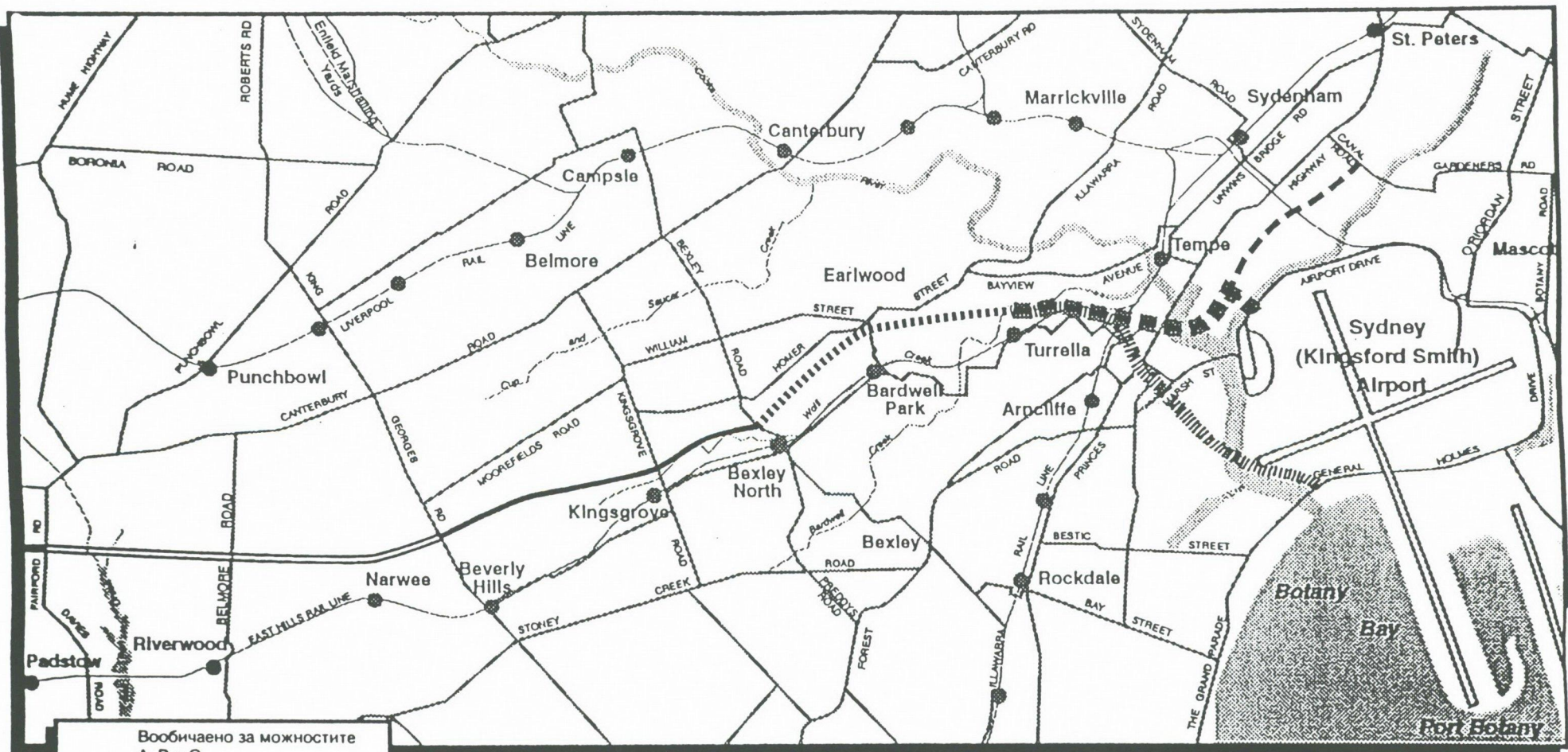
- **Можност А** — Подигнат пат над железничката линија Illawarra, Princes Highway и рекреациониот резерват во Tempe; потоа на ниво на теренот преку депото за отпадоци во Tempe и покрај складиштето Cooks River до Canal Road.
- **Можност В** — Исто како можноста А, но завршува кај Airport Drive со Т-раскрсница.
- **Можност С** — Подигнат пат над железничката линија Illawarra и Princes Highway (јужно од можностите А и В); над Marsh Street, потоа ги следи одводните линии до General Holmes Drive, но северно од Cooks River. Раскрсниците ќе бидат кај Princes Highway и Т-раскрсница кај General Holmes Drive.

Ни требаат вашите коментари

Сега ни треба да слушнеме што ве загрижува и што е она што сакате да се испита, за да можеме да го земеме предвид во овој стадиум. Ве молиме јавете се во Информативниот центар M5 за источните делови во работни денови од 9.30 часот наутро до 4.30 часот попладне и во четврток до 8 часот навечер.

Повеќе информации можат да се добијат од Информативниот центар M5 за источните делови што го води Manidis Roberts Consultants кои се наоѓаат на 20 Shaw St. Bexley North, 2207. Tel: 554 9299 Fax: 502 4387

ИНФОРМАЦИИ
ЗА НОВИОТ ИЗВЕШТАЈ ЗА ОДРАЗОТ ВРЗ ОКОЛИНАТА



Вообичаено за можностите
А, В и С

Додавање две ленти на
постојниот пат

Нов пат со 4 ленти

Тунел со 4 ленти

Можност А — Пат со 4 ленти до Canal Road
(Сегашна прва можност)

Можност В — Пат со 4 ленти до Airport Drive

Можност С -Пат со 4 ленти до General Holmes
Drive



0 1 2 km

Сегашни можности А, В и С

INFORMACION

PARA EL NUEVO ESTUDIO SOBRE EL IMPACTO AMBIENTAL

Otras opciones para la autopista ¿Qué podría hacerse al extremo este?

Se está preparando un nuevo Estudio sobre el Impacto Ambiental para una propuesta extensión de la autopista M5 (M5 Motorway) desde Faiford Road, Padstow a Botany/Mascot. La RTA ha designado a *Manidis Roberts Consultants* para que preparen el estudio con la ayuda de otros especialistas.

El estudio no ofrece ninguna decisión sobre la propuesta. Su propósito es la descripción del proyecto preferido por la RTA y el examen de alternativas, además de hacer posible la comprensión de las consecuencias sobre el medio ambiente y de otra naturaleza por parte de todos los afectados. El estudio representa solamente una parte de un proceso más largo y define el contexto dentro del cual se puede tomar una decisión sobre la propuesta.

Opciones de la autopista

Actualmente el equipo encargado del estudio está considerando más de cuarenta opciones — las cuales están siendo exhibidas en el Centro Comunitario de Información. La variedad de opciones incluye:

- La construcción de un camino elevado sobre la línea ferroviaria de Canterbury.
- El mejoramiento de caminos existentes tales como Canterbury y King George Roads.
- La construcción de un nuevo camino a través del valle Wolli Creek.
- La construcción de un túnel bajo el valle Wolli Creek.

Algunas de las ideas son muy similares, por lo cual han sido agrupadas en diez grupos principales. El estudio considerará todas las opciones posibles.

¿De dónde provienen las sugerencias?

Las sugerencias sobre la autopista provienen de varias fuentes, incluyendo.

- El equipo de diseño (sub-consultores contratados por la RTA).
- La comunidad.
- El estudio de 1989.
- Un informe encargado por la RTA (el Jacana Report) para el Estudio sobre el Impacto Ambiental EIS.

¿Cómo se seleccionan las opciones preferidas?

Las principales razones usadas para seleccionar las opciones preferidas son:

- Eficiencia del transporte.
- Seguridad.
- Impacto social.
- Impactos sobre el medio ambiente.
- Habilidad de mantener la ecología.
- Eficiencia económica.

El extremo este

Las tres opciones preferidas consideradas actualmente para la autopista propuesta son las mismas hasta Turrella, e incluyen un túnel bajo el valle Wolli Creek. Más allá de Turrella son diferentes y pueden variar a medida que se disponga de mayor información.

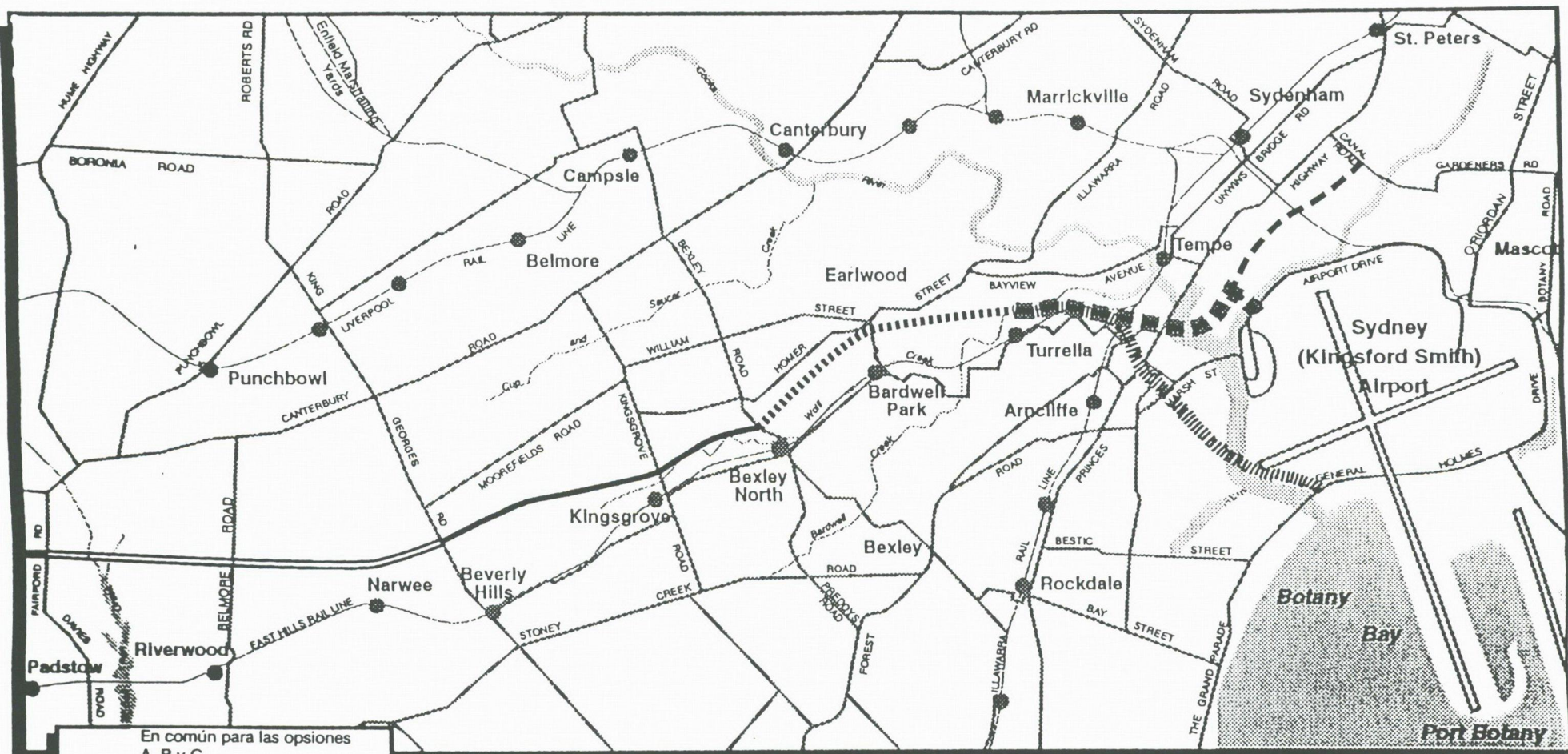
Hacia el este de Turrella, las opciones son:

- Opción A — Un camino elevado sobre la línea ferroviaria de Illawarra, la Princes Highway y la reserva recreacional de Tempe; después a nivel del suelo a través del botadero de Tempe y adyacente a la estación de carga de Cooks River hasta Canal Road. Las intersecciones estarían en Princes Highway, Airport Drive y una intersección T en Canal Road.
- Opción B — Lo mismo que la Opción A, pero llegando hasta Airport Drive, con una intersección T.
- Opción C — Un camino elevado sobre la línea ferroviaria de Illawarra la Princes Highway (al sur de las opciones A y B); por sobre Marsh Street, y luego siguiendo la línea de los tubos de alcantarillado hasta General Holmes Drive, al norte del Cooks River. Las intersecciones estarían en la Princes Highway una intersección T en General Holmes Drive.




Necesitamos sus comentarios




En este momento necesitamos escuchar sus preocupaciones y los puntos que desea sean investigados, para poderlos considerar en esta etapa. Por favor dirijase al Centro Comunitario de Información de la M5 Este los días de semana de 9:30 am a 4:30 pm, y los jueves hasta las 8:00 pm

Se dispone de mayor información en el Centro Comunitario de Información de la M5 Este administrado por *Manidis Roberts Consultants*, en 20 Shaw Street, Bexley North 2207. Teléfono: 554 9299 Fax: 502 4387



En común para las opciones
A, B y C

-  Agregar dos carriles (pistas) al camino existente
-  Nuevo camino de 4 carriles
-  Túnel caminero de 4 carriles

-  Opción A Camino de 4 carriles hasta Canal Road (Actualmente opción primaria)
-  Opción B Camino de carriles hasta Airport Drive
-  Opción C Camino de 4 carriles hasta General Holmes Drive



0 1 2 km

Opciones Actuales A, B y C

Appendix F

Posters

مركز الاطلاق

استعلم عن تأثيراته على منزلك

دعنا نعرف ماذا تفكر بالآوتوستراد

احضر اجتماعات الجيرة

زرنا للحصول على معلومات

مكتب معلومات شرق م5 (M5)

20 Shaw Street
Bexley North

Tel: 554 9299

بفتح ٩.٣٠ صباحاً حتى ٤.٣٠ بعد الظهر الاثنين الى الجمعة
وحتى الساعة ٨ مساءً يوم الخميس

تتوفر خدمات الترجمة الشفهية

東五號高速公路

Padstow to St Peters

是否會影響您的居處
是否知道您的意見
讓我們與睦鄰會議
請來親臨我們的諮詢中心

東五號公路諮詢中心

20 Shaw Street
Bexley North

Tel: 554 9299

開放時間：星期一至五由上午九時三十分至下午四時三十分
並設有傳譯服務

Superstrada

M5 EAST

Informatevi su come verrà ad interessare voi e la vostra abitazione
Fateci sapere cosa ne pensate della superstrada
Partecipate alle riunioni di quartiere
Venite a trovarci per ottenere informazioni

Ufficio informazioni sul tratto est della superstrada M5

20 Shaw Street
Bexley North

Tel: 554 9299

Orario d'apertura: dalle ore 9.30 alle 16.30 dal lunedì al venerdì
e fino alle ore 20 al giovedì

E' possibile avvalersi di un servizio interpreti

Xa lộ tốc hành

M5 EAST

Hãy tìm hiểu xa lộ tốc hành hướng đến bạn và nhà của bạn ra sao
Xin cho chúng tôi biết bạn nghĩ gì về đường xa lộ tốc hành
Xin đến các phiên họp của Làng Giềng (neighbourhood)
Xin đến văn phòng chúng tôi để biết các chi tiết

Phòng Thông Tin về Xa Lộ M5 East

20 Shaw Street
Bexley North

Tel: 554 9299

Mở cửa từ 9 giờ 30 sáng đến 4 giờ 30 chiều Thứ Hai đến Thứ Sáu
và đến 8 giờ tối ngày Thứ Năm

Chúng tôi có sẵn dịch vụ thông dịch

Expressway

M5^{EAST}

Find out how it affects you and your house

Let us know what you think about the expressway

Come to neighbourhood meetings

Visit us for information

The M5 East Information Centre

**20 Shaw Street
Bexley North**

Tel: 554 9299

**Open 9.30 am — 4.30 pm Monday to Friday
and till 8.00 pm Thursday**

Interpretation services available

Appendix G

Formal consultations

Appendix G — Written consultations with Authorities

Authority	Response
Australia Post	
Australian Gas Light Company	14 April 1994
Australian Railways Union	
Bankstown City council	
Board of Fire Commissioners	
Botany Municipal Council	14 July 1993
Canterbury Municipal Council	
Cooks River Management Committee	
CityRail (Planning and Development)	19 May 1993
Department of Agriculture and Fisheries (NSW)	19 April 1993
Department of Conservation and Land Management	
Department of Housing	8 July 1993
Department of Mineral Resources	24 May 1993
Department of Planning	24 May 1993
Department of Planning (South Sydney Region)	11 April 1994
	22 December 1993
	11 June 1993
Department of School Education	14 April 1993
Department of Transport	29 June 1993
Department of Water Resources	
Environment Centre (NSW) Pty Ltd	
Environment Protection Authority	13 December 1993
	3 June 1994
Federal Airports Corporation	6 July 1993
Forestry Commission (NSW)	24 May 1993
Heritage Council of NSW	
Hurstville City Council	4 May 1994
	4 June 1993
Inner Sydney Regional Council for Social Development	
Maritime Services Board - Sydney Ports Authority	28 July 1993
Port Services Branch - Botany Bay	
Maritime Services Board	12 April 1994
Marrickville Municipal Council	
National Parks and Wildlife Service	20 April 1994
Nature Conservation Council of NSW	
National Trust	
NRMA	
NSW Road Transport Association	6 May 1993
Pacific Power	10 June 1993
Police Department	

Authority	Response
Premier's Department	
Premier's Department	18 April 1994
Office of Economic Development	12 April 1994
Prospect Electricity	
Public Works Department	22 April 1994
Randwick City Council	
Rockdale Municipal Council	
South Sydney City Council	
South Sydney Regional Organisation of Councils	
State Bicycle Committee C/- Ministry of Transport	15 April 1994
State Emergency Services	
State Library of NSW	6 April 1994
State Rail Authority	21 April 1994
Sutherland Shire Council	20 April 1994
Sydney Chamber of Commerce and Industry	
Sydney City Council	
Telecom Australia	28 April 1994
Telecom Australia (Corporate Affairs)	
Transport Workers' Union of Australia	
Waste Management Authority of NSW	2 June 1993
Water Board	27 April 1994
	7 April 1994

Appendix H

Press releases in local papers

Appendix H — Press releases in local papers

SUBJECT	Leader	Bankstown	The Glebe	Southern Weekly	Cooks River valley Times	Other
• RTA announces EIS for M5 and Community Forum	18/5	18/5	18/5			
• Jacana appointment	25/5	25/5	25/5			
• 60 Nominations received for M5 Community Forum	3/6/93	3/6/93	3/6/93	3/6/93		
• Community Forum members selected	18/6	18/6	18/6			
• Information on Press Release by the Friends of Wolli Creek 16/6/1993	18/6/93					
• Project office announcement	25/6/93	25/6/93	25/6/93	25/6/93		25/6 Ethnic
• M5 Boycotters have their say	26/8/93	26/8/93	26/8/93	26/8/93	26/8/93	
• Information on Arabic language meeting						8/9/93 SBS Radio
• Information on Greek language meeting						16/9/93 2NBC & Greek Community Radio
• M5 Tunnel investigations continue	17/11/93				17/11/93	
• EIS Update	24/11	24/11	24/11	24/11	24/11	
• Information on Macedonian language meeting						1/12/93 Macedonian Community Radio Program
• M5 Tunnel investigations continue	19/1/94				19/1/94	

Appendix I

Advertisements

Appendix I — Advertisements

SUBJECT	Other	Leader	Bankstown Express	The Glebe	Southern Weekly Courier
• Community Forum		18/5, 25/5	18/5	19/5	
• Project Office opening		1/7, 6/7	1/7, 6/7	1/7, 6/7	1/7, 6/7
• Project Office opening (other language media)	El Telegraph, Sing Tao, Greek Herald, La Fiana, Macedonian Weekly Herald, Extra Informativo, Viet Luan, Week of 5/7				
• Project Office open Thursday late		10/8, 17/8	10/8, 17/8	10/8, 17/8	10/8, 17/8
• Chinese meeting	Sing Tao 7/8				
• Arabic meeting	El Telegraph, Saout el Moughtareb 13/9, 18,9				
• Greek meeting	The Greek Herald 17/9				
• M5 East Community Information Centre	The Cooks River Valley Times 29/10	28/10, 2/11	27/10, 3/11	27/10, 3/11	27/10, 3/11
• Public Notice - Geotechnical	The Cooks River Valley Times 19/11	18/11/93			
• M5 East Community Information Centre	Behind the Wheel Magazine 20/11/93				
• M5 East Proposed Motorway (comments)		2/12/93			
• Public Notice - Cooloolongatta Rd		9/12/93			
• Public Notice - Geotechnical	The Cooks River Valley Times 21/1/94	25/1/94			
• Meetings schedule for March	The Cooks River Valley Times 5/3/94 & 11/3/94	4/3/94 10/3/94	3/3/94		

• Meeting for Arabic community	Al Barack 16/3/94				
• M5 Information Centre Open Day	El Telegraph, Sing Tao, Greek Herald, La Fiana, Macedonian Weekly Herald, Extra Informativo, Viet Luan, Week of 21/3				

Appendix J

Complete list of 1993/94 issues of concern

Appendix J — Complete list of 1993/94 issues of concern

EIS Study issues

- 1 Methods of Air & Noise monitoring
- 2 Traffic forecasting
- 3 Communications whitewash

Regional Issues

- 4 Why expressways; improve rail
- 5 Don't build motorway
- 6 Link to Badgerys Creek Airport
- 7 Kingsford Smith airport access
- 8 Build as soon as possible
- 9 Build but don't damage Wolli Creek
- 10 Build but also improve rail
- 11 Bikeway provision
- 12 Tunnel safety: hazardous goods
- 13 Scepticism about unwritten agenda to link to Badgerys Ck
- 14 Scepticism about unwritten agenda link to CBD
- 15 Scepticism about RTA doing any better than M5 West

Local Issues

- 16 Scepticism about feasibility of the tunnel
- 17 Keep Cooloongatta Road Open
- 18 Close Cooloongatta Road
- 19 Noise levels in relation to residences along route
- 20 Air quality in tunnel and around route
- 21 Dislike Traffic Calming on Moorefields Road
- 22 Concern at level of traffic using Stoney Creek and Forrest Roads, Bexley
- 23 Flooding of tunnel
- 24 Tunnel construction and vibration
- 25 Protection of heritage items: Tempe House & sewer
- 26 Visual impact of the motorway on existing residents
- 27 Overshadowing
- 28 Pedestrian Links
- 29 Provide pedestrian access to Kingsgrove and Bexley North Stations
- 30 General Holmes Drive congestion
- 31 Eve St Wetlands protection
- 32 The preservation of Wolli Creek bushland
- 33 How is my house affected
- 34 Campbell Road for
- 35 Dislike of Campbell Road Termination
- 36 General Holmes Drive for
- 37 General Holmes Drive against
- 38 Impacts on catchments of schools, churches etc
- 39 Mangrove protection
- 40 Information on details of proposal
- 41 Dislike of Canal Road Termination
- 42 Build a surface road not a tunnel

- 43 Would like an interchange at Bexley Road
- 44 Would like an interchange at Kingsgrove Road
- 45 Concern at the height of the Motorway thru Arncliffe & Turrella
- 46 Access to the Fairford Road exit
- 47 The location of the tunnel under houses
- 48 The location of the ventilation stack
- 49 Location of the toll plaza
- 50 Affect on local traffic flow of the motorway
- 51 Don't want interchange at Bexley Road
- 52 Construction Impacts
- 53 Land Aquisition
- 54 Longer Tunnel to Princes Highway
- 55 Landscaping treatments & maintenance
- 56 Scepticism about RTA's unwritten agenda to build the road where it wants.
- 57 Community Severance
- 58 Los Angeles future for Sydney.
- 59 Dislike of tollway idea road should be freeway.
- 60 Wolli Avenue threatens to become a feeder for M5 If Bexley Road ramps are built.
- 61 Alternative alignments should be considered.
- 62 Land zoning
- 63 Safety of a motorway travelling under the end of the runway flight path.
- 64 Preserve open space like Tempe reserve and Beverly Grove reserve.

Appendix K

Issues raised in meetings

Appendix K — Issues raised at meetings

Various meetings were held during the consultation process with key community groups, members of the community and government agencies. The following is a brief summary of each meeting and the issues raised.

COMMUNITY FORUM

The Community Forums focussed on specific topics and various specialists addressed the meetings. Each meeting provided an opportunity for general discussion, and all committee members were asked to briefly summarise the likely position of their group and to raise any issues. Summary notes were taken for all meetings.

The following is a description of the topics addressed in the meetings and the issues raised by members of the committee.

Meeting 1 — Introduction to the Community Forum

The consultants outlined the Community Forum process and the role of the Community Information Centre in liaising with the community. A draft copy of the communications strategy was tabled. The group was also briefed on the current primary option for the motorway and asked for comment on this option.

Meeting 2 — Airport City Rail Link

A presentation was made by City Rail Planning Department on the Airport City Rail line from Turrella to Central which was at the pre EIS planning stage.

Following the presentation the Forum raised the following issues.

- Why not put the motorway over the rail line.
- Light rail vs heavy rail was this considered.
- Relationship of the station at turrella to the motorway.

The meeting raised other issues and these are listed below.

- Scepticism about the tunnel and its feasibility. If the tunnel proves to be too expensive will it be abandoned and a surface road be built in its place.
- Location of the toll plaza and the impacts of light spill and noise levels on surrounding residents.

Meeting 3 — Option to General Holmes Drive and presentation by two green groups

An outline of a secondary option to General Holmes Drive was given. There was general support for this option, however, concerns were raised about impacts on Kyeemagh School. Some members of the Forum still favour the Canal Road option, whilst others stated that as yet they have not formed an opinion as to whether any option was acceptable.

The Community Forum requested that a walk along the route be organised at this stage so that members could see at first hand the areas affected by the proposal. (See **Walks** for further details.)

Meeting 4 — Traffic and Transport study

The Traffic and Transport consultant (Sinclair Knight & Partners) gave a presentation to the Forum outlining the type of data used and how they collect data for their modelling of traffic for the EIS. For this study they are modelling both commuter journeys and freight movements. The Forum requested information on truck egress points in South Sydney.

At this meeting it was also decided to hold a second walk along the route. (See **Walks** for further details.)

Meeting 5 — Air quality and Noise

Air quality consultant presented information on the methodology and criteria for testing air quality. The consultant talked about air quality modelling in general and in relation to this study.

A presentation was also made by the noise consultants setting out criteria and objectives for monitoring noise. The consultants made the offer to install noise monitors in residences on request to the Information Center.

Issues raised at this meeting were.

- The quality of air emissions from the ventilation stack. Should they be filtered?
- Air quality in areas like the toll plaza.
- Effectiveness of noise barriers.
- Placement of noise barriers.

Meeting 6 — Options and Objectives

A presentation was made by the head consultant (Manidis Roberts) on the objectives of the environmental impact statement. Copies of the objectives for this project were distributed to the meeting. The selection criteria for options was also outlined at this meeting and copies issued. The Forum made various comments on the content of these two documents.

Issues raised at meetings about the RTA's hidden agenda regarding the options to be assessed.

- Hazardous goods using the tunnel.

Meeting 7 — Tunnel details

Presentations by the Tunnel and Geotechnical Consultant (Connel Wagner) and the Air Quality and Ventilation Consultant (Envirosciences).

The Tunnel Consultant outlined details of the structure and construction of the tunnel.

The Air Quality Consultant outlined details of the type of ventilation system used in the tunnel and monitoring systems for air quality. The height of the ventilation stack was also discussed.

The following issues were raised

- Feasibility of tunneling under Nanny Goat Hill.
- Preservation of trees in the Park near Turrella Station.
- Use of bicycles in the tunnel.

- Scepticism about feasibility of building the tunnel.
- Air quality surrounding ventilation stack.
- Noise associated with ventilation stack.
- Height of the ventilation stack.
- Proximity of the ventilation stack to schools and houses.

Meeting 8 — Tunnel alignment and Traffic and Transport study

A change in the tunnel alignment was announced. New alignment based on Geotechnical information rather than geological surveys.

Traffic and Transport Consultant (Sinclair Knight and Partners) outlined two primary options and gave an update on the traffic study to date. Members of the forum questioned the accuracy of the traffic model. General questions were asked about traffic figures.

The consultants also outlined the shortlisted options and the process of evaluation.

The following issues were raised by the Forum.

- Scepticism about unwritten agenda to link to CBD.
- Dislike of Cambell Road Termination.
- Lack of information on Campbell Road prior to meeting.
- Slowness of noise monitoring.
- Bicycle access to the motorway.
- Opening of Fairford Road.

Meeting 9 — Noise & Landscape Design & Visual Impact

A presentation was given to the forum by the Noise consultant explaining how they assess noise in the study area. The consultants showed the forum the impacts on residences should the M5 be built or not built.

A presentation was also given by the Visual Impact & Landscape Design consultant explaining how visual impact is assessed. General discussion on Tempe reserve and the impacts of a surface road on this area of parkland.

Preliminary discussion on the exhibition phase of the EIS process.

The following issues were raised by the Forum.

- Results were requested from follow-up noise monitoring study done on existing M5.
- Impact of noise on schools.
- Landscape treatments on the existing M5.

Meeting 10 — Air Quality, Risk & Social Impact

Primary option now to General Holmes Drive although alternative alignments on that option are still being investigated. Announcement of the ventilation stack location options.

A presentation was given to the forum by the Risk consultant explaining how they assess risk in terms of hazardous goods traveling through tunnel. Talked about the safety features which are installed in the Sydney Harbour tunnel to deal with potential risks. Talked of the various

government authorities such as WorkCover and the EPA who monitor and licence the transportation of dangerous goods.

The Land Use and Social Impacts consultant also gave a presentation explaining that land use looks at types of land uses affected and how they are affected. Social impacts looks at the effect on peoples way of life, cultural traditions, the community. Talked about severence patterns and pedestrian links.

There was also a presentation by the Air quality consultant in which the major pollutants in the atmosphere surrounding the road were outlined. The modelling being done for the surface road uses high traffic volumes and the worst meteorological conditions etc. The tunnel model predicts the emissions from stacks under the worst conditions and looks at the impact at ground level. There was also a discussion on general air quality in the study area.

The following issues were raised by the Forum.

- Hazardous goods in tunnel - increases in risk.
- Lack of concern over severence issues west of King Georges Road.
- Scepticism at the investigation of social impacts when the RTA will still build the road.
- Pedestrian access at Valda Avenue, Arncliffe.
- Location of ventilation stacks.
- Air quality for Arncliffe area if the tunnel is extended to Princes Highway.
- Trucks avoiding the motorway because of the toll.

Meeting 11 — Traffic & Transport, Noise and Property Acquisition

Five alternative alignments being investigated through the Arncliffe area.

A presentation was given to the forum by the RTA's Property Acquisition Dept outlining the RTA's policy and answering the Forums questions about property acquisition.

The Traffic & Transport Planning consultant also gave a presentation and provided updated traffic figures for key roads in the study area.

The Noise consultant gave an update on his findings to date. Said that he will be recommending 4 metre high noise barriers along the length of the motorway except for in industrial areas and beside open space areas.

A motion was put to the meeting to extend the EIS process to look at the new options in Arncliffe further.

The following issues were raised by the Forum.

- The EIS investigations for the Arncliffe area are being rushed. Not enough time for the Forum to consider these options.
- Traffic forecasting questions.
- Conjestion on existing main roads such as Princes Highway and General Holmes Drive.
- Noise monitoring accuracy?
- Maintenance of landscaping.
- Billboards on motorways what is the policy.

Meeting 12 — Final meeting

This meeting was the final meeting for the Forum so the meeting took the form of a review of the options being evaluated in the EIS and a review of the consultation process by members of the forum.

A motion was put by the Forum proposing that the Community Forum be reconvened for at least two meetings to discuss the decision of the Determination Report for the M5 East.

NEIGHBOURHOOD CO-ORDINATING FORUM

The Neighbourhood Co-ordinating Forums focussed on a more grass roots level than the Community Forum, addressing issues like communication with the community. They also had presentations from the various sub-consultants and discussed local issues. Summary notes were taken for all meetings.

The following is a description of the topics addressed in the meetings and the issues raised by members of the Forum.

Meeting 1 — Introduction, the role of the Information Centre and Information sheets

The consultants outlined the Neighbourhood Forum process and the role of the Community Information Centre in liaising with the community.

The group prepared a list of issues which were then formed into information sheets by the consultants for distribution to the community.

Various issues were raised at this meeting and these are listed below.

- Scepticism about the consultation process.
- Interchanges on the motorway, where are they going to be.
- Concern at Canal Road Termination.
- Dislike of traffic calming on Moorefields Rd.
- Build the motorway as soon as possible.

Meeting 2 — Communications strategy

The group developed various ideas for communications with the community which were subsequently investigated by the consultants.

The meeting also raised various issues.

- Build the road on pylons through bushland.
- Preserve the bushland of Wolli Creek.
- Request for a staged diamond interchange at Kingsgrove Road.
- Noise levels in relation to residences along the route.
- Scepticism about the feasibility of the tunnel.
- Provide locations of pedestrian access.
- Requests for an interchange at Bexley Road.
- Keep Cooloongatta Road open.

Meeting 3 — Traffic and Transport Study and Options

The Traffic and Transport consultant (Sinclair Knight & Partners) gave a presentation to the group outlining the type of data used and how they collect data for their modelling of traffic for the EIS. For this study they are modelling both commuter journeys and freight movements.

The head consultant outlined the changes being made to the Canal Road option and other options being considered ie. the General Holmes Drive option.

The issue of toll plaza location was raised.

Meeting 4 — Project update and communications strategy

A presentation was made by the head consultant (Manidis Roberts) on the objectives of the environmental impact statement. Copies of the objectives for this project were distributed to the meeting. The selection criteria for options was also outlined at this meeting and copies issued.

The consultant outlined the EIS process and the role of consultation. The group discussed methods for talking to the various sections of the community.

Meeting 5 — Project update and communications strategy for General Holmes Drive option

The consultant gave an update of the project explaining that there had been delays due to difficulties with the traffic modelling.

There was general discussion about the program for the EIS and construction of the motorway.

Issues raised

- Community Severence.
- Hazardous goods travelling in the tunnel.
- Slowness of requested noise monitoring being undertaken.

Discussed ways of talking to the people living in Kyeemagh, Banksia and Arncliffe affected by the General Holmes Drive option. Suggestions made included placing an ad in the local paper with boxes you could fill out and send away for information. This was undertaken in early December.

Meeting 6 — Road Design and the shortlisted options

The roads' designer outlined the new route for the tunnel and talked about various aspects of its design. He also outlined the two primary options one to General Holmes Drive, Kyeemagh and one to Campbell Road, St Peters, giving heights and some explanations as to why the road was designed in such a way.

The head consultant outlined the two shortlisted options and the process of evaluation of the 52 options considered.

The following issues were raised at the meeting.

- Preference for General Holmes Drive option over Campbell Road
- Air quality in the Tempe area.
- Requests for an interchange at Bexley Road.
- Hazardous goods travelling in the tunnel.
- Scepticism about the unwritten agenda to link to CBD.

Meeting 7 — Hazardous goods in tunnel

An update on the project was given outlining ventilation stack/s location, changes to the Arncliffe alignment, Pedestrian access and test drilling for the tunnel alignment.

A presentation was given to the group by the Risk consultant explaining how they assess risk in terms of hazardous goods traveling through tunnel. Talked about the safety features which are installed in the Sydney Harbour tunnel to deal with potential risks. Talked of the various government authorities such as WorkCover and the EPA who monitor and licence the transportation of dangerous goods.

The following issues were raised at the meeting.

- Legislation for hazardous goods in tunnels.
- Speed limits for the motorway.

Meeting 8 — Social Impact and Tunnel design

Additional members were invited to join the group from the Arncliffe area.

Two new route variations were outlined as being investigated between Turrella and General Holmes Drive.

A presentation was given to the group by the consultant studying social impact and land use. Talked about issues such as severance, changes to access patterns, changes in residential amenity/character, displacement (acquisitions), dislocation/uncertainty/ hardship and disruption. All of these types of impacts are considered as likely to occur as a result of changes in land use if the motorway is built.

A presentation was also given to the group by the tunnelling sub consultant. The consultant discussed the results of geotechnical investigations, described the tunnel portals and construction methods used and talked about other tunnelling projects using similar technology.

The following issues were raised at the meeting.

- Billboards on motorways (visual problem).
- Pedestrian access across the motorway.

Meeting 9 — Air Quality

Five alternative alignments being investigated through the Arncliffe area.

A presentation was given to the group by the Air quality consultant outlining the emissions from cars that their study will be monitoring. The ventilations stack emissions and their effect on the Wolli Valley was also discussed.

The communications program was summarised to date outlining the various meetings held with the community.

The exhibition phase of the EIS was also discussed by the group.

The following issues were raised at the meeting.

- Accuracy of the traffic modelling.
- Air quality monitoring.
- The location of the ventilation stacks.

Meeting 10 — Final meeting

This meeting was the final meeting for the Forum so the meeting took the form of a review of the options being evaluated in the EIS and a review of the consultation process by members of the Forum.

LANGUAGE MEETINGS

Meetings were organised for the seven main languages spoken at home in the study area. Because of the various cultures involved, results were not always clear cut or quantifiable. The quantifiable results of contacts with each language are outlined below.

Greek

Three meetings were held with the Greek community. The majority of the Greek community in the study area were found to live in Earlwood so their major concerns were with the location of the tunnel and its associated structures.

The major issue for this community was the location of the tunnel under their houses. This group expressed a strong opposition towards having any tunnel under their homes no matter how far below the surface. Concern was also expressed regarding the location of the ventilation stack/s.

Other issues raised included:

- Ramps at Bexley Road, their effect on local traffic?
- The motorway should have been built earlier to ease traffic on Stoney Creek Road.
- Why can't the tunnel continue under the East Hills and Illawarra Railway lines? \$30 million is not much compared to the total project.
- Ventilation stack/s exhaust fumes increased air pollution in local area.
- Build rail not road.
- The fact that there is an existing road corridor through Arncliffe is not a good enough reason to build a road on that alignment.
- Truck traffic alone will not pay for the cost of the motorway.
- Concern about a Los Angeles future for Sydney with the increase of freeways.

Chinese

Three meetings were also held with the Chinese community with the second meeting taking the form of an open night for Chinese speakers. The Chinese community was fairly evenly spread throughout the study area. Due to this spread issues and concerns raised reflected those raised by the rest of the community.

The majority of the Chinese community were in favour of the project proceeding, although interested and concerned with how their property was affected by the motorway.

Some specific issues were raised and these are listed below.

- Interchanges at Princes Highway - Traffic flow on Princes Highway already heavy what happens when the motorway interchange is built.
- Traffic claming on Moorfields Road - the council is spending money in the wrong direction.
- Location of the Ventillation stack.
- Landscaping of residential side of noise barriers.
- Option to Airport Drive - this is already a busy road how can it cope.
- Preservation of bushland.
- Traffic levels on Bexley Road and surrounding areas with ramps there.
- Beneficial impact on Bexley shops if M5 is built.
- Tunnel is a good option.
- Concerns about noise and air quality.

- Details on traffic numbers.

Arabic

Two meetings were organised by the Centre for the Arabic community . Attendance at the first of these meetings was very low. As a result of this an Arabic speaker was employed part time to help access this community. Contact was made with the El Zahra mosque in Arncliffe and a representative from the study team attended several established meetings. Several radio interviews were also given on SBS radio. Resulting in individuals contacting the centre to gain further information on the proposal.

A second meeting was organised using a venue in Arncliffe. Letterbox drops were done in the Arncliffe area as well as advertisements in Arabic newspapers and on community radio. The attendance at this meeting was also poor, this was apparently due to a funeral service being held for a local muslim person. El Telegraph one of the Arabic newspapers sent along a reporter so an article appeared in this newspaper about the EIS.

The following issues were raised at this meeting:

- Air quality in the areas surrounding the motorway.
- Dislike of second toll plaza for this section of the motorway.
- Preference for an alignment north of Lusty Street, the extra expense is not an issue as long as it avoids the houses.
- Decreases in property values.
- Need to do a door to door consultation to survey the Arabic community. Require more information.

Italian

The majority of the Italian community was found to live in Earlwood. As a result of contact made with local identities in the Italian community members of the study team spoke at a senior citizens lunch time social meeting.

The issues raised at this initial meeting were:

- The tunnel is a good idea as long as it does not impact on houses.
- Concern at the volume of traffic using William St and Homer St in Earlwood.

One meeting was organised by the Information Centre with people being notified through ads in La Fiamma and on community radio as well as some letterbox drops.

The issues raised at this meeting were:

- Light spill from the existing motorway intruding into adjacent residences.
- Drainage problems with existing motorway.
- Maintenance of landscaping on existing motorway.
- Noise impacts and mitigation methods.
- Access on/off motorway into Wolli Avenue.
- Resumption of properties in Wolli Ave.

Macedonian

Extensive efforts were made to contact members of the Macedonian community with printed and verbal information being distributed to key community organisations, newspapers and radio programs. An Initial meeting was held for Macedonian speakers with limited success.

The attendance level at this meeting was low, with the attendees more interested in gaining information on the proposal than expressing opinions.

A second meeting was organised with an established group in the form of the St Petka Macedonian Church.

The issues raised at this meeting were:

- Noise and visual impacts at Arncliffe/Kyeemagh.
- Land Acquisition policy/property values.
- Effect on traffic at Stoney Creek Road.
- Increased Traffic at General Holmes Drive.
- Better to avoid residential area at Arncliffe.
- Rationale for going to General Holmes Drive.

Spanish

As a result of the initial meeting existing groups were targeted and a representative from the project team attended an established group in the study area. This reflected the fact that the Spanish community in the study area was small and relatively dispersed. The group was selected after discussions with Spanish community workers in the study area. This included workers in the Spanish and Latin American Speakers Association (SLASA), the migrant resource centres in Rockdale and St George and the Bilinual Information Officer Section in the Department of Immigration and Ethnic Affairs. Unfortunately, two groups, the Pensioners and Womens groups which used to meet at the Rockdale Health Centre had ceased when the facilitator left her job.

A second meeting was held with the group using the Community Centre at Shakespeare Street, Campsie. The issues raised by this group included:

- Effect on traffic in residential streets.
- Air pollution.
- General Holmes Drive Traffic.

Vietnamese

The Vietnamese community in the study area is a fairly recent one and not well organised in that area. To reach this community, it was decided to run an information program at the Chinese New Year fair at Cabravale Park in Cabramatta. This was an innovative approach designed to maximise coverage of the Vietnamese community. The fair attracts Vietnamese from all over Sydney and is run each year, attracting about 50,000 people over two days. Peak groups were represented at this event including:

- Vietnamese Parents and Citizens Association
- Newspapers
- Education and religious organisations
- Political and cultural organisations

At the fair a member of the study team and an interpreter approached about 20 stall holders and talked to them about the proposal. A total of 600 leaflets (providing information about the EIS process and options in Vietnamese) and 800 newsletters were distributed on the day. Some of the peak groups were given multiple copies to display at their stalls and to hand out to their members.

LOCAL GOVERNMENT FORUM

A total of seven meetings were held with representatives from the various local councils involved. Each meeting provided an opportunity for general discussion, and all committee members were asked to briefly summarise the likely position of their council and to raise any issues. Summary notes were taken for all meetings and these are included in **Appendix D**.

As the project progressed various issues and concerns were raised and these are set out below for each meeting.

Meeting 1 — Introduction, role of Community Consultation

The initial project brief was outlined.

Councils provided their initial comments on the proposal.

Meeting 2 — Options considered

Discussion on the three main options being considered (Canal Road, General Holmes Drive and Link Road). Councils raised the following issues.

- Canterbury — Location of toll plaza, should be closer to industrial area.
 - Location of on/off ramps will it be possible to avoid toll
 - Pedestrian crossings, Cooloongatta Road and others
 - In favour of the tunnel
 - No on/off ramps at Bexley Road
 - Lifting of the Cooks River Road reservation.
- Rockdale — Tempe House proximity to motorway.
 - No on/off ramps at Bexley Road
 - Connection from motorway to Marsh St in General Holmes Dr
- option — Prefer to comment once more details are available
- Marrickville — Tempe Reserve, preservation of.
- Botany — Anti Canal Road termination
- Bankstown — Noise, visual impact and access main problems with M5.

Meeting 3 — Traffic Study update

Preliminary traffic figures were released to councils. Councils were asked to review these figures and comment.

Councils raised the following issues:

- Marrickville/South Sydney — Concern at the numbers of trucks presently using Canal Road to get to the port.
- General — The numbers for South Dowling Street seem very low.

Meeting 4 — Traffic Study and options update

An update on the traffic study was given with network forecasts being given to councils to review and pinpoint any discrepancies.

Two preferred options were outlined one to General Holmes Drive and the other to Campbell Road. Councils raised the following issues:

- Rockdale — Concerned about the feasibility of using FAC land, and the proximity to the east-west runway for the General Holmes Drive option.
- Requested the road be built on the golf course side of the SWOOS as far as possible.
- Canterbury — Bicycles in tunnel is this going to be possible.

Meeting 5 — Update on the proposal

The current status of the primary option was outlined. Discussion on the route variations being considered at the eastern end.

Meeting 6 — Alternate alignments on the current primary option

The current status of the primary option was outlined. Discussion on the route variations being considered at the eastern end.

Councils were presented with draft reports on Construction, Pipelines, Dangerous goods and Hydrology.

Canterbury Council asked for consideration to be given to the relocation of the toll plaza closer to the industrial area in Gareema Circuit and further away from residential area.

Councils had various questions about the assumptions in the traffic model for the base case.

Meeting 7 — Final options for EIS, Programme update

The current status of the primary option was outlined. Discussion on the route variations being considered at the eastern end. Rockdale Council wanted to know why there option was not one of the final options. Concern was expressed at the levels of traffic on General Holmes Drive.

Councils were presented with draft reports on Hydrology, Archaeology, Concept design maps and Tunnel options.

Outline of the communications component of the EIS so far. An outline of the exhibition phase of the EIS was also given at this meeting.

LOCAL GOVERNMENT INDIVIDUAL COUNCIL MEETINGS

Meetings with individual councils were held throughout the preparation of the environmental impact statement. The issues raised at these meetings are summarised below:

Marrickville Council

A briefing meeting was conducted at Council chambers on the EIS and impacts in the Marrickville Council area. The following issues were raised.

- Termination at Canal Road, what happens to the traffic.
- Metropolitan Sydney Planning.
- The link between the M5 East and the Department of Transport's Integrated Transport Strategy.

A second briefing was conducted at Council chambers later on in the EIS process. The following issues were raised at this meeting:

- General dissatisfaction at insufficient attention to Council's concerns.
- Sydenham Road improvements needed.
- What is the future of land now likely to be unused in the reservation to Campbell Road, St Peters.
- What will happen with the remaining traffic wanting to go through Marrickville once the M5 is completed to General Holmes Drive?

South Sydney and Marrickville Councils

A briefing meeting was conducted at Council chambers on the EIS and impacts in the Marrickville and South Sydney Council areas. The following issues were raised.

- Traffic modelling and progress of the modelling
- The brief and approach for the EIS.
- The impact on specific roads (Canal Road, Campbell Road etc.)
- The 3 options being investigated at the time.

Canterbury Council

A briefing meeting was conducted at Council chambers on the EIS and impacts in the Canterbury Council area. The following issues were raised.

- Future management scenarios for parkland.
- Impact on residents in the Canterbury Local Government Area.

A meeting was held with Robert Davidson from Technical Services at Canterbury Council. The following issues were raised:

- Zoning and maintenance of the remaining land after construction.
- Council have care, control and management of the Wolli Creek Park, implementing a management plan.
- Bicycleway.

Rockdale Council (Heritage Advisory Committee)

Discussion on heritage items in the Rockdale Council area which would be affected by the road proposal. The two major items under discussion were Tempe House and the SWOOS viaduct in Arncliffe.

The following issues were raised:

- Need for 3D models of the options.
- Height of the M5 near Tempe House on Campbell Road option.
- Links with the Princes Highway.
- Noise near Tempe House.

Rockdale Council

Several meetings were held with Rockdale Council during the course of the project. These are outlined below.

Meeting 1. The meeting raised several issues which are listed below.

- Road level - the effect of elevated road and general levels of the proposal.
- Noise mitigation and levels.

- Details of intersections (Princes Highway, Marsh St and General Holmes Drive.
- Impacts on heritage items such as Tempe House
- Alternative alignments between Turrella and General Holmes Drive along Cooks Rive and in airport.
- Links to the Central Industrial area.
- Bexley Road ramps and interchange.
- Limited number of interchanges.
- Information on tolling (where, what).
- Impacts on traffic on General Holmes Drive.
- Transport of spoil.

Meeting 2. Rockdale Council's working party on the Arncliffe Charrette.

The issues raised at this meeting are as follows:

- Extend tunnel to Illawarra rail line.
- Presented an option to General Holmes Drive via Tempe Reserve.
- Traffic congestion/capacity at the Princes Highway and General Holmes Drive.
- Future use of unused road reservation. What planning is being done for the re-use of the parts of the reservation not required?
- Council's proposal is not the charrette option. That is only information on which Council could base a resolution, which is presented as an alternative proposal.
- Possibility of re-use of industrial land after cut and cover tunnel. Complication due to existing use rights.
- Airport-City rail link requiring re-tender.
- Council organising an Arncliffe resident meeting for 28/3/94.
- Where does freight access the M5.

Meeting 3. With Rockdale's mayor to receive Council's Tempe - FAC option.

Southern Sydney Regional Organisation of Councils (SSROC)

A briefing meeting was held at Waverly Council Chambers for all members of SSROC. At this meeting the project was outlined.

The following issues were raised by councils:

Relevance of Integrated Transport Strategy to M5 East.

Timing of the construction of M5 East.

Traffic conjection on General Holmes Drive caused by M5 East terminus.

Communications between Study Team and Councils.

Hurstville Council

A briefing meeting was held with Hurstville Council. At this meeting the project was outlined and aspects of particular relevance to Hurstville were discussed in detail.

The following issues were raised by councillors:

- Validity of ending at General Holmes Drive.
- Why not improve rail and make more use of rail for freight.
- Possible need for both Campbell Road and General Holmes Drive options.
- Why spend \$100m on preserving Wolli Creek?
- An alternative method of collecting tolls besides toll plaza.

- Tunnel to Port Botany.
- What relief will there be for Stoney Creek Road in the interim, especially with the increase in traffic since the M5 west opened?
- Impact on Bexley shopping centre.
- Cooloongatta Road is a rat-run from Moorefields Road.
- Traffic travelling east will still use Stoney Creek Road because no access at Bexley North.
- Build expressway on structure.
- What assistance can Hurstville expect from RTA to ameliorate negative impacts?
- Impact on Beverly Hills businesses due to increase in traffic.
- Hazardous goods in tunnels (Wolli and Airport).
- Current movement of hazardous goods.

STATE GOVERNMENT FORUM

The Office of Economic Development co-ordinated a number of meetings with relevant Government agencies with a view to resolving outstanding matters connected with the proposal.

Central to the programme of co-ordinating Government agency involvement in the M5 East Motorway was the establishment of a project management team drawn from relevant agencies. The project management team formally met on three occasions during the process of project definition and EIS preparation, complemented by a series of meetings with individual agencies on an issue specific basis.

The project management team comprised senior representatives from the following agencies:

- Roads and Traffic Authority.
- Department of Planning.
- Department of Transport.
- Environment Protection Authority.
- Conservation and Land Management.
- National Parks and Wildlife Service.
- State Rail Authority.
- Maritime Services Board/Sydney Ports Authority.
- Office of Economic Development.
- Water Board.
- Federal Airports Corporation (observer only).

STATE GOVERNMENT MEMBERS

A briefing session was held with George Thompson Member for Rockdale and Brian Langton Member for Kogarah. Mr Thompson and Mr Langton were interested in details of the General Holmes Drive option and how it affected their electorates.

A briefing session was also held with Kevin Moss MP. Mr Moss was interested in problems or contraversies between Kingsgrove Road and Turrella Mail Exchange. At this meeting the following issues were raised:

- Certainty of tunnel vs surface road.
- Bexley North portal and houses to be demolished.
- Earlwood vent in Carpark.
- Air quality for air vent.
- Cooks River Road Reservation.
- Link between this study and Botany West Transport Study.
- Tunnel alignment, impact on houses.
- Impact on salt marsh.

NEIGHBOURHOOD GROUPS

Throughout the study area there were a number of established groups which the study team made presentations to and discussed their concerns and issues in relation to the motorway. Each group is listed below with the key issues raised by them.

Riverwood Residents Action Group

A residents action group formed as a result of the existing M5 travelling through Riverwood and Narwee. The group had a representative on the Community Forum and requested a presentation on the proposed extension of the M5.

Issues raised included:

- Concern that the impacts, such as noise, along the existing M5 were not being addressed.
- Need for three pedestrian bridges in the section between Fairford Road and King Georges Road.
- Suspicion of the RTA's objectives and Manidis Roberts' credibility.
- Safety issues, particularly regarding the signage for the existing M5 entry ramps.

Campsie Kingsgrove Probus Club

Local Probus Club which meets once a month with invited guest speakers. Representatives from the study team gave a presentation about the motorway.

The main issues raised were:

- Concerns about the use of traffic calming on Moorefields Road.
- How long do we have to wait before the motorway is extended.
- Concerns about the local traffic flow problems caused by the existing M5 in the Beverly Hills, Kingsgrove area.
- Why not put the road through the Wolli Valley on pylons.

Holy Trinity Church Bexley Nth

A meeting organised by the members of the church to find out about the motorway.

The main issues raised were:

- Is there going to be an on/off ramp at Bexley North. (didn't want one)
- Scepticism about feasibility of the tunnel.
- Height of the motorway through Bexley North/Kingsgrove.
- Concern at the level of traffic using Bexley Road.
- Concern at how Canal Road would handle traffic from motorway.

Beverly Hills Bowling Club

A meeting organised by the Bowling Club for members and local residents to find out about the motorway.

The main issues raised were:

- Why not put the road through the Wolli Valley on pylons.
- How long do we have to wait before the motorway is extended.
- Concerns about the use of traffic calming on Moorefields Road.
- Concerns about the local traffic flow problems caused by the existing M5 in the Beverly Hills area.

Bexley Chamber of Commerce

Chamber of Commerce representing the businesses in Bexley shopping centre. The group had a representative on the Community Forum and requested a presentation on the proposed extension of the M5.

The main issues raised were:

- How long do we have to wait before the motorway is extended.
- Concern at the level of traffic using Stoney Creek and Forest Roads.
- Will the motorway reduce the numbers of trucks using Forest and Stoney Creek Roads.
- Interchanges at Princes Highway - Traffic flow on Princes Highway already heavy what happens when the motorway interchange is built.
- Scepticism about feasibility of the tunnel.

St Peters Sydenham Tempe Neighbourhood Centre

Holds regular public meetings for the residents in the St Peters, Sydenham and Temps area to discuss local issues of concern. The group had a representative on the Community Forum and requested a presentation on the proposed extension of the M5.

The main issues raised were:

- Dislike of the Canal Road termination.
- Concern at the effect of the motorway on local traffic flow (moving the problem from Beverly Hills to St Peters).
- Concern at the loss of Tempe Park recreation grounds because of the motorway.
- Concern at the possible decrease in air quality.
- Scepticism about the government dumping yet another high impact project on their door steps.

Community Resource Centre, Bardwell Park

The Resource Centre is set up for community groups to gain access to information about how to run a community group. They also produce a quarterly newspaper on local issues. A meeting was held with this body in order to outline the role of the M5 East Community Information Centre and the proposal.

The main issues raised were:

- Access to the consultation process.
- Preservation of the Wolli Creek bushland.

Earlwood Police Consultative Committee

The Committee is a monthly meeting between the Police, local residents and council to discuss issues of concern. Representatives from the study team gave a presentation about the motorway.

The meeting raised the following issues:

- Location of the Ventillation Stacks.
- High traffic numbers using Homer Street.
- Tunnel alignment under houses.
- Build a surface road not a tunnel.
- Build a tunnel not a surface road.
- Preserve bushland it is an important bird habitat.
- The location of tunnel portals in relation to surrounding residences.
- Traffic flow from the motorway, at Bexley Road interchange, using Wolli Avenue to access Earlwood shops and beyond.

SPECIAL INTEREST GROUPS AND INDIVIDUALS

Special Interest Groups are groups formed for a specific issue and include issues and neighbourhoods targeted by the consultants.

Rockdale District Heritage Association

This group is concerned with the heritage of the study area and so the major issue was the impact of the motorway on heritage items. The building of most concern was Tempe house on the Cooks River at Arncliffe, however they were also concerned about other heritage homes in the area on roads such as West Botany Street which are RTA affected.

The meeting raised the following issues:

- Proximity of the motorway to Tempe House.
- Preservation of aboriginal sites.
- Preservation of the Wolli Valley's flora and fauna.
- Information on the tunnel options.
- Location of off ramps from motorway.
- Height of the motorway in relation to Tempe House and the SWOOS line.
- Overshadowing - will you be able to see the motorway from Tempe House.
- Preference of the General Holmes Drive option because it is further away from Tempe House.

North Arncliffe Industrial Owners Action Group

A meeting was organised by a group of owners of factories in the North Arncliffe Industrial area to discuss several projects being considered in the area. These included a rezoning proposal, City Rails Airport City Rail link and the M5.

The meeting raised the following issues:

- How will our businesses be affected.
- How high will the motorway be through this area.
- Will we be able to operate under the motorway.
- Location of interchanges.
- Time frame of the project.
- Compensation.

At a later stage in the study process, when the route was more finalised, a second meeting was organised with this group. The RTA Property Department also presented to this meeting.

At this meeting the following issues were raised:

- Concern about the loss of property.
- Detailed questions about the RTA's land acquisition policy.
- Questions about the other options being investigated in the Arncliffe area.
- Concern that they will not be given enough notice/time to relocate their businesses when the final decision is made.

Friends of Wolli Creek (Colin Taylor) (Geoff can you add to this)

Two meetings were held with Colin Taylor from Friends of Wolli Creek to address specific concerns.

At the first meeting the following issues were raised:

- Length of the tunnel (should be longer, 89 EIS long tunnel option).
- Scepticism about the hidden agenda of the RTA in talking about a tunnel to placate green groups.
- Scepticism about the feasibility of the tunnel under Nanny Goat Hill.

At the second meeting the following issues were raised:

- Extend the tunnel to Bayview Street or east of the sewer.
- Problems of construction (transport, traffic and access) of portal at Turrella.
- Go under the Illawarra rail line instead of over it.
- Concern at possible lack of commitment to remove the Cooks River reservation.
- Loss of views for Turrella residents.

Meeting re Cooloongatta Road, Beverly Hills

Following from discussions with Canterbury and Hurstville Councils and concerns and opinions expressed through the Information Centre by residents. A meeting was organised to discuss the issue of access under the motorway via Cooloongatta Road. There were two opposing sides in the debate, those who wished to close the road to all traffic and those who wished it to remain open. The meeting was held in the form of a workshop with all residents within a 1km radius being invited to attend.

The main issues to arise from this meeting were:

- Community severance should the road be closed.
- Lack of access to schools, railway station and shops as well as access to sporting facilities.
- Increased traffic volumes should the road remain open, already part of a rat run from Riverwood to Roselands.

The meeting resulted in a clear direction from the community to keep Cooloongatta Road open to both cars and pedestrians but to initiate some traffic calming to make it a less attractive route for through traffic. It was also recommended to keep the existing 3 ton limit on the road to discourage heavy trucks.

Arncliffe Residents (Marsh St area)

This meeting resulted in a request for another meeting to discuss further the issues raised. There was also a request for local aldermen to be invited and representatives from the RTA property Section. The meeting raised two route alternatives for the General Holmes Drive option, and requested they be evaluated as part of the environmental impact statement.

The following issues were raised:

- No motorway.
- Property devaluation in the area because of the motorway.
- Industrial vs residential property take, why not take factories rather than houses.
- Use of land already owned by the RTA and reserves like the golf course not residences owned by individuals.
- Is there a buffer zone between the motorway and houses, if so how much.
- Protect wetlands and birdlife.
- Build railways not roads for freight and commuters.
- Local traffic flow how will it be affected (what streets will be closed, what streets will have more traffic on them because of the motorway).
- Compensation - how are houses valued.

- Noise levels along the motorway.
- Air quality around the motorway will it be worse or better than existing levels.
- Community severance caused by the motorway.
- Land zoning.

The second meeting outlined two other options (7i & 7j) being considered as part of the EIS. The RTA's property acquisition staff outlined the RTA's policy for property acquisition.

The meeting raised several issues which are summarised below.

- No motorway at all - there is no need for it.
- Prefer other options to: Campbell Road St Peters, Airport Drive or through Tempe Reserve to General Holmes Drive.
- Existing congestion at General Holmes Drive.
- The community is worth more than \$45 million it would take to move the road to other options.
- The reason the proposal is being built is to help Interlink out of financial difficulty.
- Why put a tunnel under Wolli Creek and not under Arncliffe?
- Why the extra expenditure on the Wolli Creek and not on Arncliffe residents?
- Air pollution.
- Disagreed with the justification for road.
- Why wasn't Rockdale Council present?
- Questions about 'special' land acquisitions.

Kyeemagh Residents

A meeting was organised for residents in the vicinity of General Holmes Drive Kyeemagh to discuss the proposal. To advertise this meeting a letterbox drop was organised covering residents in the area bounded by Bestic Street to the south and the Cooks River to the north. There was also an article published in the St George Leader mentioning the meeting.

This meeting raised various issues which are summarised below.

- Dangerous goods in the General Holmes Drive tunnel.
- Pedestrian crossings on General Holmes Drive.
- Increased traffic congestion on General Holmes Drive.
- Traffic on local streets.
- Visual impact of road.
- Cumulative noise impact with airport.
- Justification of General Holmes Drive option compared with Campbell Road option.
- Concerns that all residents were not informed of meeting.
- Safety of aircraft flying over a freeway.

Ventilation Stack

This meeting was held with local residents to discuss the location of the ventilation stack/s for the tunnel.

A number of issues were raised and these are summarised below.

- Rejection of Minnamurra Ave location.
- Is tunnel feasibility linked to acceptance of vent structure locations?

- Look at other locations for the stack such as Earlwood Carpark and Arncliffe Industrial area. Maybe you can build a multi level car park around the stack at the Earlwood Carpark site.
- Noise generated by the stack.
- Visual impact - loss of views from Minnamurra Avenue.
- Better to have tunnel than a surface road on structure.
- Tunnel a good idea but ventilation stack location not.
- Property values decreasing due to ventilation stacks.
- Why not an oblong vent at the back of a multi level car park.

The meeting also raised a number of issues not related to the ventilation stacks and these are summarised below.

- Cynicism about the RTA's commitment to the tunnel.
- Affect of the motorway on local traffic flow ie streets such as Homer and William Streets.
- There should be more interchanges at strategic points along the route.

This meeting resulted in a second meeting being held because it was felt that a wider section of the community should be consulted.

At this meeting the issues raised included:

- Air pollution - new for ongoing monitoring; concern about the process used to determine impacts; request for pollution filters to be used even if levels are below the EPA's air quality goals.
- Visual impact.
- Noise near the exhaust stack.
- Construction impacts.
- Preference for stack to be completely out of their area and located in Turrella instead.
- Effect on property values.
- Impact on parkland (for the option of two stacks in Minnamurra Reserve and SJ Harrison Reserve).
- Option in Earlwood carpark was preferred as it was seen as more consistent with the surrounding land uses, it is not a residential area so pollution has less impact on people (even though it would be located near a school; the higher stack height and higher land form would be better for dispersing the pollutants; noise would be less of an issue since the surrounding (ambient) noise levels are already higher).
- Concern about the accuracy and adequacy of EISs in general, and particularly in relation to predicting and assessing impacts.

North Arncliffe Residents (Walker Street area)

A meeting was organised for residents in the vicinity of Walker Street and Knoll Avenue Arncliffe to discuss the proposal. This meeting resulted in a request for a second meeting which was held a month later.

This meeting raised various issues which are summarised below.

- How many properties will be affected.
- Why not extend the tunnel to Cahill Park.
- Questioned the need for a motorway at all.
- Visual impact on surrounding residences.
- How high will the motorway be?

- Lack of consultation.
- Noise and air pollution along the motorway. Air and noise pollution will be exacerbated due to the motorway being in a valley also health effects of increases.
- Property devaluation.
- Traffic congestion on General Holmes Drive.
- Impacts on Wolli Creek vegetation - build longer tunnel.
- Use vacant land instead of affecting houses.
- Upgrade public transport, not road.
- Scepticism about the tunnel being the option that will be built over a surface road.
- Concern about the ministers announcement of the primary option.
- Ongoing maintenance of the road and Wolli Creek.

The second meeting outlined three other options (7i, 7j & 7k) being considered as part of the EIS. The RTA's property acquisition staff outlined the RTA's policy for property acquisition.

The meeting raised several issues which are summarised below.

- Why not build Option 7k with a driven tunnel?
- Compare the costs of these new options with the cost of the Campbell Road option as well as General Holmes Drive option.
- The members of the community at the meeting wanted a tunnel.
- Compensation for loss of value, even if not directly affected, due to (for example) views impaired, noise, etc.
- Disgust at apparent overwhelming concern of cost over other issues.
- Cut and cover tunnel has a temporary impact over a few years, as against permanent impact for many years (on structure).

Arncliffe Residents (Eve Street area)

A meeting was organised for residents in the vicinity of Eve Street and West Botany Street Arncliffe to discuss the proposal.

This meeting raised various issues which are summarised below.

- Move the road either to the north of Turrella/ Arncliffe or to the other side of the Cooks River.
- If you can tunnel under Wolli Valley why can't you tunnel under this area.
- Requests for more details on the proposal.
- Effect on local traffic flow - which streets are to be closed and where, exact location of interchanges, how local traffic flow will be affected.
- Property acquisition - which homes are to be acquired.
- significance of the Central Industrial area and the city as destinations.
- Re-locate the sewer main or build a pumping station so that the motorway alignment is not dictated by sewer alignment.
- Wetland, habitat areas in Barton Park/Kogarah Golf Course.
- Concern about community severance in north Arncliffe if motorway goes ahead.
- Visual impact on existing residences
- Noise impacts.

Earlwood Tunnel Alignment

A meeting was organised for the Residents of Earlwood and Bardwell Park to discuss the impacts of the proposed tunnel under Earlwood. Due to problems with residents not receiving information a second meeting was organised.

At the first meeting several issues were raised and these are summaries below:

- Distance below houses of the tunnel.
- Air pollution levels at ventilation stacks.
- safety of hazardous materials travelling in tunnel.

At the second meeting the issues raised are summaries below:

- Construction costs of a tunnel over a surface road.
- Construction impacts on pedestrian access ways.
- Air quality from the ventilation stack/s.
- Noise pollution for residents along the route.
- Questions about the communications program.

Turrella Eastern Portal

A meeting was organised for the residents surrounding the eastern portal for the tunnel to discuss the proposal. A letterbox drop was organised to deliver notices to residents in the vicinity of Finlays Ave, Banks Road, Wavel Parade and Highcliffe Road. Not all houses received this notice due to problems with the letterbox distribution.

This meeting raised various issues which are summarised below.

- No motorway.
- Communications whitewash (complaints about letterbox distribution).
- Noise impacts from portal on residents above motorway and in the valley. Noise travels and amplifies throughout the valley.
- Construction impacts of the motorway - use of local streets by construction vehicles.
- Scepticism about tunnel over a surface road.
- Tunnel should go to Princes Highway rather than Turrella Station.
- Scepticism about RTA's hidden agenda.
- Flooding of tunnel from eastern portal.

Pedestrian Crossings

A meeting was organised for the residents in the vicinity of the motorway to discuss pedestrian crossings - their location and access to and from key facilities in the area. Residents were notified by letterbox drop of the meeting (1,000) and by mail to people on the Information Centre's mailing list. At the meeting presentations were given by the Social Impact and Land Use consultants as to their findings for the need for pedestrian crossings across the motorway.

This meeting raised various general issues and comments which are summarised below.

- Concern that traffic to and from the industrial area will still use local streets because there is no access to Kingsgrove Road from the motorway.
- Requested ramps at Kingsgrove Road from motorway.
- Financing of the tollway.
- Concern at the height of the motorway through Kingsgrove.
- Information on noise barriers and landscaping treatments.

Specific issues relating to pedestrian access are summarised below.

- Arinya/Koorela Street pedestrian crossing should be retained rather than the one suggested for Bobadah Street because it has a high use for access to Kingsgrove Station, and Kingsbury Reserve.
- Creating a pedestrian network is a waste of money.
- Pedestrian movement to Beverly Hills Railway Station.

Earlwood - Western Portal

A meeting was organised for the residents surrounding the Western portal for the tunnel to discuss the proposal. A letterbox drop was organised to deliver notices to residents in the vicinity of Warejee St, Flat Rock Road, Bexley Road, Kingsgrove Ave, Wolli Ave and Shaw Street.

This meeting raised various issues which are summarised below.

- Timing of compensation for loss of property.
- Which houses are to be affected.
- Why does the portal have to be East of Bexley Road.
- Ramps to Bexley Road, impact on Bexley Road traffic.

Kingsgrove Industrial

A meeting was organised for owners of industrial properties in Kingsgrove surrounding the proposal. Letters were sent out to factory owners inviting them to attend this meeting.

The following issues were raised by those attending the meeting:

- Will the Belmore Road on/off ramps remain?
- Noise effects on industries (Utilux) of an elevated motorway near Kingsgrove Road.
- No on/off ramps at Kingsgrove Road.
- Interested in the precise alignment of the motorway and the distance from the canal.

Sporting Groups

A meeting was organised for key sporting groups using facilities in the corridor to discuss the impacts of the motorway on their use of these facilities. Letters were sent out to all registered clubs and sporting associations in the study area inviting them to attend. This meeting had a zero attendance.

Toll Plaza in Kingsgrove

A meeting was organised for residents in streets in the vicinity of the toll plaza in Kingsgrove. Residents were notified by letterbox drop of the meeting (500). At the meeting presentations were given by the noise and air quality consultants as to the impacts on local residences of the toll plaza location.

The following issues were raised by those attending the meeting:

- Why this location why not in Turrella?
- Move toll plaza further east closer in to the factories.
- Affect on property values.
- Noise levels generated by the traffic stopping and starting.
- Construction Impacts

- Why not use electronic or automatic tolling system?
- Air quality decreases for residences close to the toll plaza.
- Light spill.
- Concern at the negative impact on local roads of the motorway.

Riverwood and Narwee Residents

A meeting was organised for residents living in streets in the vicinity of the existing motorway through Riverwood and Narwee. Residents were notified by letterbox drop of the meeting (2,000) information was also given to neighbourhood watch groups in the area. At the meeting a presentation was given by the Noise consultant.

The following issues were raised by those attending the meeting:

- Will Fairford Road ramps be open?
- Request for east facing ramps at Belmore Road.
- Noise impacts not just along the route but in surrounding areas.
- Air quality impacts
- Would like 4.5 or 5metre high noise walls (above truck exhausts)
- Pedestrian crossings - the three requested by RRAG have been agreed to by the RTA.
- Concern that not enough people knew about the meeting.
- Traffic impacts in local streets — particularly in relation to not having access to the motorway at Kingsgrove Road, Belmore Road and Fairford Road).

Bexley North Residents

A meeting was organised for residents living in streets in the vicinity of the proposed motorway through Bexley North and Kingsgrove. Residents were notified by letterbox drop of the meeting (1,000). At the meeting a presentation was given by the Noise consultant.

The following issues were raised by those attending the meeting:

- Increased accidents at General Holmes Drive. Widening needed.
- Bexley Road floods at dip near Station.
- If there is congestion at Princes Highway, people will get off at Bexley Road if ramps are built there.
- Access for emergency vehicles to motorway.
- What streets will be used during construction.
- Not enough opportunities to get on and off M5 West. M5 East should have more entry/exit points.
- Upgrade rail not road.
- Noise on Flat Rock Road and Poole Street.
- How close are noise barriers to houses in Jones Avenue?
- Increase in noise levels for Kingsgrove Avenue residents.
- Details of tunnel portal and noise barriers.

Bicycles

Invitations were sent to Bicycle NSW, NSW Cycling Federation, Southern Cross Cycling Club, St George Cycling Club, Marrickville-South Sydney Bicycle Group and University of NSW Cycling Club to attend a meeting to discuss the use of bicycles on the motorway.

This meeting resulted in a number of requests being made. The motorway bicycle facilities should:

- Connect to the Cooks River Bicycle Route.
- Continue via the Alexandria Canal through to the CBD.
- Have more connections to streets such as Kingsgrove Road, Bobadur Street and Bexley Road.
- Have mgrade separated facilities at ramps of 2 lanes or more.
- Have a minimum of 2.5 metre, preferably 3 metre sealed bike lane/breakdown lane.
- Traffic calming should not exclude cyclists.
- Have low level lighting all the way.
- Have capacity under the airport runways.
- Follow Austroads standards.

Kogarah Golf Club

A meeting was held with the President and the General Manager of the Golf Club which is an 18 hole golf course on the banks of the Cooks River. The following issues were raised at this meeting:

- Redesign of the remaining space.
- Alternatives west and north east of golf course discussed.
- Prefer option 7i along the Cooks River and FAC land.
- Option 7e has potential safety hazard due to sliced golf balls.

Land Acquisition Policy - Wolli Avenue Residents

Residents living on the southern side of Wolli Avenue Between Bexley Road and Johnson St were invited to a special meeting to discuss the impacts of the tunnel portal on their properties. Representatives from the RTA's Property Acquisition team and Property Management Section were on hand to inform residents and answer questions about property acquisition.

The following issues were raised:

- Timing of acquisition.
- Assistance in finding a house for the elderly.
- Uncertainty.
- Who pays for land acquisition.
- What happens with partial acquisition.
- Advice on procedures.
- Advice on maintenance of house.

Land Acquisition Policy

Letters were sent to all residents along the route owning properties likely to be impacted by the current proposal, ie within the road reservation. This letter informed owners that their property was likely to be affected and invited them to attend a meeting to discuss the RTA's Land Acquisition Policy. Representatives from the RTA's Property Acquisition team and Property Management Section were on hand to inform residents and answer questions about property acquisition.

The following issues were raised:

- Timing of acquisition.
- Assistance in finding a house for the elderly.
- EIA process.
- Uncertainty.
- Who pays for land acquisition.
- What happens with partial acquisition.
- Advice on procedures.
- Advice on maintenance of house.
- Partial acquisition of industrial properties - different from residential.

Specialist Open Day at Information Centre

A specialist Open Day was organised at the Information Centre on a Saturday to allow the community access to key consultants preparing the EIS. The community was notified by letterbox drop with each flyer distributed for meetings having a notice about the Open Day. On the day the consultants preparing the Noise, Air Quality, Tunnel, Traffic, Visual Impact and Social and Land Use studies were in attendance to answer questions. During the morning there were also interpreters in Greek and Arabic available.

The following issues were raised at this open day:

Visual Impact

- Views of the motorway from residences.
- Pedestrian access to station from Poole Street, Kingsgrove
- Impact of structure through Arncliffe.
- Severance of community access across motorway to Beverly Grove Park and open space areas to south.

Traffic

- Impacts of Bexley Road ramps.
- Traffic volumes on Moorefields Road.
- Tunnel portal location at Turrella.
- Traffic volumes on Homer Street and Slade Road.
- Truck traffic volumes
- Impacts on traffic flow through Hurstville Council area.

Air Quality

- Location of ventilation stacks in favour of proposal
- Location of ventilation stacks not in favour of proposal

Tunnel

- Noise impacts during construction.
- Anti tunnel prefer surface road thru valley
- Tunnel a good idea
- Location of the tunnel in relation to houses.

Noise

- Height of the noise barriers.
- Disturbance to TV reception.
- Noise levels in relation to proximity to motorway.

Land Use

- Pedestrian access.
- Zoning for the motorway

Kingsgrove/Beverly Hills Residents

A meeting was organised for residents living in streets in the vicinity of the proposed motorway through Beverly Hills and Kingsgrove. Residents were notified by letterbox drop of the meeting (5,000). At the meeting a presentation was given by the head consultant.

The following issues were raised by those attending the meeting:

- Traffic at King Georges Road intersection with M5 West currently has a high impact on nearby residents (noise from air brakes).
- Height of bridge over King Georges Road and visual impact.
- Maintenance of landscaping.
- Control of bill posters and graffiti on noise walls.
- Noise walls of 4 meters inadequate. Truck exhausts are 4.5m tall. Noise walls should be 5-6 meters high.
- Possibility that RTA or tenderer will reduce noise control measures recommended by specialist.
- On/off ramps at Kingsgrove Road to access the industrial area.
- Construction of ramps at Kingsgrove Road is possible on engineering and hydrology grounds, it is the location of the toll plaza that doesn't allow these ramps.
- Light and noise impacts from toll plaza.
- It will be a wide spread at toll plaza. Embankments would be useful to reduce visual impacts.
- Traffic calming on Moorefields Road is to force construction of M5 East.
- Distress at proximity of residences to motorway.
- Construction traffic in local streets.
- Upgrade rail system not build motorway.

SCHOOLS

A letter was sent to all schools in the study area offering to talk to their P & C meetings. The following schools accepted and a representative from the study team talked to them about their issues in relation to the motorway.

Beverly Hills North Public School

As this school is located on King Georges Road near the M5 the main issue for Beverly Hills North Public School was the building of a pedestrian over bridge across King Georges Road so that its students could get to school safely.

Parents also expressed concern at lack of information about the existing M5 before it was built and hoped this would not be repeated.

Earlwood Public School P & C

Situated on Homer Street Earlwood this School was directly over the original tunnel alignment.

- Anti the building of the expressway.
- expressed scepticism about the feasibility of building a tunnel.
- Interested in details of the proposal.
- Preservation of the Wolli Creek bushland as an educational resource.

Regina Coeli Catholic School P & C

Situated near Beverly Hills Railway station in Ponyara Road, the school is near the end of the existing M5.

The following issues were raised:

- Anti the closing of Cooloongatta Road because it would affect their access to the school.
- The expressway should go under King Georges Road not over.
- The impact on existing local streets of the motorway.

Tempe High School P & C

Situated on Unwins Bridge Road Tempe this school is indirectly affected by the Campbell Road option.

The following issues were raised:

- Concern about motorway vs public transport should address public transport first.
- Noise levels in Gough Whitlam Park (used by lots of families).
- The impact on Unwins Bridge Road.
- Tunnel a good idea as it preserves bushland.

WALKS ALONG THE ROUTE

Two, two kilometre two hour walks along the route were held during the consultation process for members of the Community and Neighbourhood Forums. The walks focused on issue identification. The first walk covered Girrahween Park and the Wolli Creek Valley, location of eastern tunnel portal and noise mitigation measures on the existing section of the M5 (Padstow to Beverly Hills). The second walk covered the location of the western tunnel portal, the location of the toll plaza and the Canal Road terminus at St Peters.

Appendix L

Major issues by quarter

Appendix L — Major issues by quarter

Time	No of people	Issues																																													
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	
June	11																																														
July	576				2	0			19				0				2	0	0	6		2	4								1	0		7	6	0	0	0					6	2	2	0	0
August	516				18	17			96				7				14	36	3	32		31	10								26	9		26	65	0	0	8				48	29	21	0	0	
September	479				10	9			30				18				10	7	5	32		14	3								11	8		36	63	0	0	16					23	6	20	19	6
Total June-September	1582	0	0	0	30	26	0	0	145	0	0	0	25	0	0	0	26	43	8	70	0	47	17	0	0	0	0	0	0	0	40	17	0	89	134	0	0	24	0	0	0	0	77	37	43	19	6
October	318				5	5			20				7				3	4	0	31		7	2								7	3		22	64	0	0	23				10	5	12	10	13	
November	185				3	1			21				3				7	19	6	20		9	4						4	2	1		6	42	0	0	3				5	3	4	2	1		
December	214				4	2			6				14				5	7	4	16		6	2								5	5		7	37	1	3	4				3	2	7	0	10	
Total October-December	717	0	0	0	12	8	0	0	47	0	0	0	24	0	0	0	15	30	10	67	0	22	8	0	0	0	0	0	0	4	14	9	0	36	143	1	3	30	0	0	0	0	18	10	23	12	24
January	54				3	0			0	2	1		3				1	0	0	4		2	0	0			1		1	1	0	0	1		2	10	1	0	0	1		5	1	1	3	0	3
February	358	0	13	10	3	9	0	0	12	3	14	0	7	0	2	5	12	9	1	34	36	1	7	1	24	1	31	8	9	4	16	4	9	105	2	5	12	13	3	2	177	0	6	7	2	13	
March	427	2	19	4	10	9	0	0	46	12	10	1	7	1	0	3	4	4	5	33	31	9	25	2	15	1	35	4	14	9	12	0	9	175	4	2	18	11	0	0	231	0	21	12	13	16	
April	184	12	5	0	2	2	2	1	10	9	2	1	1	0	0	1	8	5	0	22	7	2	4	0	1	0	11	1	4	4	8	0	5	86	0	0	6	0	0	0	135	0	0	6	3	6	
Total January-April	1023	14	37	14	18	20	2	1	66	25	27	2	18	1	2	9	25	18	8	83	76	12	36	3	41	2	78	12	27	17	37	4	25	378	7	7	38	25	3	2	548	1	26	28	18	38	
Total	3322	14	37	14	60	54	2	1	260	25	27	2	67	1	2	9	86	91	24	230	76	81	61	3	41	2	78	12	31	71	63	4	129	663	8	10	90	25	3	2	548	96	75	94	49	68	

Percentages

Time		No of people	Issues																																												
			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45
June - September		1582	0.0%	0.0%	0.0%	1.9%	1.6%	0.0%	0.0%	9.2%	0.0%	0.0%	0.0%	1.6%	0.0%	0.0%	0.0%	1.6%	2.7%	0.5%	4.4%	0.0%	3.0%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.5%	1.1%	0.0%	4.4%	8.5%	0.0%	0.0%	1.5%	0.0%	0.0%	0.0%	0.0%	4.9%	2.3%	2.7%	1.2%	0.4%
October - December		717	0.0%	0.0%	0.0%	1.7%	1.1%	0.0%	0.0%	6.6%	0.0%	0.0%	0.0%	3.3%	0.0%	0.0%	0.0%	2.1%	4.2%	1.4%	9.3%	0.0%	3.1%	1.1%	0.0%	0.0%	0.0%	0.0%	0.6%	2.0%	1.3%	0.0%	4.9%	19.9%	0.1%	0.4%	4.2%	0.0%	0.0%	0.0%	0.0%	2.5%	1.4%	3.2%	1.7%	3.3%	
January - April		1023	1.4%	3.6%	1.4%	1.8%	2.0%	0.2%	0.1%	6.6%	2.4%	2.6%	0.2%	1.8%	0.1%	0.2%	0.8%	2.4%	1.6%	0.6%	8.1%	7.4%	1.2%	3.5%	0.3%	4.0%	0.2%	7.6%	1.2%	2.6%	1.7%	3.6%	0.4%	2.4%	36.6%	0.7%	0.7%	3.5%	2.4%	0.3%	0.2%	53.6%	0.1%	2.7%	2.7%	1.8%	3.7%
Total		3322	0.4%	1.1%	0.4%	1.8%	1.6%	0.1%	0.0%	7.8%	0.8%	0.8%	0.1%	2.0%	0.0%	0.1%	0.3%	2.0%	2.7%	0.7%	8.9%	2.3%	2.4%	1.8%	0.1%	1.2%	0.1%	2.3%	0.4%	0.9%	2.1%	1.9%	0.1%	3.9%	19.7%	0.2%	0.3%	2.7%	0.8%	0.1%	0.1%	16.5%	2.9%	2.3%	2.6%	1.5%	2.0%

46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64
0	2	2	1	0														
7	19	15	21	26														
12	12	17	19	15														
19	33	34	41	41	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	12	13	13	15														
0	3	6	3	8														
6	8	4	10	9														
14	23	23	28	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	1	0	0	5	0	0	0	0										
1	33	35	15	34	14	7												
10	23	47	29	28	24	28	47	20										
0	0	6	4	25	3	13	19	12								8		
11	57	88	48	82	41	48	86	32	0	0	0	0	0	0	0	8	0	0
44	113	145	115	165	41	48	88	32	0	0	0	0	0	0	0	8	0	0

46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64
1.2%	2.1%	2.1%	2.6%	2.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
2.0%	3.2%	3.2%	3.6%	4.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
1.1%	5.6%	8.6%	4.7%	9.0%	4.0%	4.7%	6.5%	3.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.8%	0.0%	0.0%
1.3%	3.4%	4.4%	3.5%	5.0%	1.2%	1.4%	2.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%

Appendix M

Complete issues by residential origin

ISSUES AND CONCERNS RAISED BY VISITORS TO THE M5 EAST COMMUNITY INFORMATION CENTRE

Table A: Number of people raising issue by suburb — January 1994 to April 1994

Issue	Beverly Hills	Kingsgrove	Bexley North	Earlwood	Bardwell Park	Turrella	Arncliffe	Tempe	St Peters	Bexley	Rockdale	Hurstville	Narwee	Kyeemagh	Other	Don't Know	Total
IS Study Issues																	
1 Methods of Air & Noise monitoring			1		2		1								1		5
2 Traffic forecasting		6	4	2	3	1	7	3	1	6						2	35
3 Communications whitewash			2		5		7										14
Regional Issues																	
4 Why expressways: improve rail		2	4		3	3	3		1								16
5 Don't build motorway		1	2		4	1	2	7	1	1							19
6 Link to Badgerys Creek Airport		0	0	0												1	1
7 Kingsford Smith airport access		0	0	0												1	1
8 Build as soon as possible		10	8	7	6	3	2	6		4	11	1			10	1	69
9 Build but don't damage Wolf Creek					13	5	3									1	22
10 Build but also improve rail			2	2	12	3	3	4									26
11 Bikeway provision						1											1
12 Tunnel safety: hazardous goods		1	1		10	1		2									15
13 Scepticism about unwritten agenda to link to Badgerys Cr										1							1
14 Scepticism about unwritten agenda link to CBD									1	1							2
15 Scepticism about RTA doing better than M5 West			2		1		3	2									8
Local Issues																	
16 Scepticism about feasibility of the tunnel		1		3	13	3			1		3						24
17 Keep Cootamondra Road Open		16	1	1													18
18 Close Cootamondra Road		5	1														6
19 Noise levels in relation to residences along route		7	33	5	15	1	12	9							1		83
20 Air quality in tunnel and around route		2	10	4	21	7	2	6									52
21 Diallike Traffic Calming on Moorefields Rd			5	3	15	3	2	1			3						32
22 Concern at level of traffic using Stoney Creek and Forrest Roads, Bexley		2	6	3	2	2	1	1		1	10	7	2				37
23 Flooding of tunnel			1			2											3
24 Tunnel construction and vibration				7	26	1	1	3									36
25 Protection of heritage items: Tempe House & sewer			1						1								2
26 Visual impact of motorway on existing residents		3	26	5	7	1	10	23	1								78
27 Overshadowing			1	1			3	5									10
28 Pedestrian Links		4	13	6				1									24
29 Provide pedestrian access to Kingsgrove & Bexley North Stations			12	3													15
30 General Holmes Drive congestion		2	2	2	5	1	1	10	1	1	3	1				3	32
31 Eve St Wetlands protection								3	1								4
32 The preservation of Wolf Creek bushland		1	2		12	2	2									1	20
33 How is my house/business affected		26	74	26	72	20	9	96	2	5	7	1		2	4		348
34 Campbell Road for			1							1	1					2	5
35 Diallike of Campbell Road Termination		1						1	3		2						7
36 General Holmes Drive for		1	6	1	9	2	2	3	1			1				3	30
37 General Holmes Drive against		1			2	1		21		1	2					1	29
38 Impacts on catchments of schools, churches etc		2			1												3
39 Mangrove protection							1			1							2
40 Information on details of proposal		37	79	45	100	29	14	85	8	9	29	7	2	6	5	30	518
41 Diallike of Canal Road Termination																	1
42 Build a surface road not a tunnel		5	3	1	8		2	4	2		3	1					27
43 Would like an interchange at Bexley Road		2	4	5	9						1	1					23
44 Would like interchange at Kingsgrove Rd		1	2	5	2	6								2			18
45 Concern at the height of the Motorway thru Arncliffe & Turrella					1		10	22						2			35
46 Access to the Fairford Road exit		2	2	2	2												8
47 The location of the tunnel under houses			1	4	44	6					1						56
48 The location of the ventilation stack		1	3	5	84	12		1				1					67
49 Location of the toll plaza		2	26	2	9			4			4						47
50 Affect on local traffic flow of the motorway		10	18	14	20	1	1	23		1	9	2				1	100
51 Don't want interchange at Bexley Road		1	5	8	13	1					1						29
52 Construction impacts		5	9	4	13		5	7									43
53 Land acquisition		6	19	6	10		1	19				1					64
54 Longer Tunnel to Princes Highway		1	1	1	2		4	19								1	29
55 Lifting of the Cooks River Rd Reservation					7												7
Number of inquiries by suburb																	
	81	136	67	186	50	35	182	13	13	48	12	2	6	13	60	56	984
														Total			
														984			

ISSUES AND CONCERNS RAISED BY VISITORS TO THE M5 EAST COMMUNITY INFORMATION CENTRE
Table B: Percentage of total per Issue — January 1994 to April 1994

Issue	Beverly Hills	Kingsgrove	Bexley North	Earlwood	Bardwell Park	Tunalla	Arncliffe	Tempe	St Peters	Bexley	Rockdale	Hurstville	Newnes	Kyeemagh	Other	Don't Know	Total
ElB Study Issues																	
1 Methods of Air & Noise monitoring	0.00%	20.00%	0.00%	40.00%	0.00%	0.00%	20.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	20.00%	0.00%	100%
2 Traffic forecasting	17.14%	11.43%	5.71%	8.57%	0.00%	2.86%	20.00%	8.57%	2.86%	17.14%	0.00%	0.00%	0.00%	0.00%	5.71%	0.00%	100%
3 Communications whitewash	0.00%	14.29%	0.00%	35.71%	0.00%	0.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
Regional Issues																	
4 Why expressways; improve rail	12.50%	25.00%	0.00%	18.75%	0.00%	18.75%	18.75%	0.00%	8.25%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
5 Don't build motorway	5.26%	10.53%	0.00%	21.05%	5.26%	10.53%	36.84%	5.26%	5.26%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
6 Link to Badgers Creek Airport	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	100%
7 Kingsford Smith airport access	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	100%
8 Build as soon as possible	14.49%	11.56%	10.14%	8.70%	4.35%	2.90%	8.70%	0.00%	5.80%	15.94%	1.45%	0.00%	0.00%	0.00%	14.49%	1.45%	100%
9 Build but don't damage Woll Creek	0.00%	0.00%	0.00%	58.09%	22.73%	13.84%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	4.55%	100%
10 Build but also improve rail	0.00%	7.89%	7.89%	48.15%	11.54%	11.54%	15.38%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
11 Bikeway provision	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
12 Tunnel safety: hazardous goods	8.67%	8.67%	0.00%	86.67%	8.67%	0.00%	13.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
13 Scepticism about unwritten agenda to link to Badgers Cr.	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
14 Scepticism about unwritten agenda link to CBD	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	50.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
15 Scepticism about RTA doing better than M5 West	0.00%	25.00%	0.00%	12.50%	0.00%	37.50%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
Local Issues																	
16 Scepticism about feasibility of the tunnel	4.17%	0.00%	12.50%	54.17%	12.50%	0.00%	0.00%	4.17%	0.00%	12.50%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
17 Keep Coolonggella Road Open	86.89%	5.56%	5.56%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
18 Close Coolonggella Road	83.33%	16.67%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
19 Noise levels in relation to residences along route	8.43%	39.76%	8.02%	18.07%	1.20%	14.46%	10.84%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.20%	0.00%	0.00%	100%
20 Air quality in tunnel and around route	3.85%	19.23%	7.69%	40.38%	13.46%	3.85%	11.54%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
21 Dialike Traffic Calming on Moorefields Rd	0.00%	15.83%	9.38%	48.89%	9.38%	8.25%	3.13%	0.00%	0.00%	9.38%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
22 Concern at level of traffic using Stony Creek and Forrester Roads, Bexley	5.41%	16.22%	8.11%	5.41%	5.41%	2.70%	2.70%	0.00%	2.70%	27.03%	18.92%	5.41%	0.00%	0.00%	0.00%	0.00%	100%
23 Flooding of tunnel	0.00%	33.33%	0.00%	0.00%	86.67%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
24 Tunnel construction and vibration	0.00%	0.00%	18.42%	88.42%	2.83%	2.83%	7.89%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
25 Protection of heritage items: Tempe House & sewer	0.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
26 Visual impact of motorway on existing residents	3.95%	34.21%	6.58%	8.21%	1.32%	13.18%	30.26%	1.32%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
27 Overshadowing	0.00%	10.00%	10.00%	0.00%	0.00%	30.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
28 Pedestrian Links	16.67%	54.17%	25.00%	0.00%	0.00%	0.00%	4.17%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
29 Provide pedestrian access to Kingsgrove & Bexley North Stations	0.00%	80.00%	20.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
30 General Holmes Drive congestion	6.25%	6.25%	6.25%	15.63%	3.13%	3.13%	31.25%	3.13%	3.13%	9.38%	3.13%	0.00%	0.00%	0.00%	8.38%	0.00%	100%
31 Eve St Wetlands protection	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	75.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
32 The preservation of Woll Creek bushland	5.00%	10.00%	0.00%	80.00%	10.00%	10.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.00%	0.00%	100%
33 How is my house/business affected	7.47%	21.26%	8.05%	20.86%	5.75%	2.56%	27.56%	0.57%	1.44%	2.01%	0.29%	0.00%	0.57%	1.15%	0.00%	0.57%	100%
34 Campbell Road for	0.00%	20.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	20.00%	20.00%	0.00%	0.00%	0.00%	0.00%	40.00%	0.00%	100%
35 Dialike of Campbell Road Termination	14.29%	0.00%	0.00%	0.00%	0.00%	0.00%	14.29%	42.86%	0.00%	28.57%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
36 General Holmes Drive for	3.33%	20.00%	3.33%	30.00%	8.67%	8.67%	10.00%	3.33%	0.00%	0.00%	3.33%	0.00%	0.00%	0.00%	10.00%	3.33%	100%
37 General Holmes Drive against	3.45%	0.00%	0.00%	8.90%	3.45%	0.00%	72.41%	0.00%	3.45%	8.90%	0.00%	0.00%	0.00%	0.00%	3.45%	0.00%	100%
38 Impacts on settlements of schools, churches etc	86.67%	0.00%	0.00%	33.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
39 Mangrove protection	0.00%	0.00%	0.00%	0.00%	0.00%	50.00%	0.00%	0.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
40 Information on details of proposal	7.17%	15.31%	8.72%	19.38%	5.82%	2.71%	16.47%	1.55%	1.74%	5.82%	1.36%	0.38%	1.16%	0.97%	5.81%	8.01%	100%
41 Dialike of Canal Road Termination	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	100%
42 Build a surface road not a tunnel	18.52%	11.11%	3.70%	22.22%	0.00%	7.41%	14.61%	7.41%	0.00%	11.11%	3.70%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
43 Would like an interchange at Bexley Road	8.70%	17.36%	21.74%	39.13%	0.00%	0.00%	0.00%	0.00%	0.00%	4.35%	4.35%	0.00%	0.00%	0.00%	0.00%	4.35%	100%
44 Would like interchange at Kingsgrove Rd	5.56%	11.11%	27.78%	11.11%	33.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	11.11%	0.00%	0.00%	0.00%	100%
45 Concern at the height of the Motorway thru Arncliffe & Tunalla	0.00%	0.00%	0.00%	2.86%	0.00%	28.57%	82.86%	0.00%	0.00%	0.00%	0.00%	0.00%	5.71%	0.00%	0.00%	0.00%	100%
46 Access to the Fairford Road exit	25.00%	25.00%	25.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
47 The location of the tunnel under houses	0.00%	1.78%	7.14%	78.57%	10.71%	0.00%	0.00%	0.00%	0.00%	1.78%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
48 The location of the ventilation stack	1.15%	3.45%	5.75%	73.58%	13.78%	0.00%	1.15%	0.00%	0.00%	0.00%	1.15%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
49 Location of the toll plaza	4.26%	55.32%	4.26%	19.15%	0.00%	0.00%	8.51%	0.00%	0.00%	8.51%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
50 Affect on local traffic flow of the motorway	10.00%	18.00%	14.00%	20.00%	1.00%	1.00%	23.00%	0.00%	1.00%	9.00%	2.00%	0.00%	0.00%	0.00%	1.00%	0.00%	100%
51 Don't want interchange at Bexley Road	3.45%	17.24%	27.56%	44.83%	3.45%	0.00%	0.00%	0.00%	0.00%	3.45%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
52 Construction impacts	11.83%	20.83%	9.30%	30.23%	0.00%	11.83%	16.28%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
53 Land acquisition	9.38%	29.86%	12.50%	15.63%	0.00%	1.56%	29.86%	0.00%	0.00%	0.00%	1.56%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
54 Longer Tunnel to Princes Highway	3.45%	3.45%	3.45%	8.90%	0.00%	13.79%	85.52%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.45%	0.00%	100%
55 Lifting of the Cooks River Rd Reservation	0.00%	0.00%	0.00%	100%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
Number of inquiries by suburb																	
	8%	14%	9%	19%	5%	4%	18%	1%	1%	5%	1%	0%	1%	1%	6%	6%	100%
Total														984			

ISSUES AND CONCERNS RAISED BY VISITORS TO THE M5 EAST COMMUNITY INFORMATION CENTRE

Table C: Percentage of Number of Inquiries per suburb — January 1994 to March 1994

Issue	Beverly Hills	Kingsgrove	Bexley North	Earwood	Bardwell Park	Turrella	Arncliffe	Tempe	St Peters	Bexley	Rookdale	Hurstville	Nareew	Kyeemagh	Other	Don't Know	Total
EIS Study Issues																	
1 Methods of Air & Noise monitoring	0.00%	0.74%	0.00%	1.06%	0.00%	0.00%	0.55%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.87%	0.00%	1%
2 Traffic forecasting	7.41%	2.94%	2.30%	1.80%	0.00%	2.86%	3.85%	23.08%	7.69%	13.04%	0.00%	0.00%	0.00%	0.00%	3.33%	0.00%	4%
3 Communications whitewash	0.00%	1.47%	0.00%	2.86%	0.00%	0.00%	3.85%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1%
Regional Issues																	
4 Why expressways; improve rail	2.47%	2.94%	0.00%	1.80%	0.00%	8.57%	1.65%	0.00%	7.69%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2%
5 Don't build motorway	1.23%	1.47%	0.00%	2.13%	2.00%	5.71%	3.85%	7.69%	7.69%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2%
6 Link to Badgerys Creek Airport	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.72%	0%
7 Kingsford Smith airport access	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.72%	0%
8 Build as soon as possible	12.35%	5.88%	8.05%	3.19%	8.00%	5.71%	3.30%	0.00%	30.77%	23.91%	8.33%	0.00%	0.00%	0.00%	16.67%	1.72%	7%
9 Build but don't damage Woll Creek	0.00%	0.00%	0.00%	8.91%	10.00%	8.57%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.72%	2%
10 Build but also improve rail	0.00%	1.47%	2.30%	8.38%	8.00%	8.57%	2.20%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3%
11 Bikeway provision	0.00%	0.00%	0.00%	0.00%	0.00%	2.86%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
12 Tunnel safety: hazardous goods	1.23%	0.74%	0.00%	5.32%	2.00%	0.00%	1.10%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2%
13 Septicism about unwritten agenda to link to Badgerys CK	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	7.69%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
14 Septicism about unwritten agenda link to CBD	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.55%	7.69%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
15 Septicism about RTA doing better than M5 West	0.00%	1.47%	0.00%	0.53%	0.00%	8.57%	1.10%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1%
Local Issues																	
16 Septicism about feasibility of the tunnel	1.23%	0.00%	3.45%	8.91%	8.00%	0.00%	0.00%	7.69%	0.00%	8.52%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2%
17 Keep Cookongatta Road Open	19.75%	0.74%	1.15%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2%
18 Close Cookongatta Road	6.17%	0.74%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1%
19 Noise levels in relation to residences along route	8.64%	24.26%	5.75%	7.98%	2.00%	34.29%	4.95%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	7.69%	0.00%	0.00%	8%
20 Air quality in tunnel and around route	2.47%	7.35%	4.60%	11.17%	14.00%	5.71%	3.30%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5%
21 Dislike Traffic Calming on Moorefields Rd	0.00%	3.88%	3.45%	7.98%	8.00%	5.71%	0.55%	0.00%	0.00%	8.52%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3%
22 Concern at level of traffic using Stoney Creek and Forrest Roads, Bexley	2.47%	4.41%	3.45%	1.08%	4.00%	2.86%	0.55%	0.00%	7.69%	21.74%	58.33%	100.00%	0.00%	0.00%	0.00%	0.00%	4%
23 Flooding of tunnel	0.00%	0.74%	0.00%	0.00%	4.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
24 Tunnel construction and vibration	0.00%	0.00%	8.05%	13.83%	2.00%	2.86%	1.65%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	4%
25 Protection of heritage items: Tempe House & sewer	0.00%	0.74%	0.00%	0.00%	0.00%	0.00%	0.00%	7.69%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
26 Visual impact of motorway on existing residents	3.70%	19.12%	5.75%	3.72%	2.00%	28.57%	12.64%	7.69%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	8%
27 Overshadowing	0.00%	0.74%	1.15%	0.00%	0.00%	8.57%	2.75%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1%
28 Pedestrian Links	4.94%	9.56%	8.90%	0.00%	0.00%	0.00%	0.55%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2%
29 Provide pedestrian access to Kingsgrove & Bexley North Stations	0.00%	8.82%	3.45%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2%
30 General Holmes Drive congestion	2.47%	1.47%	2.30%	2.86%	2.00%	2.86%	5.48%	7.69%	7.69%	8.52%	8.33%	0.00%	0.00%	0.00%	5.00%	0.00%	3%
31 Eve St Wetlands protection	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.65%	7.69%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
32 The preservation of Woll Creek bushland	1.23%	1.47%	0.00%	8.38%	4.00%	5.71%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.87%	0.00%	2%
33 How is my house/business affected	32.10%	54.41%	32.18%	38.30%	40.00%	25.71%	52.75%	15.38%	38.46%	15.22%	8.33%	0.00%	25.00%	30.77%	0.00%	3.45%	35%
34 Campbell Road for	0.00%	0.74%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	7.69%	2.17%	0.00%	0.00%	0.00%	0.00%	3.33%	0.00%	1%
35 Dislike of Campbell Road Termination	1.23%	0.00%	0.00%	0.00%	0.00%	0.00%	0.55%	23.08%	0.00%	4.35%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1%
36 General Holmes Drive for	1.23%	4.41%	1.15%	4.79%	4.00%	5.71%	1.65%	7.69%	0.00%	0.00%	8.33%	0.00%	0.00%	0.00%	5.00%	1.72%	3%
37 General Holmes Drive against	1.23%	0.00%	0.00%	1.08%	2.00%	0.00%	11.54%	0.00%	7.69%	4.35%	0.00%	0.00%	0.00%	0.00%	1.87%	0.00%	3%
38 Impacts on catchments of schools, churches etc	2.47%	0.00%	0.00%	0.53%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
39 Mangrove protection	0.00%	0.00%	0.00%	0.00%	0.00%	2.86%	0.00%	0.00%	7.69%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0%
40 Information on details of proposal	45.88%	58.09%	51.72%	53.19%	58.00%	40.00%	48.70%	61.54%	69.23%	63.04%	58.33%	100.00%	75.00%	38.46%	50.00%	53.45%	52%
41 Dislike of Canal Road Termination	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.72%	0%
42 Build a surface road not a tunnel	6.17%	2.21%	1.15%	3.19%	0.00%	5.71%	2.20%	15.38%	0.00%	8.52%	8.33%	0.00%	0.00%	0.00%	0.00%	0.00%	3%
43 Would like an interchange at Bexley Road	2.47%	2.94%	5.75%	4.79%	0.00%	0.00%	0.00%	0.00%	0.00%	2.17%	8.33%	0.00%	0.00%	0.00%	0.00%	1.72%	2%
44 Would like interchange at Kingsgrove Rd	1.23%	1.47%	5.75%	1.08%	12.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	25.00%	0.00%	0.00%	0.00%	2%
45 Concern at the height of the Motorway thru Arncliffe & Turrella	0.00%	0.00%	0.00%	0.53%	0.00%	28.57%	12.09%	0.00%	0.00%	0.00%	0.00%	0.00%	25.00%	0.00%	0.00%	0.00%	4%
46 Access to the Fairford Road exit	2.47%	1.47%	2.30%	1.08%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1%
47 The location of the tunnel under houses	0.00%	0.74%	4.60%	23.40%	12.00%	0.00%	0.00%	0.00%	0.00%	2.17%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	6%
48 The location of the ventilation stack	1.23%	2.21%	5.75%	34.04%	24.00%	0.00%	0.55%	0.00%	0.00%	0.00%	8.33%	0.00%	0.00%	0.00%	0.00%	0.00%	9%
49 Location of the toll plaza	2.47%	19.12%	2.30%	4.79%	0.00%	0.00%	2.20%	0.00%	0.00%	8.70%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5%
50 Affect on local traffic flow of the motorway	12.35%	13.24%	16.09%	10.84%	2.00%	2.86%	12.64%	0.00%	7.69%	19.57%	16.67%	0.00%	0.00%	0.00%	1.87%	0.00%	10%
51 Don't want interchange at Bexley Road	1.23%	3.88%	9.20%	8.91%	2.00%	0.00%	0.00%	0.00%	0.00%	2.17%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3%
52 Construction impacts	6.17%	8.82%	4.60%	8.91%	0.00%	14.29%	3.85%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	4%
53 Land acquisition	7.41%	13.97%	9.20%	5.32%	0.00%	2.86%	10.44%	0.00%	0.00%	0.00%	8.33%	0.00%	0.00%	0.00%	0.00%	0.00%	7%
54 Longer Tunnel to Princes Highway	1.23%	0.74%	1.15%	1.08%	0.00%	11.43%	10.44%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.87%	0.00%	3%
55 Lifting of the Cooks River Rd Reservation	0.00%	0.00%	0.00%	3.72%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1%
Number of Inquiries by suburb	8%	14%	9%	19%	5%	4%	18%	1%	1%	5%	1%	0%	1%	1%	6%	6%	100%
														Total 984			

Appendix N

Media trend analysis



ABACUS MEDIA

Abacus Media Pty. Ltd.
A.C.N. 061 106 107

January 1993 - May 1994

MEDIA TREND ANALYSIS
Report

M5 MOTORWAY
Eastern Extension

prepared for:

THE ROADS AND
TRAFFIC AUTHORITY

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The Abacus Media Analysis System

The media items analysed for this report were read and evaluated by qualified Abacus Media staff with the aid of detailed information coding templates. These templates were designed specifically for the Roads and Traffic Authority, and define over fifty coding factors that are analysed for every item. The coding factors include subjects and organisations of interest to the RTA, as well as organisation-specific ratings such as prominence of the items, positive content, and negative content.

The coded information from the media items was then computer analysed, using propriety software systems developed by Abacus Media, to determine frequencies, correlations, and trends in the coverage. The end product of this analysis is a computer database that identifies and summarises the content of the original media items. Media Content Analysis information such as this report is drawn from the database. As the database grows, reports of an increasingly more complex or specific nature can be drawn from it. These reports can provide valuable information about both current and past media coverage of any subject, organisation, or issue.

The following is a summary of the findings of this analysis:

- From a total of 185 M5-focused print media items, 96 items that specifically concerned the M5 eastern extension were analysed for this report. These items appeared during January 1993 to May 1994. Major metropolitan and national publications contributed 14 of the items, and 82 came from Sydney suburban publications.
- Nearly half the items (48%) originated from specific road-related lobby groups (30%), or members of the general public (18%).
- The RTA was a major focus in 56 (58%) of the 96 print media items analysed for this report. Of the 56 items that focused on the RTA, 32 (57%) were positive or neutral in tone.
- The Roads Minister was a major focus in 16 (17%) of the 96 print media items analysed for this report. Of the 16 items that focused on the Roads Minister, 11 (69%) were positive or neutral in tone.
- The NSW State Government was a major focus in 15 (16%) of the 96 print media items analysed for this report. Of the 15 items that focused on the NSW Government, 5 (33%) were positive or neutral in tone.
- Media items that were critical of the M5 eastern extension were largely focused on the NSW Government and the RTA's transport planning, funding, and environmental policies, and were negative in tone. Items of this nature peaked in frequency during May 1993 and March 1994.
- Items focusing on the Roads Minister were largely concerned with announcements and benefits related to the M5 eastern extension, and were generally positive in tone. These items peaked in frequency during November 1993 and February 1994.

- Specific lobby groups featured in, or provided information for, 41 items (43% of the total). Of these 41 items, the Wolli Creek Preservation Society (WCPS) was involved in 28 items (68%), and the Friends of Wolli Creek (FWC) lobby group was involved in 12 items (29%).
- Members of the general public were most likely to express their views about the M5 eastern extension by writing to their chosen publication. Lobby groups, however, worked with the media to instigate news or feature articles rather than using correspondence.
- The overall level of M5 East media coverage varied widely from month to month with pronounced peaks in the frequency of items appearing during May and November 1993, and February 1994. The May 1993 peak (9 items) featured the Wolli Creek Preservation Society in 8 items.
- The most frequently occurring single issue (29% of items) was the suitability of the proposed M5 eastern extension route options. This coverage peaked in November 1993 and February 1994.
- The second most frequently occurring single issue, M5 East community consultation (15% of items), was prominent during May and June 1993, and February and March 1994.
- Environmental issues relating to M5 East (14% of items) have appeared on a regular basis since March 1993, with a peak in November 1993.
- The potential impact of the M5 eastern extension on traffic levels and flow (13% of items) has been a consistent topic since August 1993, and has included both positive and negative assessments of the likely effects.
- Concerns about property values, acquisitions etc (9% of items) became the most prominent issue during February and April 1994.

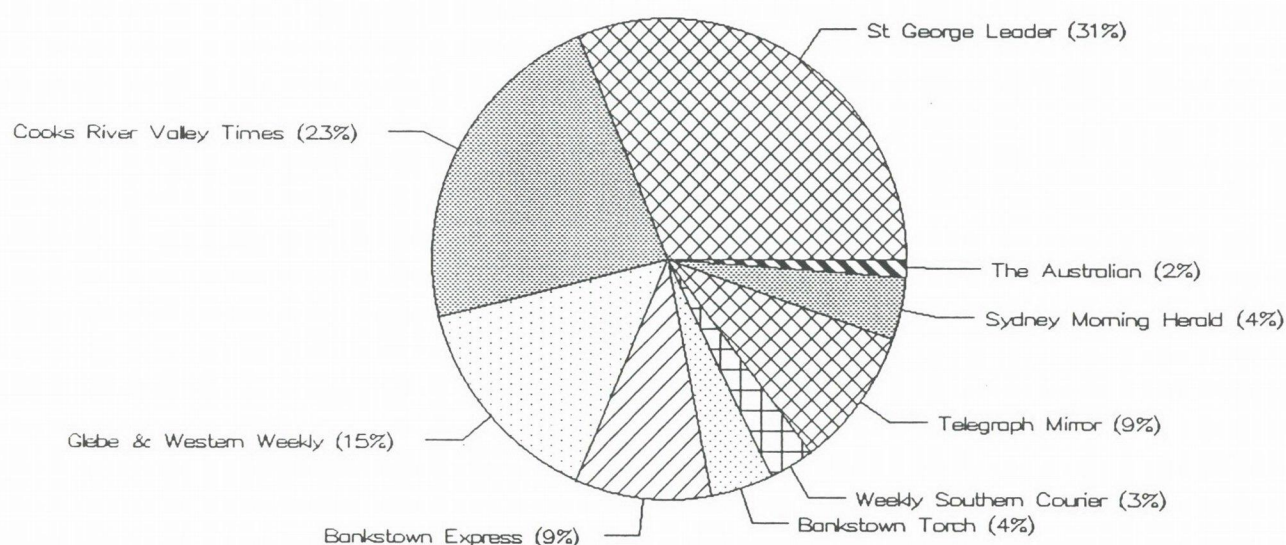
2.1 Source of Items

The information in this report has been drawn from a database of over 6,000 RTA-relevant print media items. From this database 185 items that focused on the M5 were extracted and analysed, including 96 items that specifically related to the proposed eastern extension of the M5. Of these 96 items, 14 appeared in 3 major metropolitan or national publications during January 1993 to May 1994, and 82 appeared in 6 Sydney suburban publications during February 1993 to May 1994.

The majority of M5 East items (59%) appeared in suburban newspapers from the south eastern and central suburbs of Sydney. A further 15% appeared in Sydney's major metropolitan daily newspapers.

The individual publication with the highest number of items was The St George and Sutherland Shire Leader (30 items). The Cooks River Valley Times (22 items), The Glebe & Western Weekly (14 items), The Bankstown Express (9 items), and The Telegraph Mirror (9 items) were the other substantial sources.

Fig. 1: Media Items by Source



2.2 Origin and Focus of Items

Media items are analysed to determine the organisations or individuals that provided the information that the items were based on, and the organisations or individuals that the items focus on. As the graphs below illustrate, most M5 East items originated from specific lobby groups, members of the general public, or the RTA, and the RTA was a major focus in more than half of the items.

Fig. 2: Originator of Items

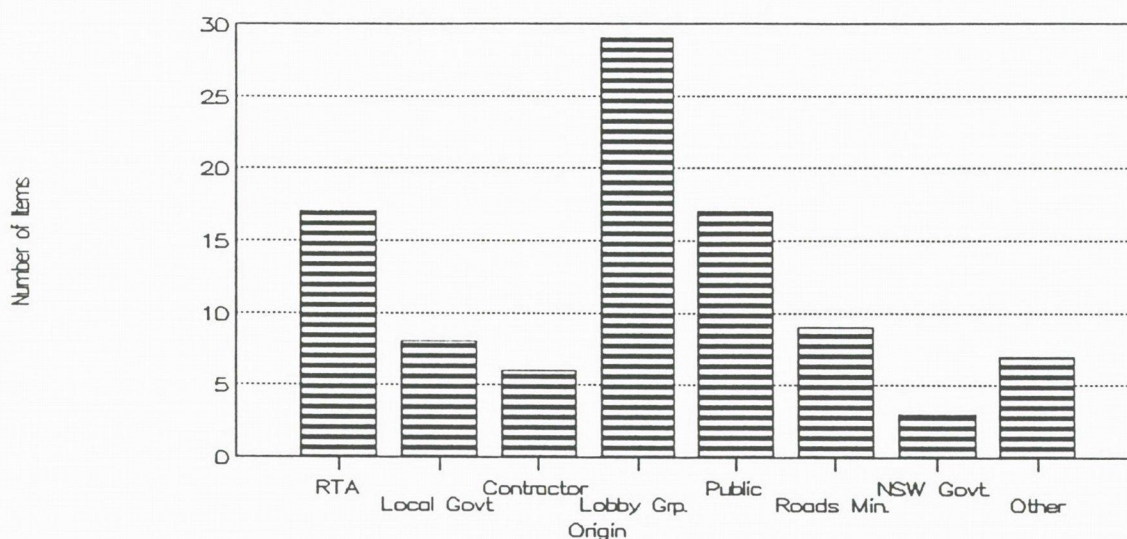
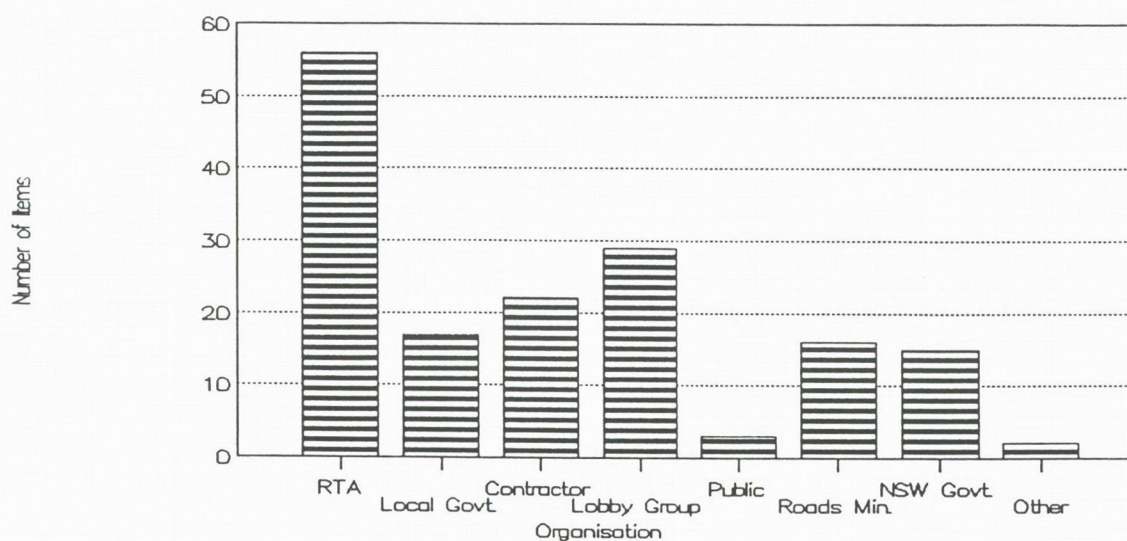


Fig. 3: Major Focus of Items



2.3 Focus Trends

In each of the graphs below, the upper line illustrates the total number of M5 East specific items analysed for each month, and the lower line shows the portion of those items that focused on the RTA, the Roads Minister, or the NSW Government.

Fig. 4: RTA Focus Trends

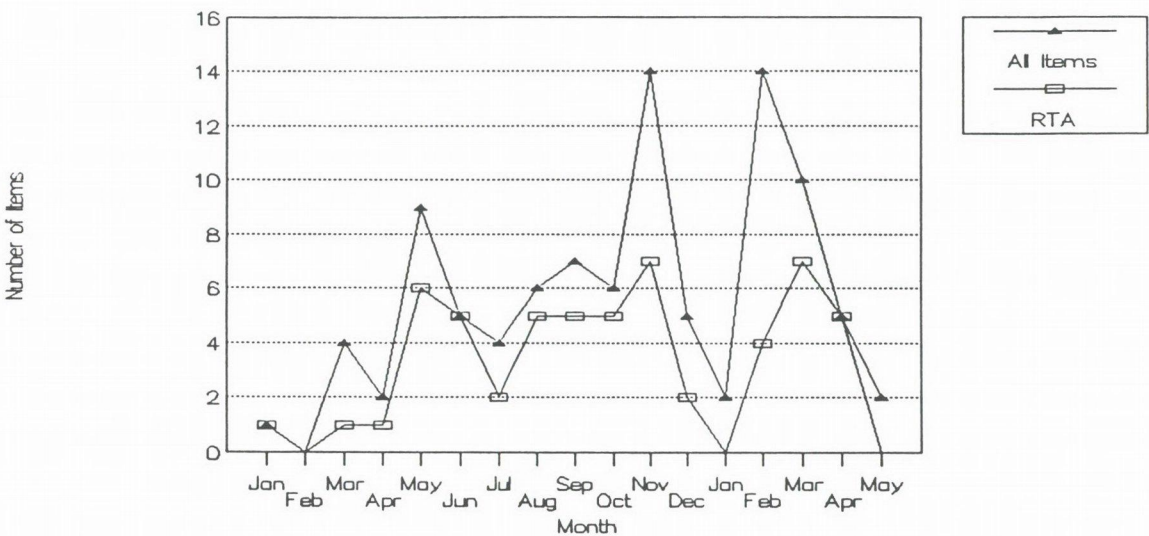
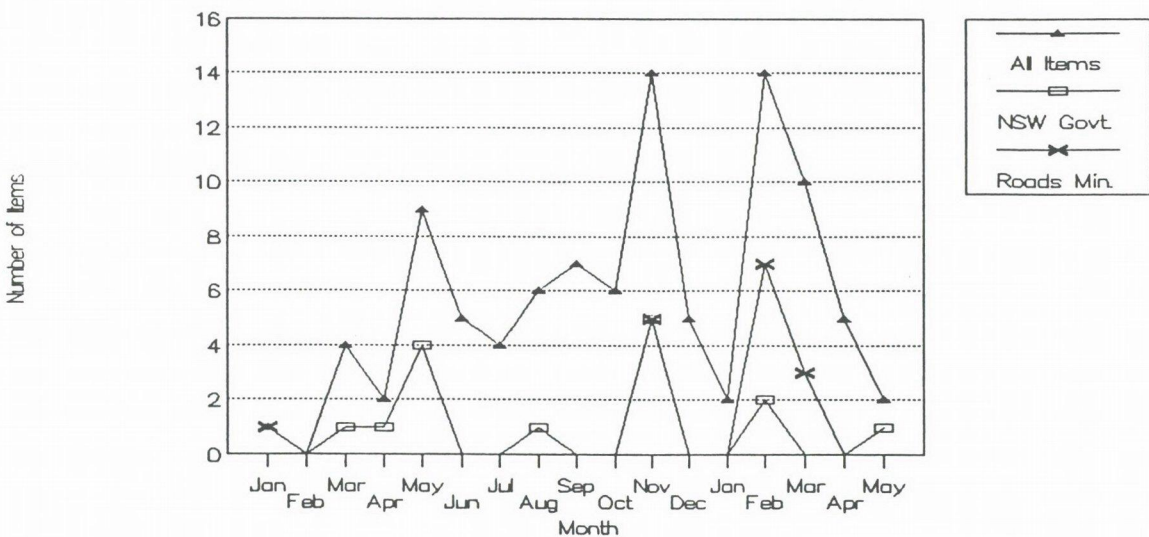


Fig. 5: Minister & Govt. Focus Trends

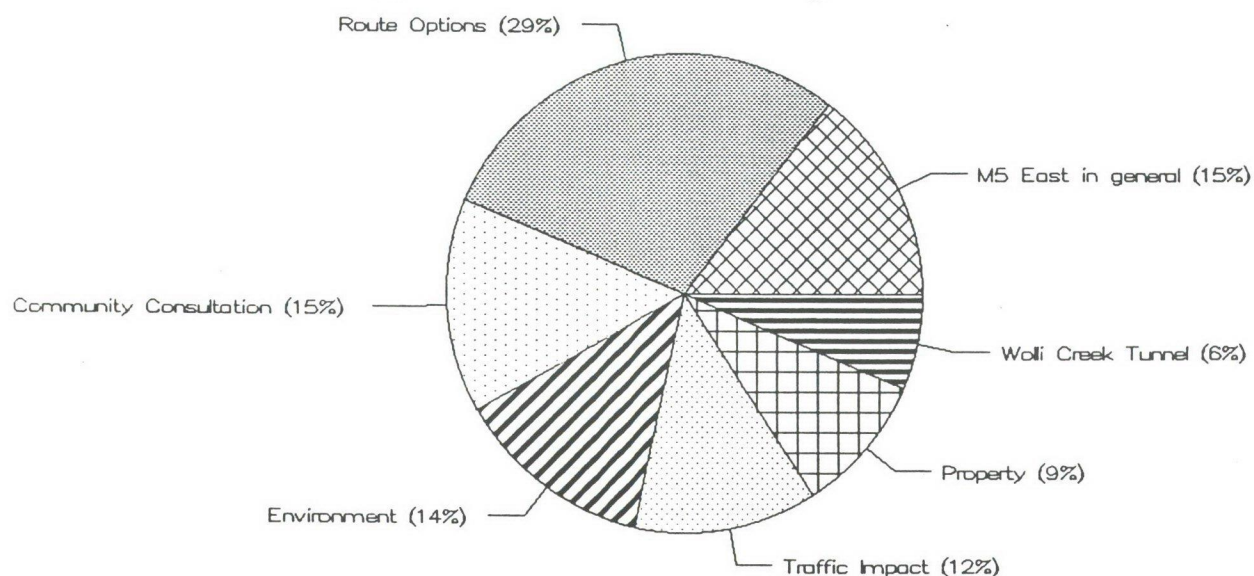


2.4 Key Issues

All of the items analysed for this report were primarily concerned with the M5 Motorway eastern extension. They have been further divided into seven key issues:

KEY ISSUE	NUMBER OF ITEMS	PERCENTAGE OF TOTAL
• Eastern extension in general	14	15%
• East extension Route Options	28	29%
• Community Consultation	14	15%
• Environmental concerns	13	14%
• Traffic Impact	12	13%
• Property values, acquisition etc	9	9%
• Wolli Creek Tunnel	6	6%

Fig. 6: M5 East Key Issues



2.5 Key Issue Trends

In each of the graphs below, the upper line illustrates the total number of M5 East specific items analysed for each month, and the lower line shows the portion of those items that were concerned with selected key issues.

Fig. 7: Key Issue Trends

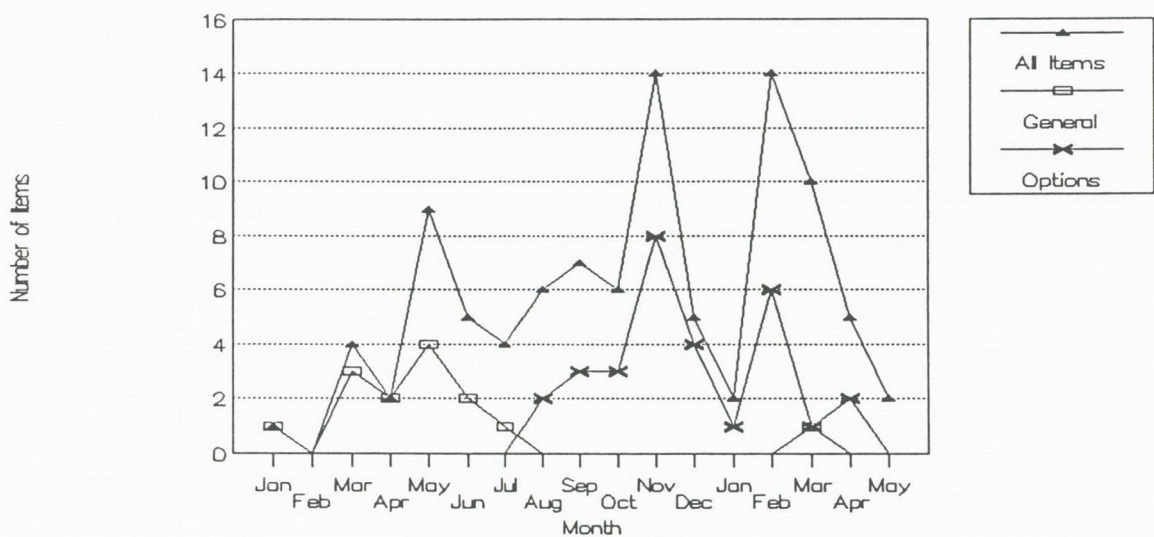
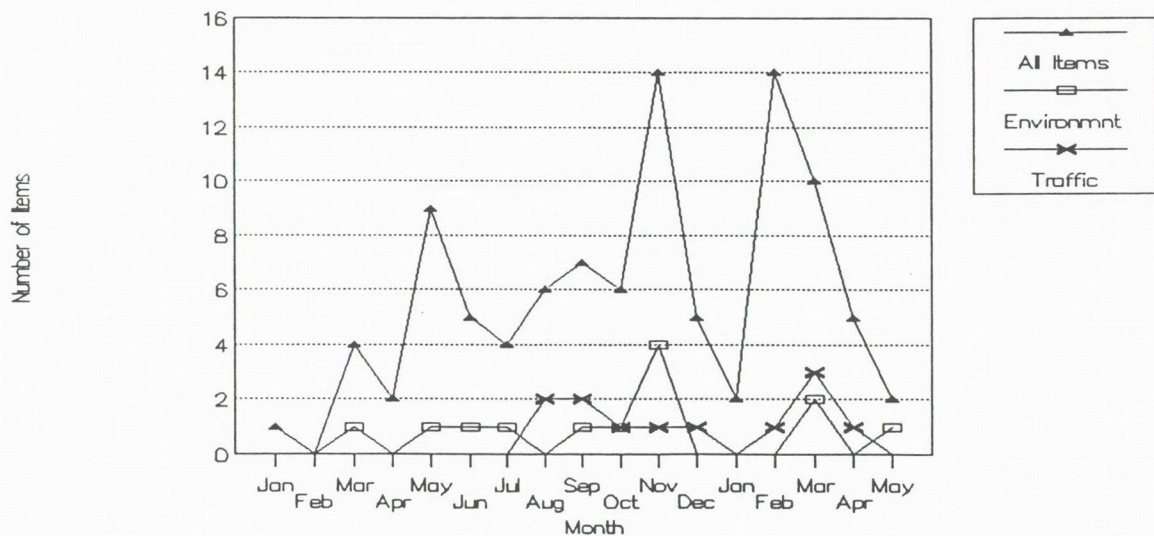
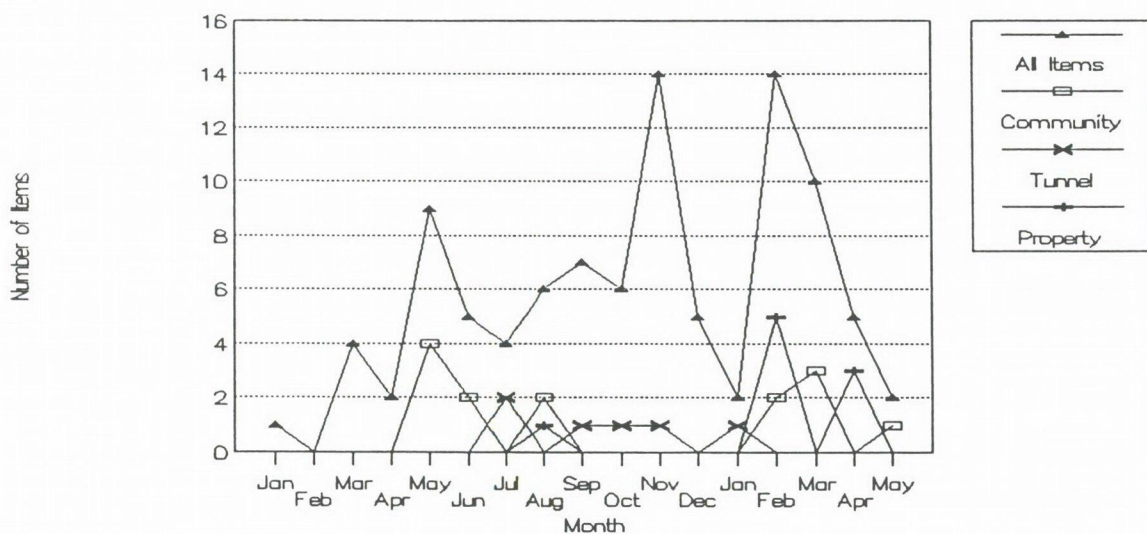


Fig. 8: Key Issue Trends



Key Issue Trends continued:

In the graph below, the upper line illustrates the total number of M5 East specific items analysed for each month, and the lower line shows the portion of those items that were concerned with selected key issues.

Fig. 9: Key Issue Trends

2.6 Tone of Items - RTA

The RTA was a major focus in 56 of the 96 print media items analysed for this report, and was mentioned in a further 14 items.

These items have been analysed to determine whether they were positive, neutral, balanced (presenting both sides of an issue), or negative in tone, and have been further broken down by the originators of the items.

Fig. 10: RTA Focused Item Tone

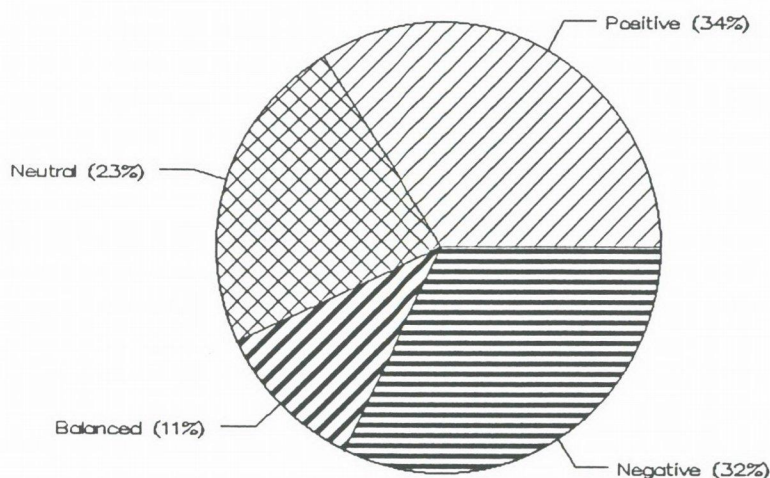
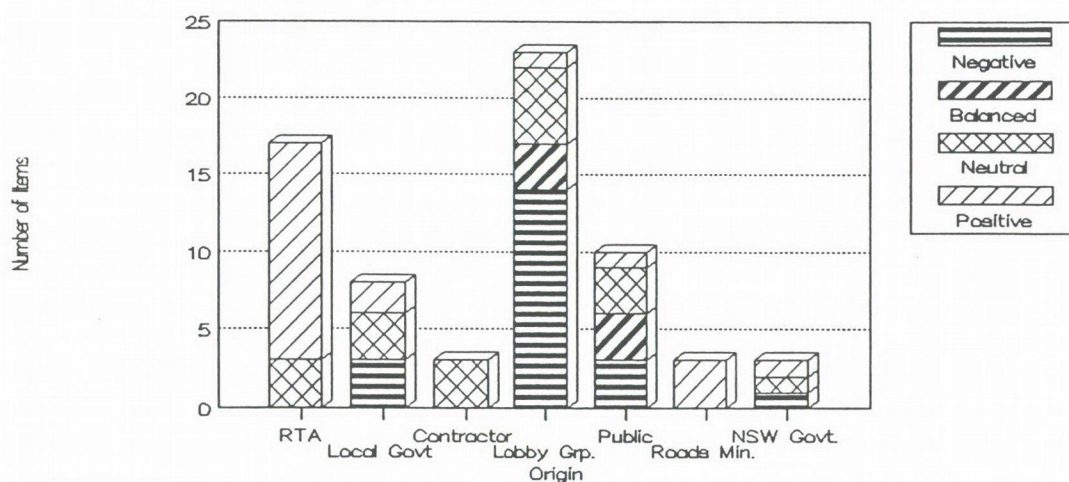


Fig. 11: RTA Item Tone by Origin



2.7 Tone of Items - Roads Minister

The Roads Minister was a major focus in 16 of the 96 print media items analysed for this report, and was mentioned in a further 8 items.

These items have been analysed to determine whether they were positive, neutral, balanced (presenting both sides of an issue), or negative in tone, and have been further broken down by the originators of the items.

Fig. 12: Minister Focused Item Tone

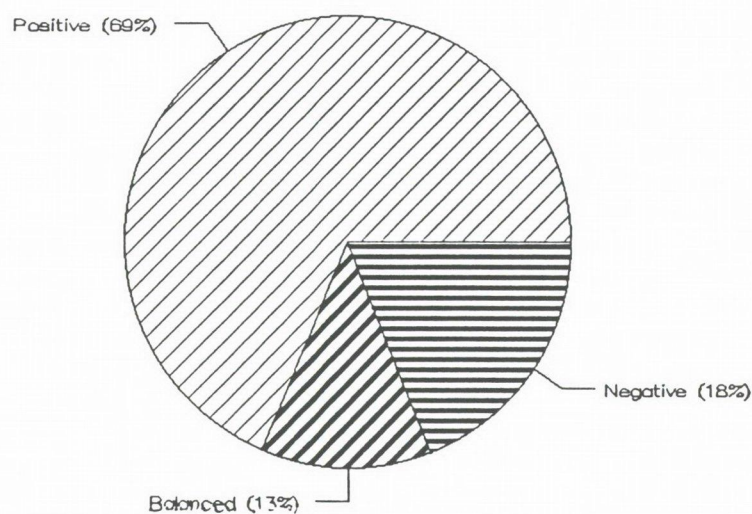
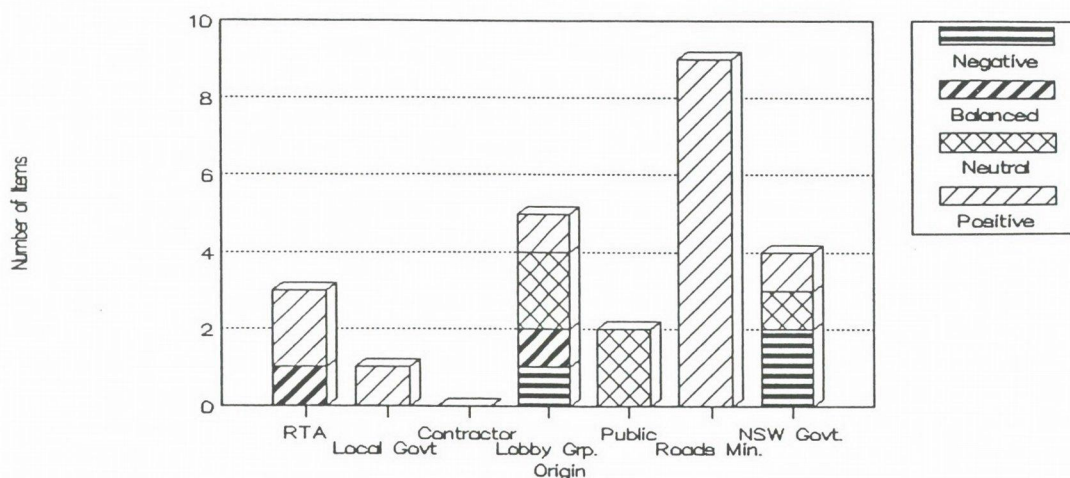


Fig. 13: Minister Item Tone by Origin



2.8 Tone of Items - NSW Government

The NSW Government was a major focus in 15 of the 96 print media items analysed for this report, and was mentioned in a further 6 items.

These items have been analysed to determine whether they were positive, neutral, balanced (presenting both sides of an issue), or negative in tone, and have been further broken down by the originators of the items.

Fig. 14: NSW Govt. Focused Item Tone

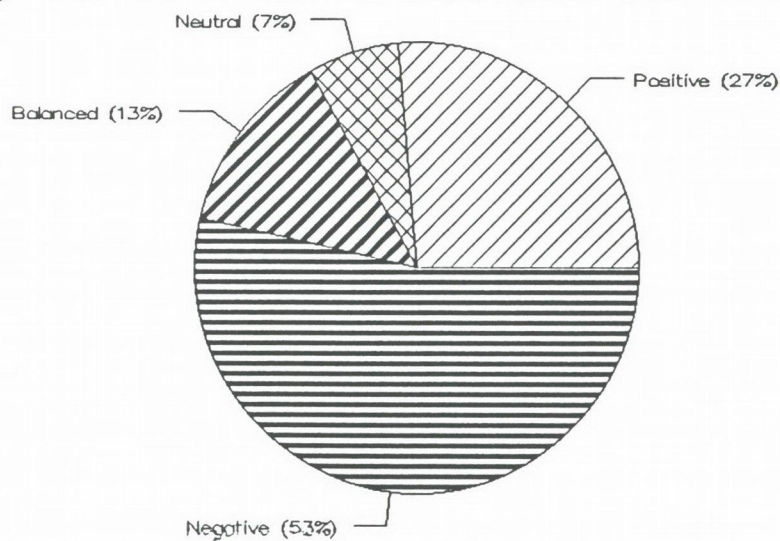
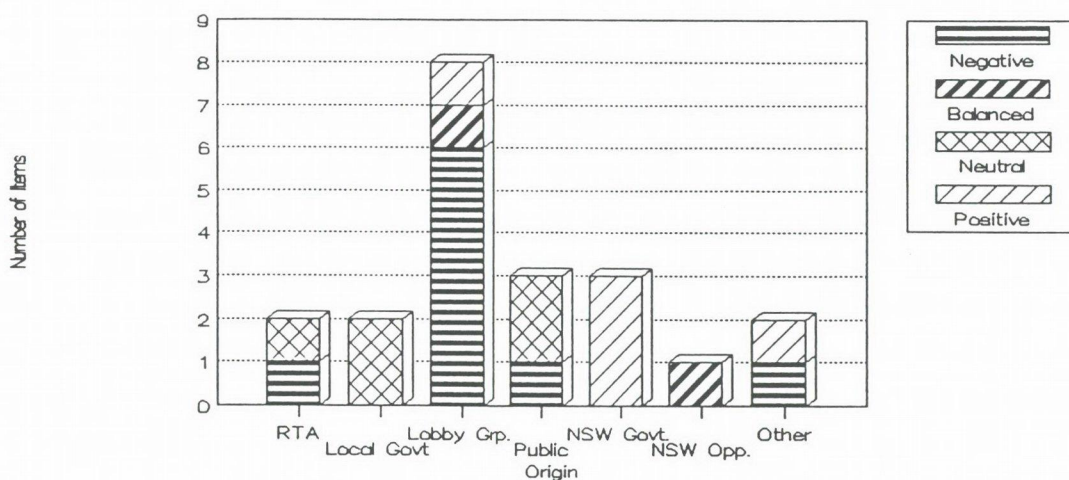


Fig. 15: NSW Govt. Item Tone by Origin



2.9 Tone of Items by Key Issue

In the graphs below, the tone of items focusing on or mentioning the RTA or the Roads Minister has been further broken down by the key issues in the items.

Individual items and issues may contain both positive and negative tone aspects.

Fig. 16: RTA Item Tone by Key Issue

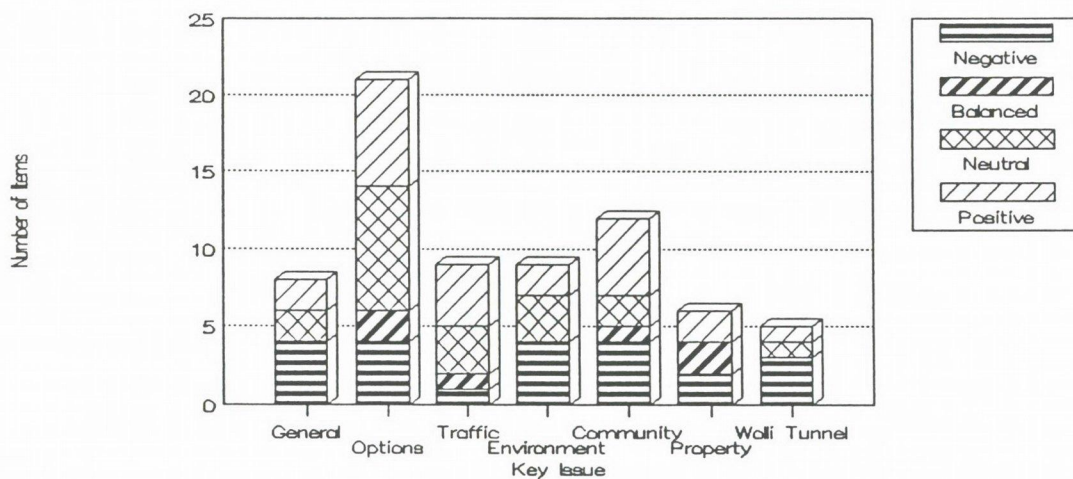
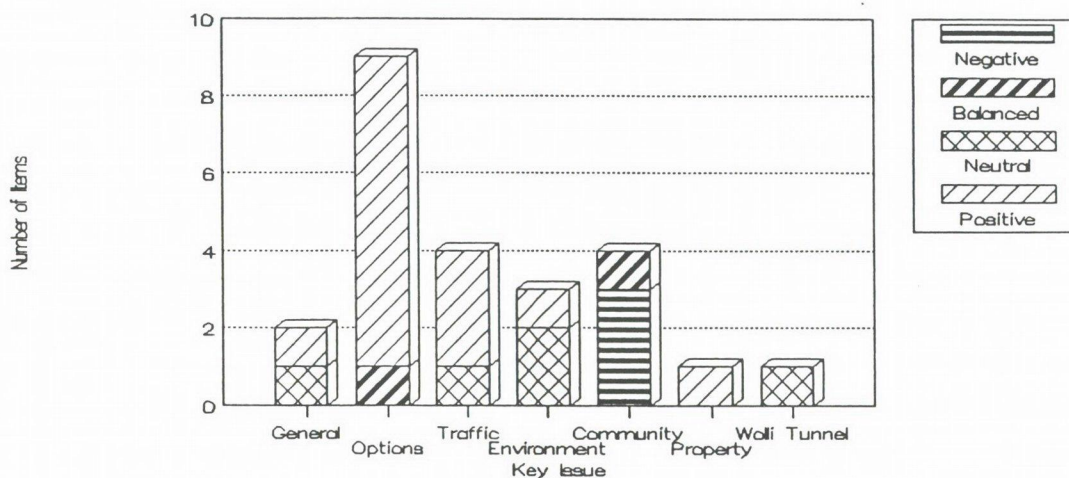


Fig. 17: Minister Item Tone by Issue

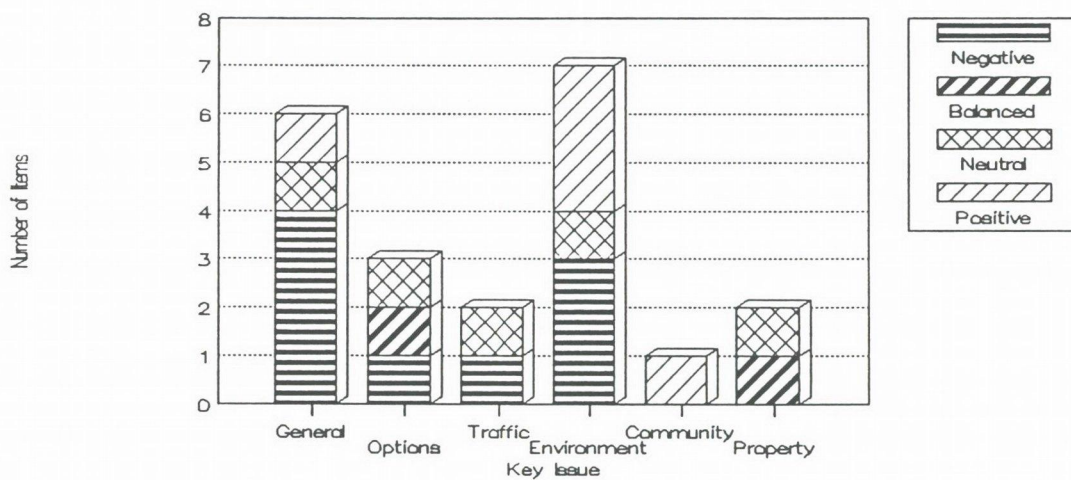


Tone of Items by Key Issue continued

In the graph below, the tone of items focusing on or mentioning the NSW State Government has been further broken down by the key issues in the items.

Individual items and issues may contain both positive and negative tone aspects.

Fig. 18: NSW Govt. Item Tone by Issue



2.10 Tone by Item Type and Item Type by Origin

During the analysis items are classified into four types, correspondence, editorial, news, and feature (news plus context, history etc.).

In the Tone of Items by Item Type graph below, the tone of items towards the M5 East has been further broken down by the item type.

In the Item Type by Item Origin graph below, the item types analysed have been further broken down by the item originator.

Fig. 19: Tone of Items by Item Type

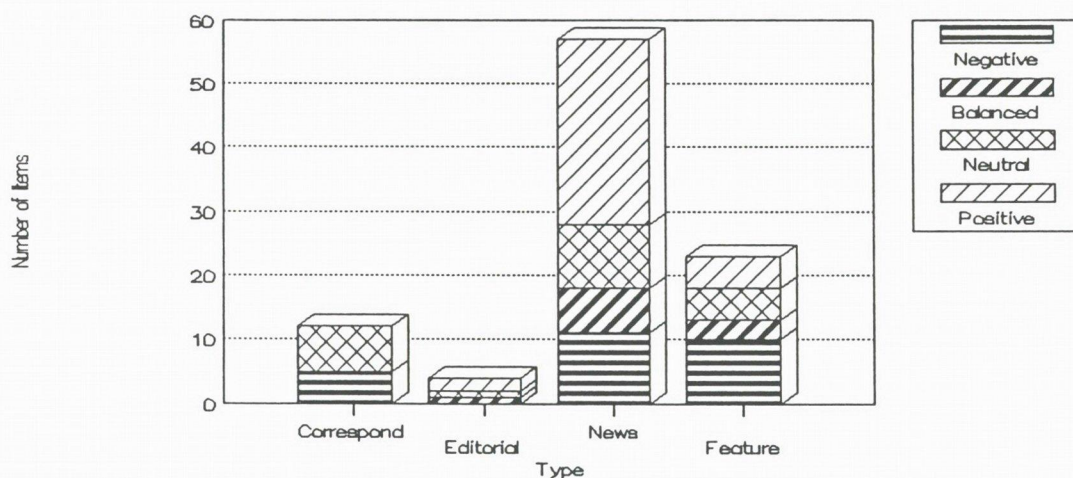
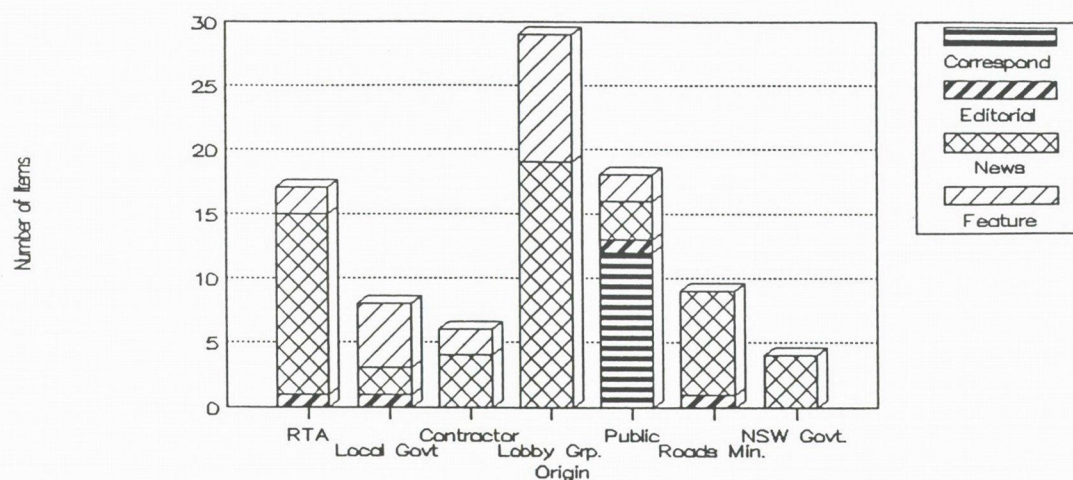


Fig. 20: Item Type by Item Origin



2.11 Lobby Groups

Lobby groups featured in, or provided information for, 41 items (43% of the total). A full listing of lobby groups identified in this analysis appears on the following page.

The graphs below illustrate the number of items attributable to each lobby group, and the timing of items from the two most active anti-M5 East lobby groups.

Fig. 21: Lobby Groups In Items

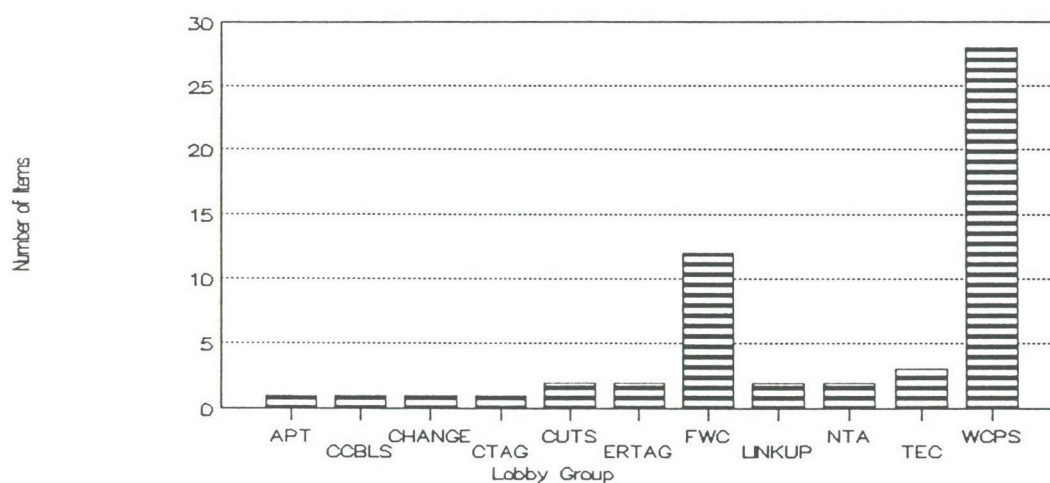
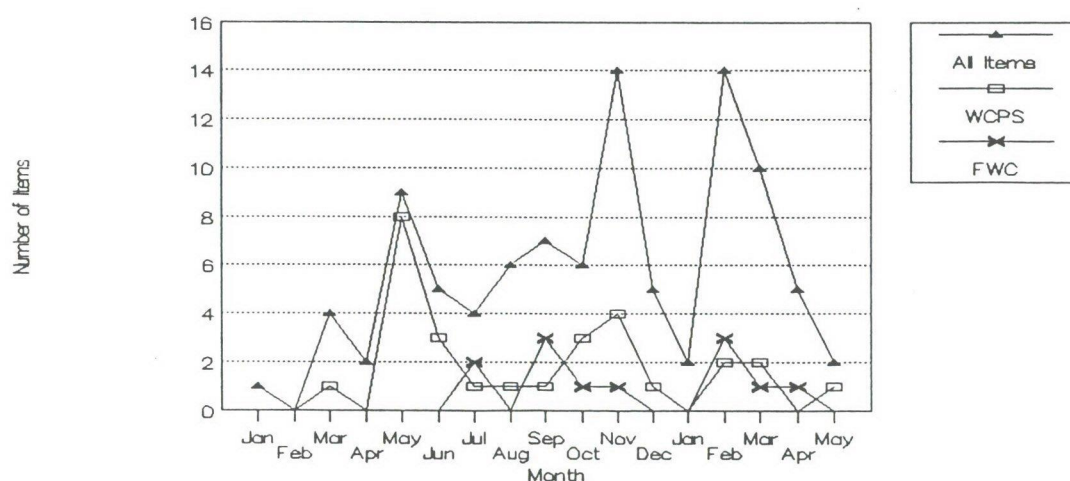


Fig. 22: Lobby Groups by Month



Lobby Group Listing

Specific lobby groups featured in, or provided information for, 41 items (43% of the total). Of these 41 items, the Wolli Creek Preservation Society (WCPS) was involved in 28 items (68%), and the Friends of Wolli Creek (FWC) in 12 items (29%). Some items included input from more than one lobby group.

LOBBY GROUP		NUMBER OF ITEMS	PERCENTAGE OF TOTAL
APT	Action for Public Transport	1	1%
CCBLS	Concerned Citizens of Brighton- Le-Sands	1	1%
CHANGE	Coalition of Hawkesbury And Nepean Groups for the Environment	1	1%
CTAG	Coalition of Transport Action Groups	1	1%
CUTS	Coalition for Urban Transport Sanity	2	2%
ERTAG	Earlwood Rockdale Traffic Action Group	2	2%
FWC	Friends of Wolli Creek	12	13%
LINKUP	LINKUP (includes Greenpeace and The Wilderness Society)	2	2%
NTA	National Trust of Australia	2	2%
TEC	Total Environment Centre	3	3%
WCPS	Wolli Creek Preservation Society	28	29%

2.12 Geographic Analysis

Eleven suburbs of Sydney were identified by name as the main concern in 24 items (25% of the total). These items have been analysed to determine trends in the identification of suburbs.

The graphs below illustrate the key issues featured in items, and the timing of items, from the main suburbs identified.

Fig. 23: Suburb by Key Issue

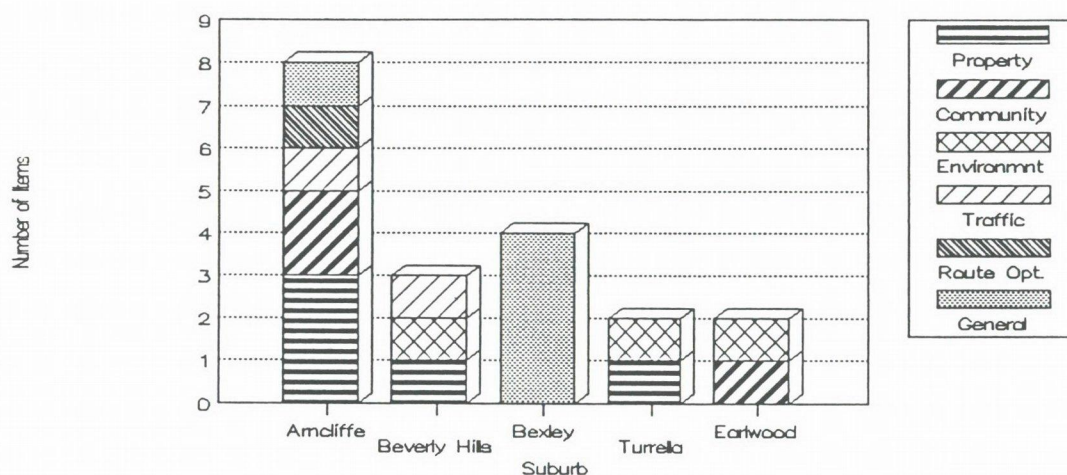
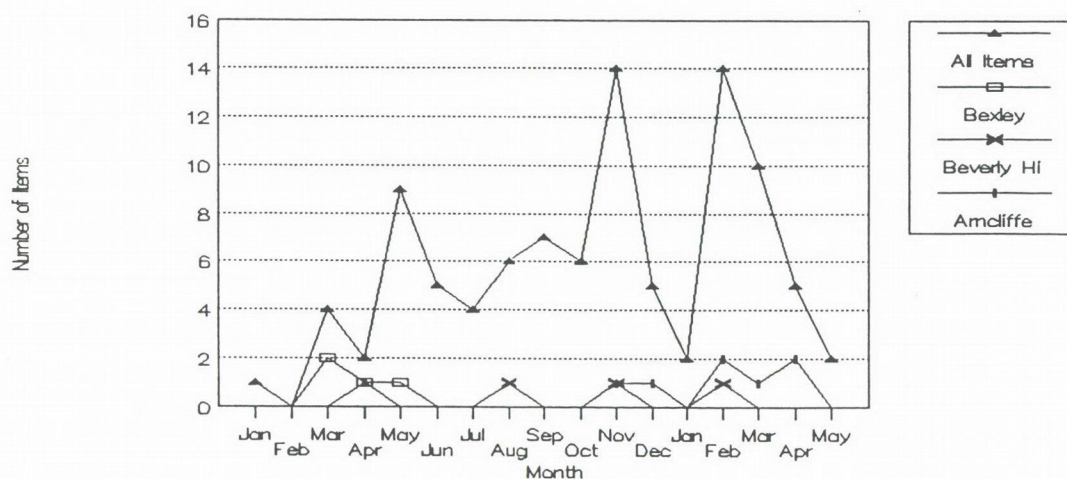


Fig. 24: Suburbs by Month



2.13 Source of Positive and Negative Items - RTA

The items that were positive or negative in tone towards the RTA have been analysed to determine the publications that they appeared in.

Fig. 25: RTA Positive Items

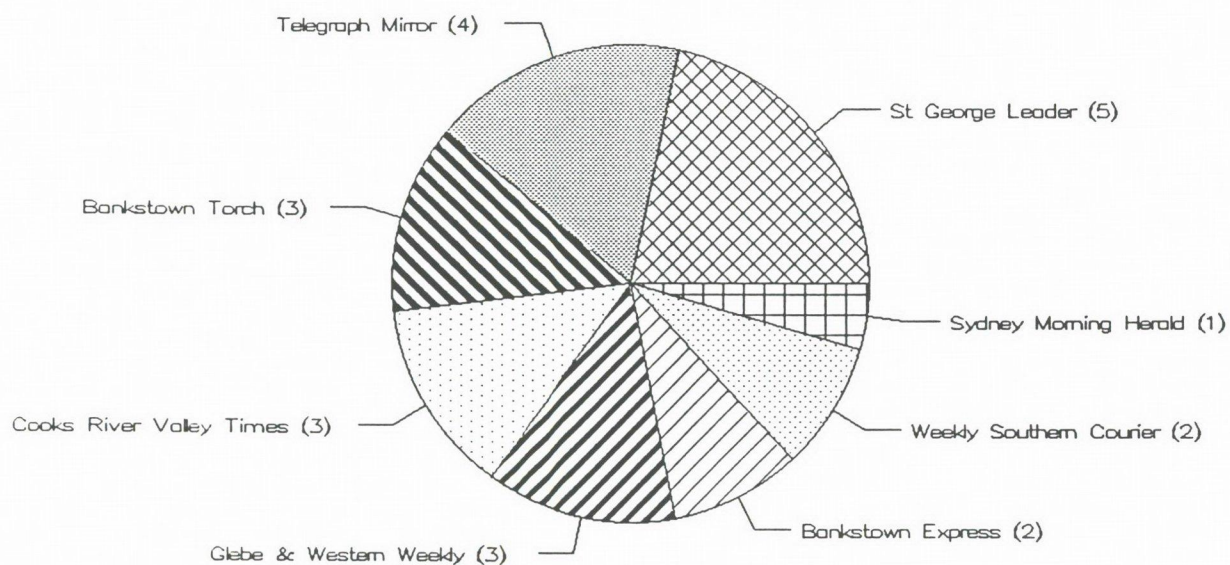
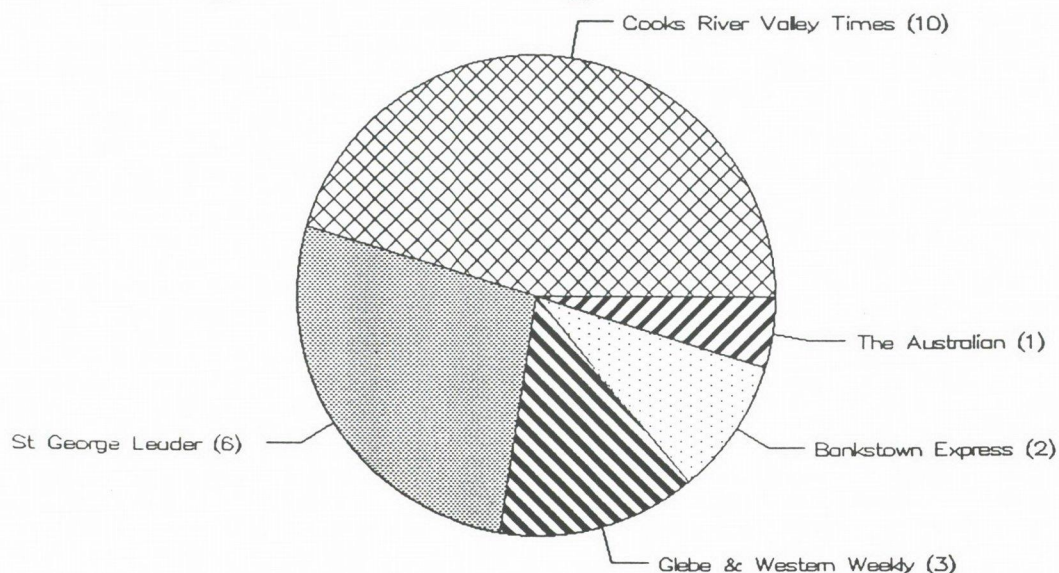


Fig. 26: RTA Negative Items



2.14 Source of Positive and Negative Items - Roads Minister

The items that were positive or negative in tone towards the Roads Minister have been analysed to determine the publications that they appeared in.

Fig. 27: Minister Positive Items

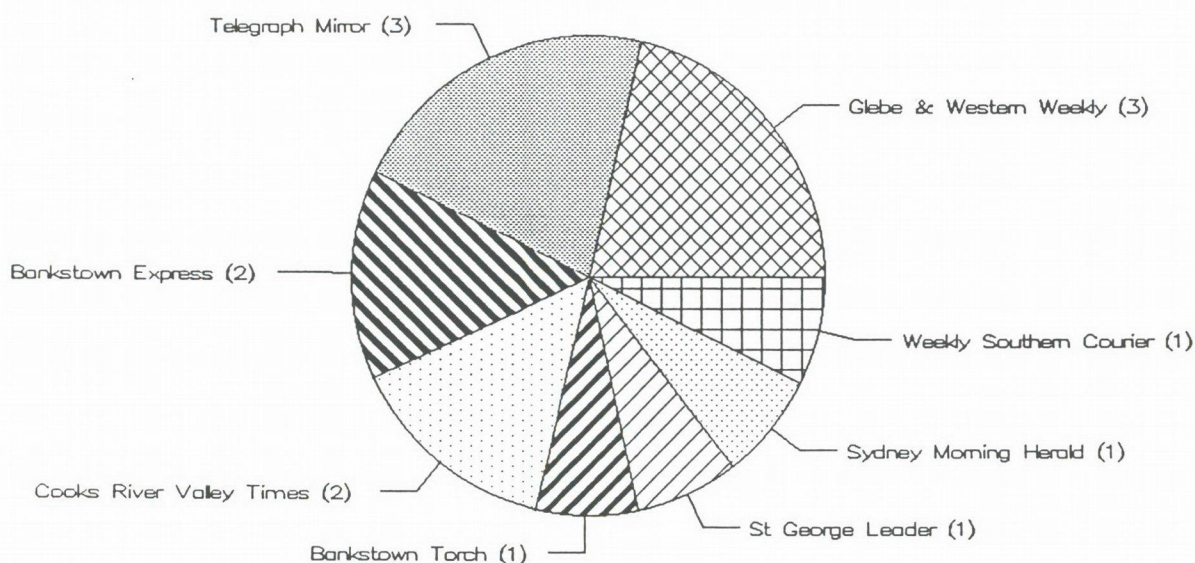
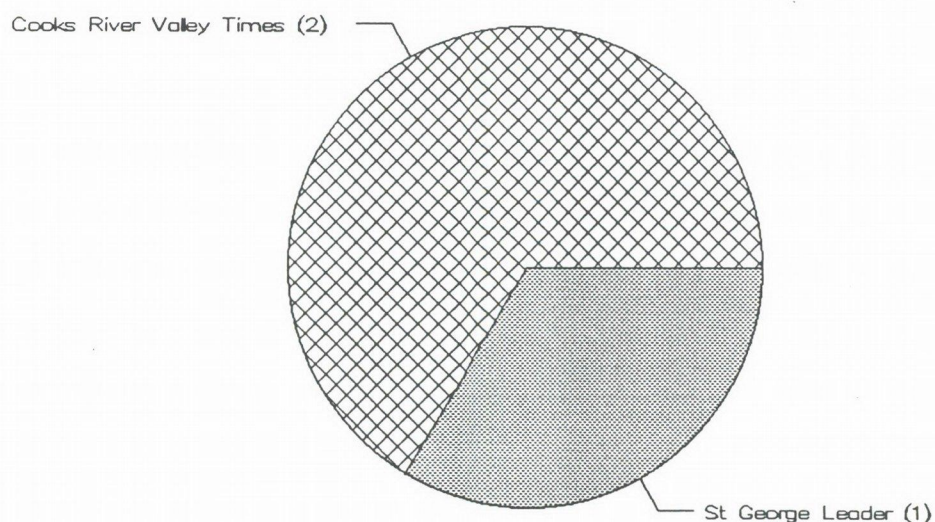


Fig. 28: Minister Negative Items



2.15 Source of Positive and Negative Items - NSW Government

The items that were positive or negative in tone towards the NSW State Government have been analysed to determine the publications that they appeared in.

Fig. 29: NSW Govt. Positive Items

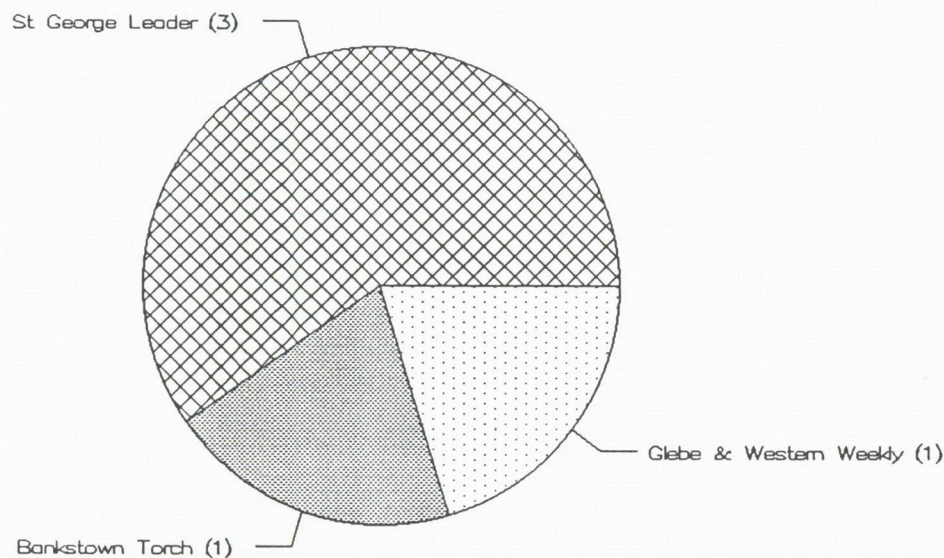
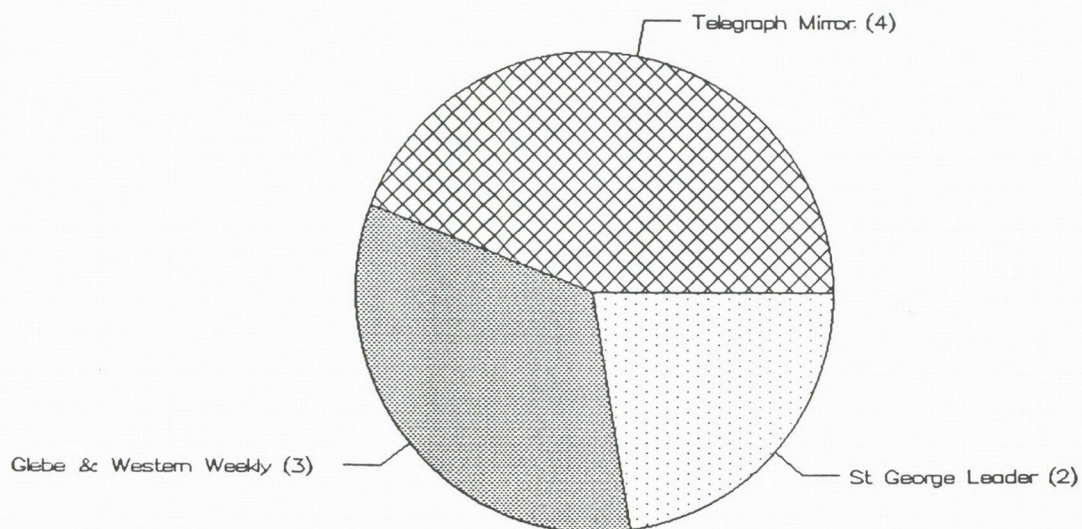


Fig. 30: NSW Govt. Negative Items



Appendix O

Analysis of quantitative feedback

M5 EAST COMMUNITY FORUM EVALUATION

The purpose of this evaluation form is to give Manidis Roberts feedback on the effectiveness of the Community Forum for the M5 East. Could you please complete the form and return it for the final meeting on the 13th April or if you can not attend that meeting send it to Belinda Worrall at the Community Information Centre, 20 Shaw Street Bexley North. Your individual evaluation form will be treated as confidential.

1 Name _____

2 Organisation 2 responses

3 How many meetings have you attended _____

4 The stated role of the Community Forum was to provide for information exchange between the community and the project team. How effective do you think this has been.

Extremely effective	1
Effective	8
Neutral	2
Ineffective	1
Extremely ineffective	

5 To what extent should the Community Forum have been involved in the following activities:

	More	less	no role	happy with current	
Policy making	5	1	3	1	No comment 2.
Advisory	8			4	
Developing options	9	1	2		
Representing interest groups	7	1	1	3	
Other <u>Noise</u>	1				
<u>Promoters</u>					
<u>Pedestrian</u>	1				
<u>Bridges</u>					
<u>Advance</u>					
<u>Preparation</u>	1				
<u>of Suburbs</u>					
<u>Involved in M5</u>					

M5 EAST COMMUNITY FORUM EVALUATION

6 How happy were you with how the meetings were run?

	Very happy	Happy	Neutral	Unhappy	Very unhappy
Timeliness	<input type="text" value="3"/>	<input type="text" value="7"/>	<input type="text" value="1"/>	<input type="text" value="1"/>	<input type="text"/>
Venue	<input type="text" value="3"/>	<input type="text" value="7"/>	<input type="text" value="2"/>	<input type="text"/>	<input type="text"/>
Chairing	<input type="text" value="4"/>	<input type="text" value="8"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Adequate opportunity for all to participate	<input type="text"/>	<input type="text" value="9"/>	<input type="text" value="2"/>	<input type="text" value="1"/>	<input type="text"/>

Please elaborate

*Self interest, Geoff did a good job while conducting meetings, as opportunistic, were given to all participants, dominance in discussion, and controlling
The position of the chair is difficult. Arncliffe residents were invited late*

7 From your perspective was it effective or informative having the specialists address the Community Forum?

Extremely effective	<input type="text" value="4"/>
Effective	<input type="text" value="7"/>
Neutral	<input type="text"/>
Ineffective	<input type="text" value="1"/>
Extremely ineffective	<input type="text"/>

M5 EAST COMMUNITY FORUM EVALUATION

8 Further to the specialists, can you provide specific feedback as follows.

For each specialist can you assess their performance by placing a 1, 2, 3, 4 or 5 in each cell according to the following:

- | | | |
|--------------------------|------------------|----------------------------|
| 1 Extremely effective | 2 Effective | |
| 3 Neutral | 4 Ineffective | 5 Extremely ineffective |

Specialist	Communicating skills	Results	Helpfulness	Follow-up
Chairperson	5 ¹ , 5 ² , 1 ³	5 ² , 1 ¹ , 2 ³ , 1 ⁴	5 ¹ , 1 ⁴ , 5 ²	2 ¹ , 5 ² , 3 ⁴
Traffic	3 ² , 2 ⁴ , 1 ⁵ , 1 ³ , 3 ³	4 ² , 1 ⁵ , 2 ⁴ , 3 ³	4 ² , 1 ¹ , 3 ³	2 ² , 2 ³ , 1 ⁴
Options	2 ⁴ , 1 ² , 1 ³	3 ³ , 2 ⁴	2 ⁴ , 1 ³	2 ⁴ , 1 ³
Noise	4 ² , 4 ¹ , 2 ³ , 1 ⁴	6 ² , 2 ³ , 2 ⁴ , 1 ¹	4 ² , 2 ¹ , 3 ³ , 1 ⁴	3 ² , 2 ⁴ , 2 ³
Air quality	5 ² , 2 ¹ , 1 ³ , 1 ⁴	6 ² , 1 ⁵ , 2 ³	7 ² , 1 ³ , 1 ⁵	4 ² , 1 ³
Tunnel	4 ¹ , 3 ² , 2 ³	5 ² , 2 ¹ , 2 ³	5 ² , 2 ¹ , 2 ³	4 ³ , 1 ²
Risk	3 ² , 2 ³ , 1 ⁴	4 ³ , 1 ² , 1 ⁴	1 ⁴ , 2 ² , 2 ³	1 ⁴ , 2 ³
Social Impact	2 ³ , 2 ⁴ , 4 ²	4 ³ , 2 ² , 1 ⁴	2 ⁴ , 2 ² , 3 ³	2 ⁴ , 1 ³ , 1 ²
State Rail	2 ¹ , 1 ⁵ , 1 ⁴	2 ⁴ , 1 ³ , 1 ¹	1 ⁵ , 1 ⁴ , 1 ¹ , 1 ²	1 ⁵ , 1 ¹
Visual	4 ² , 2 ³ , 1 ⁴	2 ³ , 3 ² , 2 ⁴	2 ⁴ , 1 ¹ , 1 ³ , 4 ²	2 ² , 1 ⁵ , 1 ¹ , 1 ⁴

9 How effective do you think the following aspects of the communications strategy have been?

	Community Information Centre	Meetings	Newsletters	Media Releases
Extremely effective	2	1	2	
Effective	7	8	7	4
Neutral	3	2		4
Ineffective		1	2	3
Extremely ineffective				1

M5 EAST COMMUNITY FORUM EVALUATION

- 10 The two major local green (environmental) groups boycotted this process at the beginning. Do you think this has been a:

Major problem

3

one way or another

Problem

3

Opportunity

Major opportunity

No impact

5

To achieving the aims of the Community Forum?

- 11 Could you describe the five major benefits that you gained from being involved in the Community Forum

- A information exchange, expert's views, exchange ideas + view points
 - B Raise issues, differences in opinions, a point of view
 - C Being part of the process, support + info exchange between suburb,
 - D other people's feeling, EIS's complexity, input by guests/present
 - E educational, inform consultants on issues they may not be aware of, obtain valid info,
-

- 12 Could the Community Forum process have been improved? Please list improvements below.

- A sub-consultants better prepared, send minutes, keep as up-to-date
 - B in changes, it went fairly well, staff answering the
 - C phone should be better informed, discussion to the point
 - D More time before develop the option through pamphlets
 - E All groups affected should be invited,
- it was good
-

M5 EAST COMMUNITY FORUM EVALUATION

13 Could the communications program have been improved? Please list improvements below.

- A Involve affected Areas from the start, the role of representation
- B Should be more clear, early involvement for Anschluss
- C More add for Community
- D OK as is,
- E _____

14 If you have any further comments please write them here.

- ASK people to vote for or against option;
- Don't defend RTA's proposal in your EIS
- It was a waste of time
- use info from the old EIS
- concerns raised should be addressed in EIS.

THANK YOU FOR COMPLETING THIS EVALUATION AND FOR PARTICIPATING IN THE COMMUNITY FORUM.

M5 EAST NEIGHBOURHOOD CO-ORDINATING FORUM EVALUATION

The purpose of this evaluation form is to give Manidis Roberts feedback on the effectiveness of the Neighbourhood Co-ordinating Forum for the M5 East. Could you please complete the form and return it for the final meeting on the 21st April or if you can not attend that meeting send it to Belinda Worrall at the Community Information Centre, 20 Shaw Street Bexley North. Your individual evaluation form will be treated as confidential.

- 1 Name 9 responses
- 2 Organisation _____
- 3 How many meetings have you attended _____

- 4 The stated role of the Neighbourhood Co-ordinating Forum was to provide for information exchange between the community and the project team. How effective do you think this has been.

Extremely effective	2
Effective	7
Neutral	
Ineffective	
Extremely ineffective	

- 5 To what extent should the Neighbourhood Co-ordinating Forum have been involved in the following activities:

	More	less	no role	happy with current
Policy making	3		1	5
Advisory				9
Developing options	2		1	6
Representing interest groups	1			8
Other _____				

M5 EAST NEIGHBOURHOOD CO-ORDINATING FORUM EVALUATION

6 How happy were you with how the meetings were run?

	Very happy	Happy	Neutral	Unhappy	Very unhappy
Timeliness	<input type="text" value="5"/>	<input type="text" value="3"/>	<input type="text" value="1"/>	<input type="text"/>	<input type="text"/>
Venue	<input type="text" value="6"/>	<input type="text" value="2"/>	<input type="text" value="1"/>	<input type="text"/>	<input type="text"/>
Chairing	<input type="text" value="6"/>	<input type="text" value="2"/>	<input type="text" value="1"/>	<input type="text"/>	<input type="text"/>
Adequate opportunity for all to participate	<input type="text" value="5"/>	<input type="text" value="3"/>	<input type="text" value="1"/>	<input type="text"/>	<input type="text"/>

Further comments

- * like been involved at earlier meetings
 - * Meetings well controlled, sensitive to opinions expressed
 - * good skills shown by chairperson to control meeting
-

7 Did you think it was effective or informative having the specialists address the Neighbourhood Co-ordinating Forum?

Extremely effective	<input type="text" value="3"/>
Effective	<input type="text" value="5"/>
Neutral	<input type="text" value="1"/>
Ineffective	<input type="text"/>
Extremely ineffective	<input type="text"/>

M5 EAST NEIGHBOURHOOD CO-ORDINATING FORUM EVALUATION

8 Further to the specialists, can you provide specific feedback as follows.

For each specialist can you assess their performance by placing a 1, 2, 3, 4 or 5 in each cell according to the following:

- | | | | | |
|---|---------------------|---|-------------|-------------------------|
| 1 | Extremely effective | 2 | Effective | |
| 3 | Neutral | 4 | Ineffective | 5 Extremely ineffective |

Specialist	Communicating skills	Results	Helpfulness	Follow-up
Traffic	3 ² 1 ³ 2 ² 1 ¹ 4	3 ² 1 ³ 5	2 ² 3 ³ 1 ¹	3 ³ 1 ⁴ 2
Options	5 ² 1 ¹ 1 ³	4 ² 1 ⁴	4 ² 1 ³	4 ² 1 ³
Noise	3 ² 1 ¹ 1 ⁵ 1 ⁴	2 ² 1 ⁵ 1 ³ 1 ⁴	3 ² 1 ⁵ 1 ³	4 ³ 1 ²
Air quality	4 ² 1 ⁴ 1 ¹	2 ² 1 ⁴ 1 ³	3 ² 1 ³ 1 ¹	2 ¹ 1 ³ 1 ⁴
Tunnel	5 ¹ 2 ² 1 ³	2 ¹ 2 ² 1 ⁴	3 ¹ 1 ³ 2 ²	2 ³ 2 ² 1 ¹
Risk	2 ² 1 ¹ 1 ³ 1 ⁴	2 ² 1 ³	2 ² 1 ³	3 ²
Social Impact	4 ² 2 ¹ 1 ³ 1 ⁴	4 ² 1 ³ 1 ⁴	4 ² 2 ³ 1 ¹	3 ² 2 ³ 1 ⁴
Visual	2 ² 1 ¹ 1 ³ 1 ⁴	2 ² 1 ³ 1 ⁴	2 ³ 2 ²	2 ¹ 1 ³ 1 ⁴
Road Design	4 ² 2 ¹	4 ²	3 ² 1 ¹ 1 ³	2 ² 2 ³
Chairperson	5 ² 4 ¹	6 ² 1 ¹	4 ² 3 ¹	3 ² 2 ¹ 1 ³

9 How effective do you think the following aspects of the communications strategy have been?

	Community Information Centre	Meetings	Newsletters	Media Releases
Extremely effective	4	3	2	
Effective	5	6	5	3
Neutral			1	6
Ineffective			1	
Extremely ineffective				

M5 EAST NEIGHBOURHOOD CO-ORDINATING FORUM EVALUATION

- 10 The two major local green (environmental) groups boycotted this process at the beginning. In relation to achieving the aims of the Neighbourhood Co-ordinating Forum, do you think this has been a:

Major problem	2
Problem	1
Opportunity	
Major opportunity	
No impact	6

- 11 Could you describe the five major benefits that you gained from being involved in the Neighbourhood Co-ordinating Forum

- A * Knowledge, opinions other than media, up to date info, ideas of Rd route, info, options,
 - B * others' views, update options on + off ramp, Data, kept informed, communication
 - C * Answers to questions, learn other views, Ent + Exit, Broad views, express view
 - D Group vs INDV, Group function, Educational, pedestrian, confidence on EIC Rd
 - E various explanations, problems awareness, relevant info, challenge
-

- 12 Could the Neighbourhood Co-ordinating Forum process have been improved? Please list improvements below.

- A everything possible was done, meetings well conducted
 - B every one who was interested had the opportunity to participate
 - C No improvements
 - D Better liaison with local media, More detailed maps
 - E More ads about M5 East info centre
-

M5 EAST NEIGHBOURHOOD CO-ORDINATING FORUM EVALUATION

13 Could the communications program have been improved? Please list improvements below.

- A ~~* NO~~, ~~* support~~ from local media ~~* NO~~
- B ~~* well covered~~
- C ~~* local media could be better informed~~
- D ~~* Adequate communication~~
- E ~~* Everything possible was done~~

14 If you have any further comments please write them here.

- ~~* Enjoyment of the experience~~
- ~~* congratulation to the organisers~~
- ~~* pleased with info and discussion~~
- ~~* well done, congratulation to Alison + Belinda~~
- ~~*~~
- ~~* Belinda + Alison did a wonderful job~~
- ~~* Belinda and Alison represented Manid's interests very well~~
- ~~* Belinda and Alison many thanks~~
- ~~* wrong Traffic figures, difficulty to understand, noise monitors not supplied, Truck drivers using 'Jacobs parking'~~

THANK YOU FOR COMPLETING THIS EVALUATION AND FOR
PARTICIPATING IN THE NEIGHBOURHOOD CO-ORDINATING FORUM.